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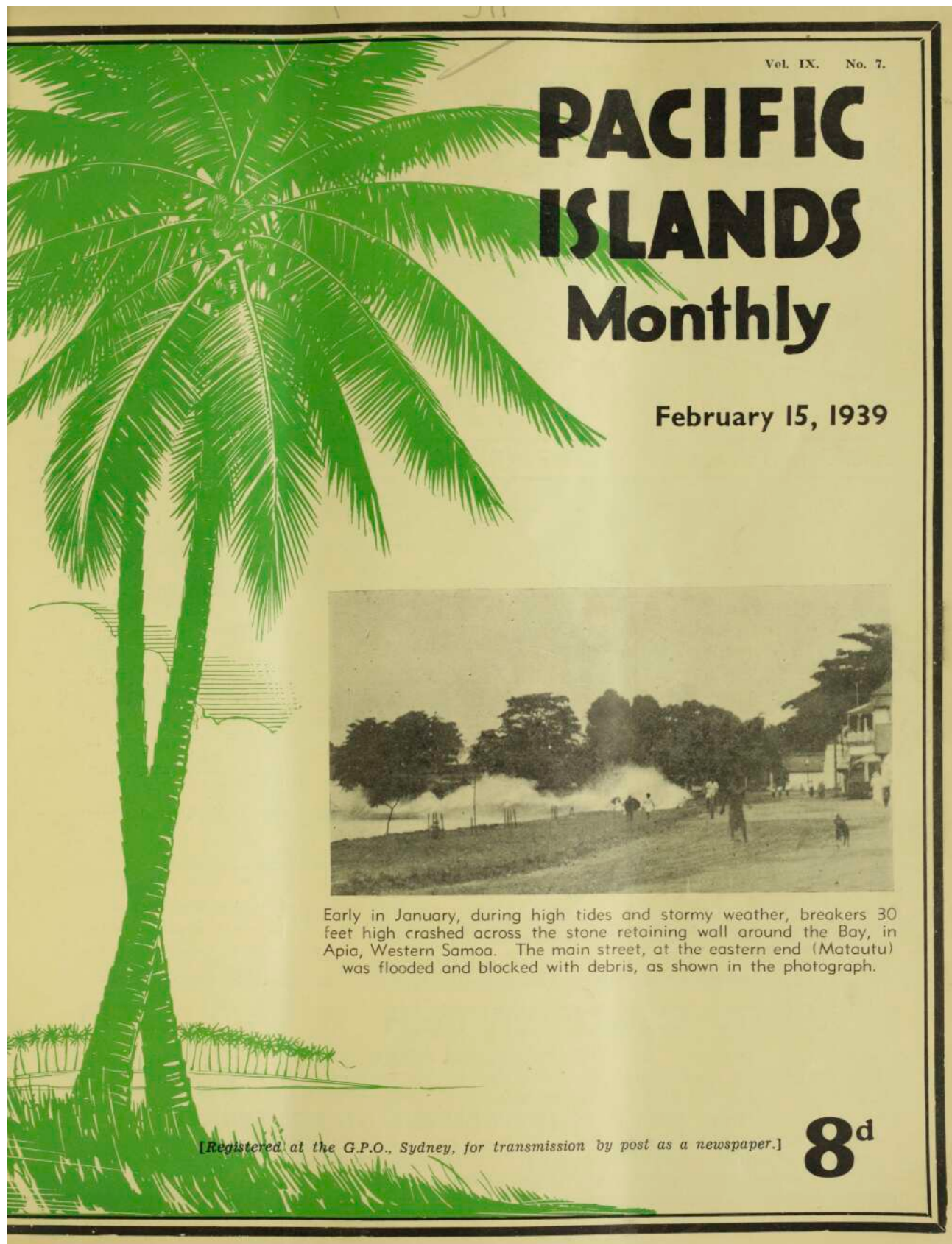
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PACIFIC ISLANDS TRAVELLERS

PER "NIAGARA" FROM FIJI ON JAN. 14: Bowen (2), Carver (2), Connie (2), Day (2), Farquhar, Godden, Pinkerton, Saxby, Stocks (2), White (2), Wignall, Cowie (2), Johnson, Kerr, Miller, Nicholl, Nicholson, Otley (2), Wreford, Griffen, Williams, Mesdames Bowen (2), Connie, Day, Fenner, Godden, Hardaker, Pinkerton, Rutter, Saxby, Seymour, Snowball, Southey, Stocks, White, Cowie, Nicholls, Nicholson, Snodgrass, Misses Bowen, Farquhar, Fenner, Hardaker, Rourke (2), White, Wignall, Johnson, Nicholson.

PER AIRLINER "CARMANIA" FOR N.G. ON JAN. 17: Messrs. Blackley, Ferguson, Watts, Gray, Munroe.

PER "MACDHUI" TO PAPUA & N.G. ON JAN. 18: Messrs. Austen, Archibald, Anderson, Buckland, Barnes, Carr, Cahill, Deland, Reasman, Frame, Foley, Fox, Humphries, O'Malley, Lockhart, Lloyd, Mason, Morel, Munro, Naughton, Neville, Neilson, Percival, Patten, Parker, Ross, Stewart, Thompson, Vicary, Wells, Webb, Mesdames Buckland, Cahill, Dunstan, Dockray, Eckhoff, Frame, Fuller, Harbord, Kloosterboer, Perry, Ross, Ryan, Elliott Smith, Veltch, Vicary, Misses Blakeney, Fuller, Kirby, Maley, Percival, Rudd, Slee, Ayten.

PER "NEPTUNA" FOR N.G. PORTS ON JAN. 18: Messrs. Barham, Currie, Fraser, Garms,

Green, Hindmarsh, Hippesley, Jackson, Lappin, Lucas, Mitchell, McEwan, Murcutt, Swan, Watch, Mesdames Barham, Currie, Green, Lucas, McEwan, Murcutt, Nisbett, Misses Beckley, Gannon, Harris, Murray.

PER "NANKIN" FROM N.G. ON JAN. 19: Messrs. Sansom, Nosworthy, Temple, Hoadley, Park, Thompson, Haviland, Hill, Chum Din, Swan, Saunders, Mesdames Bunny, Wild, Haviland, Kelly, Misses Doyle, Kinson, Yansoon.

PER "NIAGARA" FOR FIJI ON JAN. 19: Messrs. Abel, Burke, Casey, Craigie, Chaffey, Caldwell, Clarke, Fogarty, Fisher, Fleming, Gillies, Foulis, Grainger, Harricks, Rollston, Prior, Smythe, Sanders, Scott, Walker, Davison, Gray, Jordon-Rozwadowski, Leembruggen, Weston, Mesdames Jordon-Rozwadowski, Leembruggen, Burke, Casey, Harricks, Gillies, Grainger, Fleming, Symthe, Scott, Hembrough, Gambling, Davison, Martin, Misses Abel, Caldwell, Hembrough.

PER AIRLINER "CARINTHIA" FROM N.G. ON JAN. 20: Messrs. Watts, Gray, Craven, Arnold, Loomers, Perkins.

PER "MAETSUYCKER" FROM WESTERN PACIFIC IS. ON JAN. 22: Messrs. Kent, Nock, Bussche, McEwen, Nolan, Weinfield, Stoffers, Katz, Pink, Miss Briggs.

PER AIRLINER "CARONIA" FOR N.G. ON JAN. 24: Messrs. Benham, Condon, Hinks, Dalkin, Coleman, Marshall, Mrs. Tuckey, Miss Reid.

PER "MAETSUYCKER" TO PAPUA ON JAN. 24: Messrs. Campbell, Rodger, Thompson.

PER "MORINDA" FROM LORD HOWE IS., NORFOLK IS., AND N. HEBRIDES ON JAN. 27: Messrs. Aston, Cool, Turner, Fleming, Rose, Coates, Bell, Flower, Hill, Harvey, Hyder, Reuben, Rosenthal, Winchester, Baxter, Blundell, Creer, Crommelin, Creeble-Brown, Fenton, Grey, Hudspeth, Hyslop, Johnson, Keiynack, Lloyd, Mason, Meares, Morgan, Seiff, Smythe, Stevens, Thompson, Turner, Wilson, Mesdames Bell, McCann, Nobbs, Blundell, Creer, Crosbie-Brown, Fenton, Hudspeth, Hyslop, Johnson, Morgan, Thompson, Misses Larney (2), Lording, Adams, Bailey, Bataille, Christian (3), Deasey, (2), Drew, Galloway, Hogarth, Jockey, Johnston, Levick, Lewis, Martin, Maudesley (2), McCann, Quintal, Read, Sheather, Strom, Witchorn, De Mestre, Langhorn (2), Phillips, Proctor, Ramsay, Still.

PER AIRLINER "CARMANIA" FROM N.G. ON JAN. 27: Messrs. Evenson, Heron, Bedford, Asquith, Osbourne, Ethel, Kingsley, Mrs. Bergin.

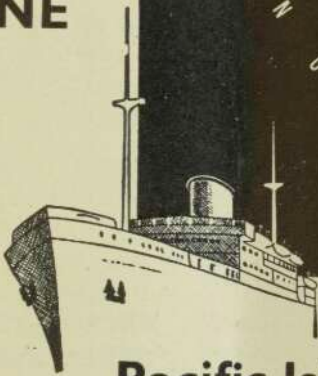
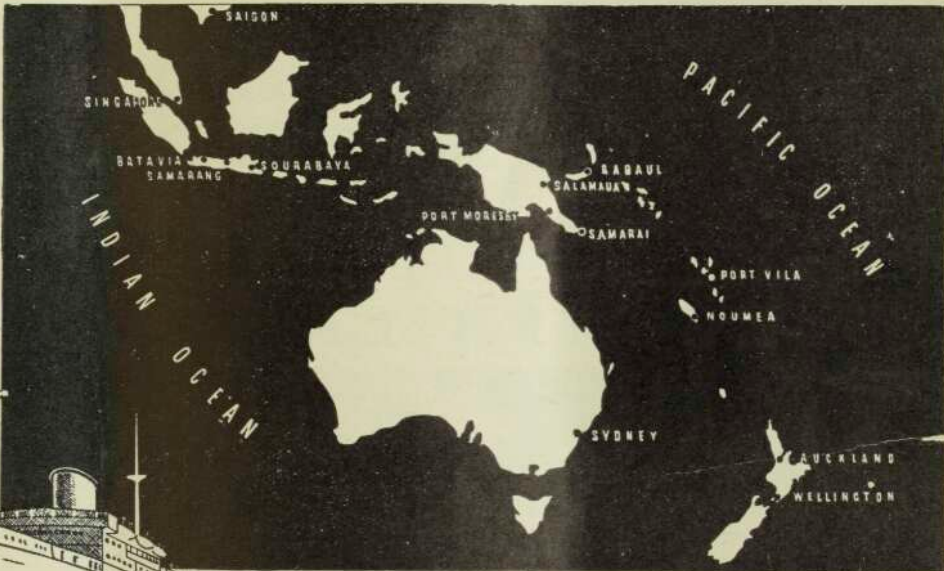
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(CONTINUED ON PAGE 76.)

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America's Voice In The Pacific

DURING the month, the President of the United States warned the Fascist nations that the world's greatest republic cannot be indifferent to any policy of aggression directed against the world's democracies. The head of the Republican Party, ex-President Hoover, stated bluntly that, if London and Paris were bombed, the United States would have to move in their defence.

This gave check to the dictators, and to the Japanese. The latter, confident that they had the steady backing of Germany and Italy, were almost jaunty in their defiance of Britain and France, in Asia and the North-west Pacific, and the situation was drifting towards war. But the sudden, unexpected, definite stand taken by the American leaders has caused an almost startling halt in the movement of international affairs; and the prospects of European peace are better, at the moment, than for a long time. Some permanent good may come out of it.

But, so far as the Pacific is concerned, two things must be remembered. It is impossible, in the nature of things, that there can be a peaceful settlement in the North-west Pacific. There will be peace only so long as the European nations remain strong enough to hold Japan within her present Empire. The other point

—and this is very important—is that those Presidential utterances in favour of democratic nations, and the recommendation of a Committee that Guam be fortified, cannot become an expression of United States foreign policy until accepted and ratified by the Senate of the United States. That may mean long weeks of argument, intrigue and underground engineering.

If Guam, away over among the Japanese mandated islands (see map in this issue) is to be fortified, it means that American foreign policy, in relation to Asia and the North-west Pacific, is going into reverse. The Tydings-McDuffie Act, passed in March, 1934, provided for the withdrawal of the United States from the Philippines, by stages, to be complete by 1946, when the Philippines would have complete independence. American public opinion overwhelmingly agreed with the opinion that American interests should not extend westward of the Central Pacific line represented by the Aleutian-Hawaiian-Samoan islands—a line necessary to protect the Panama Canal. Although it has become clear, in the past two years, that if the Americans walk out of the Philippines, the Japanese will walk in, a decision by the United States to retain control of the Territory has not been expected, simply because U.S.A. has no vital interests to defend in the

Philippines or Asia. Facts of a portentous character, not hitherto revealed, will have to be placed before the American people before the policy represented by the Tydings-McDuffie Act will be abandoned.

The United States President, with his finger on the pulse of foreign affairs, knows a great deal that he cannot reveal to the ignorant masses, which sway blindly, from day to day, in accordance with the screeching of an ill-informed, propagandist press. The President knows that if he supports the democracies and preserves their institutions, he is keeping the world open and free for all Americans; whereas if the Anglo-French Empires are destroyed, and the world is brought into subjection to the Totalitarian States, the Americans will have to fight hard for their liberty, under conditions presaging their defeat. But American masses never will believe that—until it is too late.

So the relief gained from American intervention probably may be brief. The Senate almost certainly will tell the President to stay at home and mind his own business, and, if the dictators are not sincere in their present plea for peace, the pressure of the dictators upon the democracies will be resumed. Every respite is valuable, however. Britain is growing stronger, every week, and the time now cannot be far distant when the Franco-British alliance will be so strong as to put an uncertain wobble into the Berlin-Rome-Tokio axis.

CONDITIONS IN THE SOLOMONS

May Be New Commissioner

IT is reported that there will be considerable changes in the personnel of the Solomon Islands Administration at an early date.

The Resident Commissioner, Mr. F. N. Ashley, who has had charge of the territory for several years, goes on long



Mr. F. N. Ashley, C.M.G.

leave in April, and it is understood that he will then retire. It is not known who his successor will be.

A number of other well-known officials are reported to be also contemplating retirement within the next couple of years. The names mentioned include those of Mr. Johnson (Treasurer), Mr. Knibbs and Mr. Mutch. It is expected that the new Treasurer will be Mr. Sanders.

The Solomon Islands Protectorate, owing to its isolated position, its malarious character, and the constant barrage of criticism that is provided by discontented planters and traders, is not a station that is eagerly sought after by officials of the British Colonial Service.

It is not that the planters and traders in the British Solomon Islands are more difficult than planters and traders elsewhere. The real trouble is the fact that in the Solomon Islands, owing to the curious situation of the group, there has been no new settlement or development for many years, and consequently there are very few opportunities for individual enterprise by Europeans. Britain does absolutely nothing for the Solomon Islands, except to send a corps of officials there to administer the place; Australia, which has all the Solomon Islands trade, ignores the territory officially.

The Europeans, in consequence, protest bitterly against the paralysis of development that has prevailed during the past two or three decades; and their feelings are not improved when they see a small but increasing group of energetic Chinese gradually capturing the whole of the small trade of the Islands.

As one old-timer in the Solomons, writing to the editor recently, expressed it: "When I look at the low price of copra

and shell, and see all these Chinese traders and Chinese ships about, and compare conditions with what they were, I feel that I could go away somewhere and weep. As an old-time district officer said: 'We have put the best part of our lives into the Solomons, and simply helped to make the group into a home for Asiatics'."

Aerodrome in Samoa

May Have Military Significance

From Our Own Correspondent

APIA, Jan. 20.

THE Public Works Department now is preparing a landing ground for aeroplanes, on land that is part of N.Z. Reparation Estates at Vailele, east of Apia.

There is quiet water, in the lagoon, in the shelter of the reef, in the vicinity, for the use of seaplanes.

It is not known whether this is to be a commercial or military airport—probably both. It is assumed that it is being

Copra Market

Commencing in this issue, a special article, reviewing the copra market as seen in London, by a special correspondent, will appear regularly in the "Pacific Islands Monthly". It is published on page 22 of this issue.

got ready, ostensibly, for the inauguration of British trans-Pacific airmail services.

It is believed that the visit of Eari Beatty was something more than a pleasant tour and social call—that it was connected with a survey of possible aeroplane bases.

EARTHQUAKE

N. Solomons and Morobe Coast Are Shaken

THERE was a very severe earthquake, in the earthquake belt between New Guinea and the Solomon Islands, on January 31.

Faisi, in the Northern Solomons, got a violent shaking and a tidal wave. Some damage was done to wharves and old buildings, but nothing serious has been reported. Residents in most of the Solomon Islands were a little startled by the tremors; and natives, in a number of places, fled howling into the bush.

The Morobe coast of New Guinea, directly opposite the Northern Solomons, was shaken in an alarming way, and some minor damage was reported in Salamaua. Residents of the latter place prepared themselves for the usual tidal wave; but, on this occasion, the sea remained quiet.

Captain G. E. Warner and Mrs. Warner left Auckland on their return to Rarotonga by the "Matua" on February 1, after spending two months in New Zealand.

Death of G. E. L. Westbrook

ALL the adventure and romance which imaginative writers like to associate with life in the Pacific Islands had really been experienced by Mr. George Egerton Leigh Westbrook, who died in Apia, Western Samoa, on January 31, aged 78.

Mr. Westbrook arrived in Polynesia when a young man; and for years, as sailor, trader, planter, and recruiter he wandered up and down the Eastern Pacific, from Tahiti and Samoa to the Marshall and Caroline Islands. About 45 years ago, he settled in Western Samoa, and from that centre he saw great changes take place in the Pacific Islands. From the late seventies onward, he met everyone worth meeting in the Central Pacific; he was a keen and interested observer of men and events; he became involved in many public movements

(especially the Nationalist Movement in Samoa, where he was, for a time, in serious conflict with the New Zealand authorities); and few men could discuss Pacific affairs as interestingly as he. He wrote well and copiously, and his articles and stories were published all over the world. He provided picturesque material for a book, "Gods Who Die", published in America early in 1936. He had learned much wisdom in his later years, and his advice, though not always sought, was always valuable. His passing is a loss to Samoa.



Mr. Westbrook (left), with Mr. P. Hoefflich, an old German resident of Samoa.

LIEUT.-GOVERNOR OF PAPUA

From Our Own Correspondent.

PT. MORESBY, Feb. 6.

THE Lieut.-Governor of Papua, Sir Hubert Murray, will leave Port Moresby on his usual three months of vacation on February 14 by the "Macd-hui", for Sydney.

Sir Hubert will visit Melbourne and Canberra, and will discuss with the new Minister for Territories (Mr. Harrison) the many problems involved in the project of amalgamation.

Dr. C. M. Dawson, M.L.C., of Samoa, who has been spending a holiday in New Zealand, left Auckland on his return to Apia, by the "Matua" on February 1.

Mr. and Mrs. F. Cook sailed from Sydney for Salamaua, New Guinea, by the "Bulolo" on February 8, after several weeks' holiday in Sydney. He is connected with "Cliffside" gold mine, at Wau, T.N.G.

M. Payan, a school teacher at La Foa, New Caledonia, left the Colony by the "Commissaire Ramel" on February 11 for Marseilles, France.

THIS IS THE LIFE!



A snapshot of the two sons of Mr. A. W. Small, playing at the edge of the lagoon at Suva Point, near Suva, Fiji. Ex-Fiji residents will be interested to see how Suva's favourite seaside resort has developed.

SUVA CLOSE TO HURRICANE

Severe Weather on January 19

A HURRICANE came "within a whisker" of unroofing Southern Fiji on January 18-19.

On Wednesday afternoon, January 18, the Suva harbourmaster announced that a gale, of almost hurricane force, was approaching from the north-east, and would be on or near the south coast of Viti Levu (where Suva is situated) early on Thursday morning.

Suva, for a few hours, was very busy, battenning up buildings and strengthening roofs. The "Matua", all ready to sail to Auckland, and the "Ganges", just in from India with 500 Indian passengers, were sent away hurriedly from the wharves, and securely anchored out in the harbour.

The main hurricane passed just south of Suva, but that part of Fiji was visited by very thick weather, and by heavy squalls which reached their maximum about 4 a.m. on Thursday. The barometer dropped to 29.02 at 4 a.m., and to 28.89 at 5.45.

The town received a severe dusting. Trees were knocked about, and the radio station on Flagstaff Hill was unroofed; otherwise there was little damage.

The "Matua" remained at anchor on Thursday, which was a day of foul weather; but got away on Friday, 36 hours late.

The auxiliary schooner "Tui Labasa" (38 tons) was driven ashore at Wayaka on January 19, and wrecked. There was no loss of life or injury to the crew. Captain S. Smith and two passengers were later conveyed to Levuka by Mr. R. Watson, of Wakaya, in his launch.

The gale, after travelling westward, swung back again, and Suva experienced another severe blow on Saturday, January 21.

It is feared that damage has been done to plantations in eastern and south-eastern Fiji (Taveuni, and the Lau group).

Planters Not Caught Napping

Low Prices in 1938, Compared With 1933-4

ALTHOUGH the New Guinea Administration set up a committee to report on whether the Mortgagees' Relief Bill should be re-introduced, in view of the low price of copra, the New Guinea planters generally showed surprising apathy, and it is not expected now that anything will be done.

The fact of the matter seems to be that although the price of copra has been down almost to the levels of the depression years, the effect has not been calamitous. In 1933-34 the planting industry never had contemplated, and certainly had made no provision for, such low prices as prevailed. But the position had to be faced. Capital costs and production organisation were re-adjusted to the new conditions, where re-adjustment was possible. Where it was not, planters were "wiped out"—hundreds of them.

The planters who survived, and those who started up again, and the merchants who financed them, had learned their lesson. They kept their plantation economy on the new basis and, for the most part, they refused to regard the prices of 1937 and early 1938 as permanent. Consequently, when the market sagged again, they were not caught napping. The wise, farseeing ones have been able to set the high prices of 1936-37 against the lower prices of 1938, and few are seriously distressed.

Prices, probably, will improve during 1939; but the wise planters and merchants will put a proportion of the increase away in the old sock, again, as a reserve against the inevitable swing-back.

REPORT NOT ACCEPTED.

The Mortgagees Relief Committee presented, to the Executive Council in Rabaul, in February, its report, with a finding "that it is not necessary or advisable to introduce legislation for the relief of mortgagees". The Council rejected the report which now will go to the Legislative Council.

It is expected that the official majority there, acting to instructions, will also reject the report.

Mr. R. Ashwell, of Bulolo Gold Dredging, Ltd., departed from Sydney for Salamaua, New Guinea, by the "Bulolo" on February 8, after holidays in Sydney.

TRANS-PACIFIC AIRMAIL

P.A.A. to Call at Noumea—Contract Signed

IT is officially announced that an agreement between the Government of New Caledonia and Pan American Airways, for a period of three years, was signed in the last week of December.

P.A.A. have undertaken that their seaplanes, flying between America and Australia, on a minimum service of two return voyages per month, will call regularly at Noumea. The service will operate before June 30, 1939.

The French authorities have given considerable inducements to P.A.A. They are now providing Nouville (the old military and convict establishment near Noumea) with electric light and fresh water; material for a radio station, supplied free by the French Air Ministry, was shipped from Marseilles by the "Ville de Strasbourg" on January 23; and Nouville, in a few months, will be converted into a first-class seaplane station, with meteorological and radio services.

There is no indication of whether P.A.A. intend to abandon the New Zealand route; or whether they now are planning two alternative routes—the seaplane to run Hawaii-Canton Is.-Suva-Auckland, and return, one week; and Hawaii-Canton Is.-Noumea-Sydney and return, in the following week.

It looks as if P.A.A. and the French Government, in consultation, have stolen a march on the leisurely British.

Other details on page 8.

MR. E. W. P. CHINNERY

IT is reported from Melbourne that Mr. E. W. P. Chinnery, head of Native Affairs in New Guinea, probably will be appointed Director of the new Australian Department of Native Affairs (created for the care of the Australian aborigines). The salary mentioned is £1200 per annum.

The belief is held, in Papua and New Guinea, that the new Department (as part of the amalgamation plan) will have supervision over native affairs in those Territories also. Comment is unfavourable. It is argued that control of native affairs is essentially a job for the man on the spot—that Canberra control must mean bungling and waste.

NUKUALOFA HOSPITAL STAFF, TONGA

During the short time Dr. H. E. Brown has been C.M.O. in Tonga he has been responsible for re-equipping the Vailoa Hospital at Nukualofa. These activities for the welfare of the sick have resulted in the building of a Baby Clinic, an Isolation Ward for typhoid cases, the installation of an X-ray outfit and many other useful and life-saving appliances.

The group shows Dr. Brown and Sister Moulds (seated in centre row), with some of the Tongan nurses and medical students.

—Photo: Hettig.



NORTHWARD BOUND BY THE
"BULOLO"

Mr. E. C. Monek returned to Rabaul, N.G., from Sydney by the last "Bulolo" after an extensive tour of Australia and the East. He now lives in retirement at Rabaul, after having been a hotelkeeper and gold miner at Edie Creek.



Mrs. E. H. F. Mitchell left Sydney on February 8 by the "Bulolo" for Wau, New Guinea, to join her husband, who is a patrol officer in the N.G. Administration.



Mr. M. E. Babage sailed from Sydney by the February "Bulolo" for Rabaul, N.G., en route to his plantation at Buka Passage, Bougainville. He had been in Sydney for the past two months on business.

COCONUT HUSK PAPER

Experiments in Ceylon

FIRST report from Ceylon on research into the manufacture of pulp and paper from coconut husks states that results have proved more promising than was expected (says "Fiji Times" of January 3).

Mr. S. R. K. Menon, who has been carrying out this research during the last three months, says: "The problem is no longer whether paper can be made from husks or whether it can be a commercial possibility, but how to construct the factory and organise the industry."

Paper can be profitably manufactured only when there is mass production; but that does not mean that the mill must be immediately accessible to masses of raw material. There are many large paper mills in England, for instance, which work on paper-pulp brought to them from Scandinavia, Newfoundland, Canada, etc. It is essential, however, that there should be an abundant supply of raw material at or near the port of shipment. It is difficult to see how the cost of gathering and baling coconut husk, and transporting it to the port of shipment, can be kept low enough, in the scattered Pacific Islands, to make it an economic proposition.

Mrs. G. Mirfield sailed for Rabaul, T.N.G., by the "Nankin" on February 11.

AMALGAMATION OF PAPUA AND N. GUINEA

Appointment of Committee to Work Out a Practical Plan

WHEN the Australian Cabinet met in Hobart on February 6, a sub-Committee was appointed to recommend suitable experts to be appointed as a Committee, whose duty will be to report on the proposal to amalgamate the New Guinea and Papua Administrations—and, if practicable, the territories themselves.

The Committee, it was expected, would be ready for appointment when Cabinet met in Melbourne about February 15. Some newspapers said

that the chairman of the Committee probably would be Mr. H. P. Brown (formerly Commonwealth Auditor-General).

GERMAN REACTION

The decision of the Australian Government to investigate the possibility of amalgamating the Mandated Territory of New Guinea with the Australian Territory of Papua has been received with suspicion in Germany.

The "Fremdenblatt", of Hamburg, describes the move as "swindling with former German protectorate".

OUTLINE OF THE GENERAL PLAN

The following article, by Mr. R. W. Robson, editor of the "Pacific Islands Monthly", in the "Sydney Morning Herald" of February 3, gives an outline of the general position which exists now in relation to the two Territories:—

THERE are indications that the Commonwealth Government, actuated mainly by defence considerations, will press on with its plan to amalgamate the administrations of the Australian Territory of Papua and the Mandated Territory of New Guinea.

When the Cabinet meets in Hobart this month it probably will be asked to appoint a committee of three, who will work out all details of how the amalgamation plan should be made effective, in relation to the following matters:—

- 1.—The different conditions, especially in regard to appointment and superannuation, of the two Public Services;
- 2.—The fact that Papua has to exercise stringent economy in administration, and frequently receive financial assistance from Australia, while New Guinea, deriving rich revenues from the gold industry, usually shows a surplus;
- 3.—A defence organisation, based on Australia, now is necessary in these Pacific territories; but cannot be developed in New Guinea, owing to the terms of the Mandate;
- 4.—Owing to scientific reports, it has been decided finally to remove New Guinea's administrative headquarters from Rabaul, and this provides an opportunity of selecting a place suitable as a headquarters establishment for both territories;
- 5.—In view of defence needs—also in deference to the principle that nowadays no nation can indefinitely hold colonisable territory and make no use of it—it is important that development and settlement be accelerated in Papua and New Guinea;
- 6.—It is necessary that the strengthening of Papua, in a military sense, and the encouragement of the search for oil in Papua and New Guinea be co-ordinated with a general plan in relation to those territories.

A DIFFICULT TASK

Thus, a highly important task is proposed for the new committee, which will be selected with great care. It is intended that, of the three members, one will come from Papua, one from the Mandated Territory, while the third will be an independent chairman, with experience and

expert knowledge of tropical administration.

It is assumed in view of the new development—i.e., the amalgamation plan—that the rival recommendations of a capital site in New Guinea (Lae, recommended by the Griffiths Committee; Salamaua, selected by Mr. Hughes; Wau, strongly urged by the Miners' Association) have been placed to one side. Also nothing has been heard for some time of the plan to build a road between Salamaua and the New Guinea goldfields towns, at a cost of £150,000. But this may be due to the discovery, by expert engineers, that the cost of the road would be nearer £250,000 than the £150,000 estimated in characteristically hasty fashion by Mr. Hughes.

The New Guinea Administrator, Sir Walter McNicoll, publicly has expressed approval of the amalgamation plan, and he has been recently in consultation with the Minister and Canberra officials. But it is known that the Lieutenant-Governor of Papua, Sir Hubert Murray, has definitely withheld endorsement of the proposal until a good deal more information is available.

RISK OF CONFUSION

Sir Hubert's attitude has caused some surprise among those who remember that, in 1919, when a Commission advised the Commonwealth Government concerning

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the kind of government to be introduced in New Guinea, it was Sir Hubert Murray who put in a minority report, in favour of one administrative organisation for the two Territories.

Sir Hubert will be in Australia shortly, and is completely capable of explaining and defending his present position. Probably, however, it will be found that this wise and experienced administrator is not opposed to amalgamation, but is suspicious of the plan because, if there is not complete understanding in regard to two or three vital matters, amalgamation may lead to serious confusion and loss. It is likely that at least three aspects of the proposal are causing him concern—namely, the differences (as compared with Papua) in the New Guinea service, built up since 1919; the eagerness of the big industrial enterprises in the Mandated Territory, where native labour is increasingly scarce, to recruit labour in Papua; and the imperative need, in any re-arrangement to guard the Papuan native policy, to which Sir Hubert has devoted 30 years of his life, and which is the most creditable thing in Australia's record of Pacific administration.

INTERESTS OF NATIVES

It should be explained, perhaps, that the greatest problem in these well-populated territories is that of easing the impact upon the social and cultural organisation of a stone-age people, of the inevitable penetration of European civilisation. Where this impact is uncontrolled, primitive races lose their spirit and virility, and perish, as has been proved in a dozen nearby island groups. But in Papua, under patient and skilled administration, the change-over from stone to steel, from fighting and famine to peace and plenty, has been and is being carried out in such a way that tribal organisations and vital statistics have been scarcely disturbed. Sir Hubert Murray is believed to be of the opinion that, prior to amalgamation, residents of both territories should be consulted; and that, in any event, there should be a preparatory, or halfway, stage.

PAPUA'S REACTION TO MERGER PLAN

A MAN, usually well-informed, who recently visited Port Moresby, writes: Amalgamation with the Territory of New Guinea seems to be approaching. Members of a committee of five have been nominated in Port Moresby and it looks as though the matter is decided.

The only real feeling there is adverse to it. The scheme has a lot of professing supporters, but they are those who always welcome a change of any kind, and none of them have the least idea of what kind of changes they expect. Burns, Philp are said to dislike it and fear it. Steamships Trading Co., look sideways at it. Civil servants hate it. The "Papuan Courier" supports it enthusiastically but probably does not know what it means.

The dangers to Papua seem to be land laws, labour laws, customs tariff, and gold royalties; and, of course, there are a number of rather vague directions in which the change may be hurtful.

But at least it appears now that full enquiries will be made and the situation examined thoroughly.

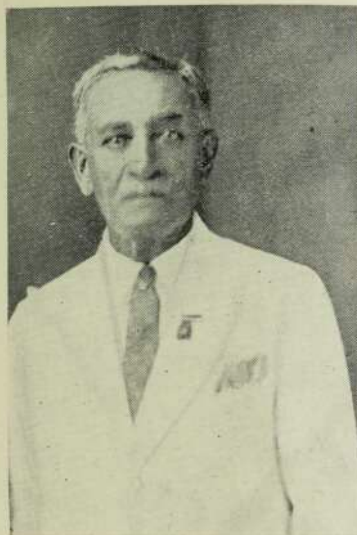
Whence Came the Idea of Amalgamation?

QUITE a number of people are claiming that they are the authors of the plan to amalgamate New Guinea and Papua. The "Sydney Bulletin" says:

DEATH OF MAKEA TINERAU

Rarotongan Paramount Chief

THE death occurred on January 28 of the Makea Ariki (paramount chief) of Rarotonga, Nui Tinerau, O.B.E., at



the early age of 65. He had been Makea since 1921.

Nui Tinerau was a man of striking appearance and unusual ability and all his life, he gave the New Zealand Administration loyal and helpful co-operation. He was a member of the Island Council, and chairman of directors of the Rarotongan Fruit Company. He was held in high regard by everyone.

The above photograph of Tinerau was taken last year, when he visited Western Samoa, and was the guest of Malietoa and other leading chiefs of that Territory.

"Five years ago, 'The Bulletin' began to advocate the administrative linking of New Guinea and Papua."

Maybe, some reference to records is desirable. The editor of the "Pacific Islands Monthly", after a visit to Papua and New Guinea, wrote this:

"Taking the broad view, there is a good deal to be said for the amalgamation of these Territories. Why not one big Territory, governed by Australia, and including New Guinea, Papua, and the whole of the Solomon Islands? One big administrative organisation would stimulate the developmental impulse now stirring in New Guinea, and solve the administrative problems represented by top-heavy Papua, and the languishing Solomons."

That was published on page 4 of the "P.I.M." of August, 1932. It was not the outcome of any editorial inspiration; but was the direct result of talks which the editor had with thoughtful men in Papua and New Guinea, where amalgamation had been, for years, a subject of discussion. Ever since then, year after year, the "P.I.M." has urged that, at least for administrative purposes, there should be closer union between Papua and the Mandated Territory.

OLD WRECK IS COLLAPSING

Memories of When U.S.A. and Germany Nearly Fought, 50 Years Ago

EVER since the night of March 15, 1889, when a disastrous hurricane swept across Apia Harbour, Western Samoa, there has lain on the reef, right in front of Apia town, the huge hull of a German warship—a most conspicuous object.

Many attempts have been made to remove this wreck; but it has resisted gunpowder, dynamite and the ravages of time. Until January, 1939, almost exactly 50 years after the hurricane, it seemed that the hull of the German warship was indestructible.

But, in the storms which occurred in the first week of January, the ancient hull received a terrific battering and, although it is still there, it is reported that it is much reduced in size and has taken on a different appearance. The sea has made several new holes in it, and it thought likely now that it may soon disappear into the deep water beside the reef.

It is all that remains, now, to remind the present generation of that curious incident of 1889 when Germany and the United States were on the point of going to war over their conflicting interests in Samoa and when there had assembled in Apia Bay no less than seven warships—one British, three American and three German.

The hurricane came up with frightful suddenness and the three American and three German warships were thrown on to the reef, and a large number of their seamen were drowned. The British warship, "Calliope" clawed her way out of Apia Bay, in the teeth of the hurricane, and was saved.

It was then that there occurred that famous incident of history, when the men of the American warship "Trenton", fast drifting to their doom on the raging reef, lined the rail and cheered lustily as their comrades on the British ship fought their way, inch by inch, out to the open sea. It was a sportsmanlike gesture on the part of the American bluejackets which the British Navy has never forgotten.

The destruction of the six warships effectively ended the warlike snarling of the two nations concerned, and the dispute was quickly settled.

NEW B.P.C. OFFICE ON NAURU

From Our Own Correspondent

BUILDING operations are in full swing at the B.P.C. settlement. The new two-storey head office building of reinforced concrete is nearing completion, and a number of small two-room residences for married couples are going ahead on the ridge above the coastal belt.

There is need now for a new and well equipped club-house and recreation room for the bachelors—the present building being inadequate and unsatisfactory. It is probable, however, that nothing will be done in this connection until after the building of a second huge cantilever for loading phosphate, which is being planned, has been completed.

SLOW PROGRESS IN TRANS-PACIFIC FLYING PLANS

Southern Service Apparently Awaits Delivery of Boeings

THE position in relation to the proposed Pan American Airways service between Hawaii and New Zealand is still indefinite.

Not a thing has been done, in the shape of flying, since the "Samoan Clipper" was lost in December, 1937. P.A.A. maintain a staff and a base at Auckland; and Mr. Harold Gatty, P.A.A. manager there, repeatedly tells the press that "it won't be long now".

Reports from other sources, however, insist that the P.A.A. Auckland service is indefinitely postponed.

It is evident that something is being done by P.A.A. in Noumea, in preparing a station for big planes. That suggests that the new route may not be Hawaii to Auckland, but Hawaii-Canton-Noumea-Australia. (Latest development on page 5).

Meanwhile, Australia is engaged in some very delicate negotiations. The Dutch want permission to run another regular airmail service between Batavia and Australia. The latter is quite agreeable; but fears that, if this goes on, it will be difficult to refuse landing-rights to the Japanese, who are pushing their airlines southward.

French lines run out to Saigon (Cochin China). They also may seek landing-

rights in Australia. If they are refused, France may not give landing-rights in New Caledonia to Australian lines, when they are ready to start flying directly across the Pacific to Canada, instead of via New Zealand.

The well-informed aviation correspondent of "Sydney Morning Herald" on January 24, said:

"Pan American Airways will not recommence its trans-Pacific service between San Francisco and Auckland (N.Z.) until its new Boeing clippers have commenced regular services between New York and France and San Francisco and Manila (Philippine Islands), according to the latest advices from the United States.

"Officials of the company say that six of the new flying-boats have been ordered, and that four will be required for the Atlantic and North Pacific services. Two Boeing flying-boats are ready, and a third will shortly be completed.

"It would now appear that Pan American Airways' service to New Zealand will not commence before Imperial Airways, Ltd. extends the Empire route across the Tasman to Auckland. There is also a chance that Pan American Airways may decide to come direct to Australia by way

of the Phoenix Group and New Caledonia, leaving the Auckland-Suva-Honolulu line to Imperial Airways, Ltd."

PREPARING FOR THE BOEINGS

From Our Own Correspondent

HONOLULU, Jan. 9.

PLANs for the resumption of the Hawaii to Auckland, via Canton Island, American air service are being held in abeyance, Pan American Airways announced to the U.S. press on December 29.

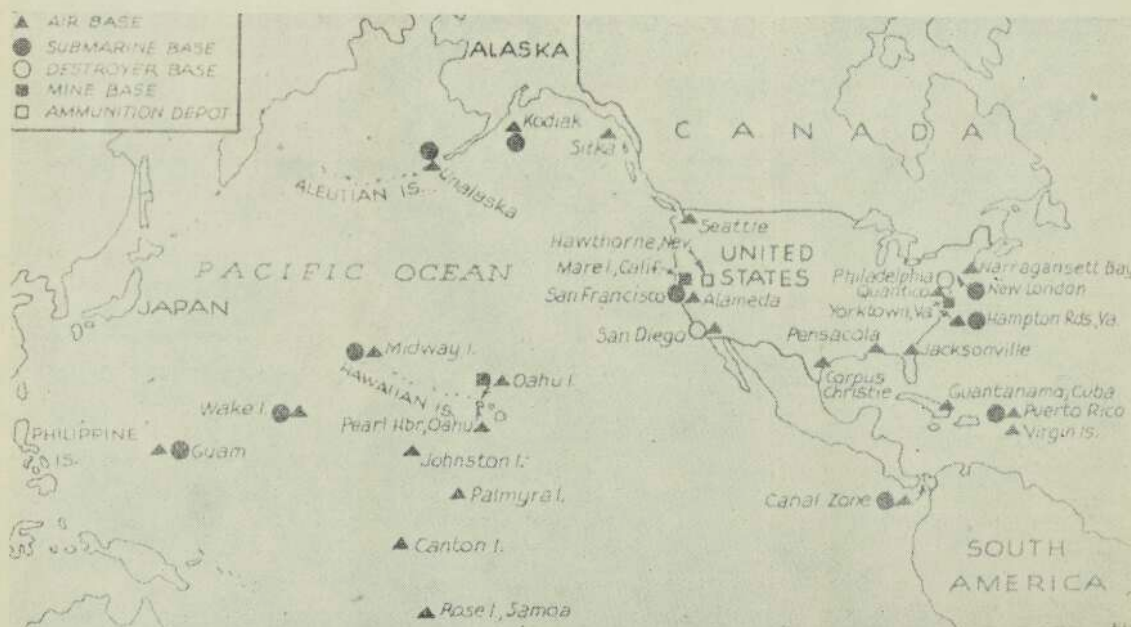
The company added that the first of the much-publicised new Boeing clippers definitely will be used to rejuvenate the American North Pacific service from California to the Orient via Hawaii. Since the loss of the "Samoan" and "Hawaii" Clippers in 1938 this service has become spasmodic.

Pan American spokesmen said that Pacific Division employees have completed a special course of training in handling the Boeing. They attended the Boeing factory and the Wright factory, where the Clipper engines were made. To-day these men, Messrs. Phil Berst and Byrnes English, are training the base crews at Honolulu, Midway, Wake, Guam, Manila and Hong Kong.

More than a year ago spare parts for the Boeing were placed at these bases. Since then, however, unforeseen technical difficulties were met in the testing of the Boeing. Hence the long delay of placing the Clipper into service.

Mr. R. O. Bulwinkel, Pan American manager at Seattle, where the Boeings

PROPOSED U.S. BASES IN THE PACIFIC



This map shows the Pacific fortifications recommended, for early and later completion, in a report submitted to the United States Congress by the Secretary of the Navy. The report was drawn up by the Naval Board, which had been instructed to indicate air, submarine, destroyer, and

mine bases, necessary for the defence of the United States and its possessions. The position is explained in an article on page 3. It is evident that the most sensitive point of American defence is the Panama Canal, and this plan of advanced bases has been arranged accordingly.

are being built, said that the date of the first flight to Honolulu will depend entirely upon final Government supervised tests. It is hoped to make it on February 19, the date of the opening of the Golden Gate International Exposition at San Francisco.

Accommodation for only 35 passengers will be provided between San Francisco and Honolulu. There is little likelihood of the Boeing being filled. The Martin Clippers, currently in the service, never have lifted a full load of passengers.

Regardless of progress in aviation comfort, travellers, when it comes to crossing wide expanses of ocean, prefer (at least on the Pacific) to take things easy in the luxury liners which are a feature of North Pacific travel. The steamers maintain their schedules, winter and summer.

Pan American announced that it hoped fares will be reduced at least 20 per cent. when the first Boeing goes into the service. The company, however, would not say whether the reduction would apply on the short San Francisco-Honolulu run (the busiest section) or simply in the long haul right across to Hong Kong, which is scarcely patronised by passengers.

The U.S. Government to date has given no decision in regard to the company's application for an almost all-round 400 per cent. increase in the subsidy paid to the Pacific Division.

British to Make Test Flights Across Central Pacific

A STATEMENT issued in January by the Society of British Aircraft Constructors, Ltd. contained the following:—

"Modified Short Empire flying-boats, strengthened to carry heavier loads than the standard craft now in service, have been allocated to the trans-Tasman mails and passenger run. Seaplane services on from Australia to New Zealand will be inaugurated during the next few months.

"Later this year the flying-boats will be used to investigate Britain's projected route in the Pacific.

"Test flights will be undertaken between New Zealand and islands and atolls in the Pacific which, during the next four or five years, may become important stations on the 'All Red' air route from England to New Zealand, across the Pacific to Canada, and thence across the Dominion and the North Atlantic back to England. Empire airliners will encircle the world."

PROGRESS OF SYDNEY-RABAU AIRMAIL

THERE is a mounting volume of complaints from Papua and New Guinea about the inability of the Sydney-Rabaul airmail to carry all the passengers offering. The Federal authorities are giving attention to a request that the service be duplicated.

The new aerodrome at Lakunai, Rabaul, will not be used by the big airmail machines before April. A small machine from Mandated Airlines has been using the aerodrome, lately, however.

Mr. and Mrs. L. C. Smith and their son John, returned to Wau, by the "Bulolo" early in February, after two months' holiday in Melbourne. He has been in New Guinea for 15 years and is employed by New Guinea Goldfields Ltd., on the Morobe Goldfield.

TROPICALITIES

SURELY no more striking commentary on the changing character of the Western Pacific islands than an incident in Rabaul on February 3. That evening, the Rabaul Police Band (playing brass instruments) gave an open-air concert in aid of the Victorian Bush Fire Relief Fund, and raised a substantial sum of money. Practically the whole of the performers were New Guinea natives—now Native Constables. In many cases their parents, and in some cases the men themselves, before they came under European influence, were primitive inhabitants of the far-back jungle. Now they not only are members of a Corps noted for smartness and intelligence, but they also can play European musical instruments in a manner acceptable to Europeans, and give their effort gladly to help distressed Europeans.

A POST-CARD from Denmark, with a December date:

"This is just to tell you that the first edition of my book about the United States (4,500 copies) was sold out entirely in ten days. That gives me a happy New Year. I wish you the same! Hakon Mielche".

All the people who met the "Monsunen" expedition in the Central Pacific Islands will offer congratulations to Mr. Mielche.

REPORTS, trickling southwards, have it that the New Year Eve dance of the Port Moresby Aquatic Club was an exceedingly joyful occasion. Long before midnight gaiety was universal. Old men and maidens, young men and children, frolicked together. Recluses were forced into the open, and budding wall-flowers were removed bodily and cast into the vortex of revelry. Towards midnight the usual accessories appeared in the form of whistles, rattles, trumpets, and all the whoopee paraphernalia of persistent childhood. And, as the fateful hour struck, several hundreds of well-lubricated throats added to the volume of joyous sound.

Hearts were drunk and drunk again. Cliques were shattered, and long established inhibitions dispelled. And the strains of "Auld Lang Syne" rang out, sung in half a dozen keys simultaneously, and to any old words that suited the mood of the singers.

Such exaltation could not die with the hour. When an obdurate official insisted on a closure at something like 4 a.m., private parties carried on the good work until the sun was fretting over the breakfast table.

GERRY MEFFERD and Ray Kauffman, who cruised the Pacific from 1935 to 1938 in their yacht "Hurricane", recently returned to America, and they were accorded columns of space in the U.S. newspapers. Here is one of the stories told to the ever-credulous reporters, which will amuse residents of the South Seas:—At Tongareva, for a 6d. bar of soap, they bartered for £4 worth of native pearls. They found that white soap was worthless. The native barterers insisted upon 10 inch bars of laundry soap, and blue-grained at that.

SEVERAL scores of athletic young (and youngish) men spent many strenuous and happy hours at Wau, New Guinea, on January 15, because there hangs upon the wall of the Wau Club a strangely-made object of nickel and wire. It consists of the inverted bowl of a kerosene lamp, with twisted wire legs and other attachments. It was made in 1933 by the ingenious Mr. Mullins, engineer for Guinea Airways, named the "Butibum Cup", and put up for competition between the cricketers of Wau and Lae. It may not be worth a King's ransom; but to the young Australians of the goldfield it is a trophy greatly coveted. Wau has had most of the success so far; but Lae came eagerly to the contest on January 15—and missed by the small margin of seven runs. At one stage, Lae had only 44 to make, with 4 wickets in hand; but in the last exciting half hour Wau's



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doughty bowler, Lowney (he finished with 6 for 38!) slew the Airways champions, and Lae bit the dust. The Laemen said afterwards that they were not defeated by science, but by the hospitality under which Wau's tables groaned.

THE following communication is to hand, from the island of Nauru, where the younger generation has been taught to read and write English:—

Dear Sirs,—

Please attach the following sentences to the "Monthly Pacific Islanders", as mention hereunder:—

WHAT HAPPEN ON NAURU.

During the King's birthday celebration. Three Eilice boys who were taken to Nauru to work in Police Force.

They stole five bottles of beer from the Government residency.

It was reported to his honour the Administrator by one of a chinaman who work there as house boy.

This case was reported to the "Director Of Police" and nothing happen to be guilty or not. This was on the 4th of May, 1938.

Sirs, how can I stop this yellow poison?

I am, yours, etc.,

NAURUAN.

Editorial perspicacity has failed. Maybe some reader can make something of it.

STORMS IN SAMOA

Much Damage to Public Works

From Our Own Correspondent

APIA, Jan. 24. VERY disturbed and cyclonic weather, during the first half of January, caused high seas, torrential rains and fierce gales in Eastern and Western Samoa. The rainfall at Apia on January 15 was 12.15 in., and on January 16, it was 15.95 in.—an all-time record.

At Pago Pago, 36in. of rain fell in three days.

Great damage has been done on the Island of Upolu, but Savai'i has escaped fairly lightly. Cattle, pigs and fowls have been drowned; bridges and roads destroyed; and plantations severely damaged. The cocoa crop is almost ruined. Every stream on Upolu was in violent flood; the Vaisigano River developed such turbulence that it broke up the Apia water supply pipe-line (which was soon repaired, however) and put the hydro-electric station out of commission. Two Samoan youths were drowned.

Numerous bridges were destroyed. In Apia, the concrete Vaca bridge was completely smashed, and the Vaisigano bridge severely damaged.

Mr. E. V. Crisp, manager of Steamships Trading Co. Ltd., Papua, was married on February 13 to Miss Hall, at St. Stephen's Church, Woollahra, Sydney. They are to sail for Pt. Moresby by the "Tasman" on the 25th.

Mr. Gopi Maharaj, son of Pandit Baij Nath, of Labasa, Fiji, died at the Colonial War Memorial Hospital, Suva, early in January after a short illness.

MARRIAGE

ROBERTS-BIGNELL.—On January 5, 1939, at the Methodist Church, Rabaul, New Guinea, by the Rev. Pearson, Jean Lindsay, youngest daughter of Mr. and Mrs. Bignell, of Fulakora, British Solomon Islands, and granddaughter of Major James Irving, of Barwhinnock, Scotland, to Dudley L. Roberts, eldest son of Mr. and Mrs. L. Roberts, of Queensland.

ABOUT ISLANDS PEOPLE

Miss K. Deck, who for the past 32 years has been engaged in mission work in the Solomon Islands for the S.S.E. Mission, is at present on furlough in Sydney. She will return to the Mission's head station at One Pusu, Malaita, in April or May.

Inspector E. Steeples, of the N.G. Police Force, at Wau, is at present on leave. Warrant Officer P. D. Moncur is relieving him.



Brigadier-General Sir Walter McNicoll, Administrator of New Guinea, together with Lady McNicoll, sailed from Sydney for Rabaul, by the "Tanda" on January 14, after four months' holiday in Australia and the East.



Mr. G. F. Gee, an officer in the Agricultural Department of the N.G. Administration, sailed from Sydney for Rabaul, New Guinea, by the "Tanda" on January 14.



Mrs. G. F. Gee returned to New Guinea, with her husband (above), after 3 months' furlough in Australia.



Hon. J. T. O'Malley, Commissioner for Native Affairs, left Sydney for Port Moresby, Papua, by the "Maedhui" on January 18, after several months' leave.



Mr. W. R. Humphries, Resident Magistrate at Port Moresby, Papua, returned to the Territory by the "Maedhui" in mid-January.

Mr. George Arnold, one of the best-known "old timers" of the New Guinea goldfields, was brought to Sydney in January for urgent medical treatment. He was conveyed from Madang by a Douglas machine, now being used in an aerial survey of possible oil country; connected with the Carpenter Airways machine at Salamaua; was met in Townsville by Dr. W. Calov, of Sydney; and was taken at once to a private hospital in Sydney. Hundreds of friends of "Little George" will hope for his speedy recovery.

M. Labaxe, of the Police Department of the Colony of New Caledonia, left Noumea by the "Commissaire Ramel" on February 11.

Miss J. McCluggage, of the Central Administration, Rabaul, New Guinea, arrived in Sydney by the "Malaita" on February 11 on leave. She will later proceed to New Zealand.

M. Griscelli, a school teacher at Voh school, New Caledonia, left Noumea for Europe by the "Commissaire Ramel" early in February on leave.

Captain W. Noak, aged 90, was knocked down by a car on Thursday Is., on January 23, and later died in hospital. The accident was the first of its kind on the island.

M. Dumoulin, head of the Department of Justice of New Caledonia, left Noumea for France by the "Commissaire Ramel" on February 11 on leave.

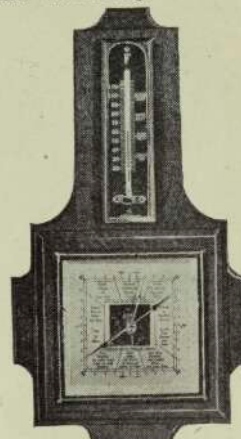
Mr. R. N. Sanders, B.V.Sc., left Sydney for Suva, Fiji, by the "Niagara" in mid-January to take up the position of veterinary officer to the Fijian Government. Since graduating from Sydney University in 1936, Mr. Sanders has been technical research assistant to Dr. R. M. C. Gunn, lecturer in Veterinary Surgery and Anatomy at the University of Sydney. His work in Fiji will be mainly in animal improvement, research work on pathological lines, animal husbandry, and the control of what little disease is prevalent there.

M. Kervistin left Noumea, New Caledonia, on February 11 for Marseilles, France, where he will spend furlough. He is well known in the Colony as head of the Department of Education.

Mr. O. B. Hart, who was acting manager of Bulolo Gold Dredging, Ltd., during the recent absence abroad of Mr. Joubert, returned to New Guinea by the "Bulolo" in February, after six weeks in Sydney. Mr. Hart, in future, will be assistant manager of Bulolo Gold Dredging, Ltd., in New Guinea, in addition to continuing his position as construction engineer.

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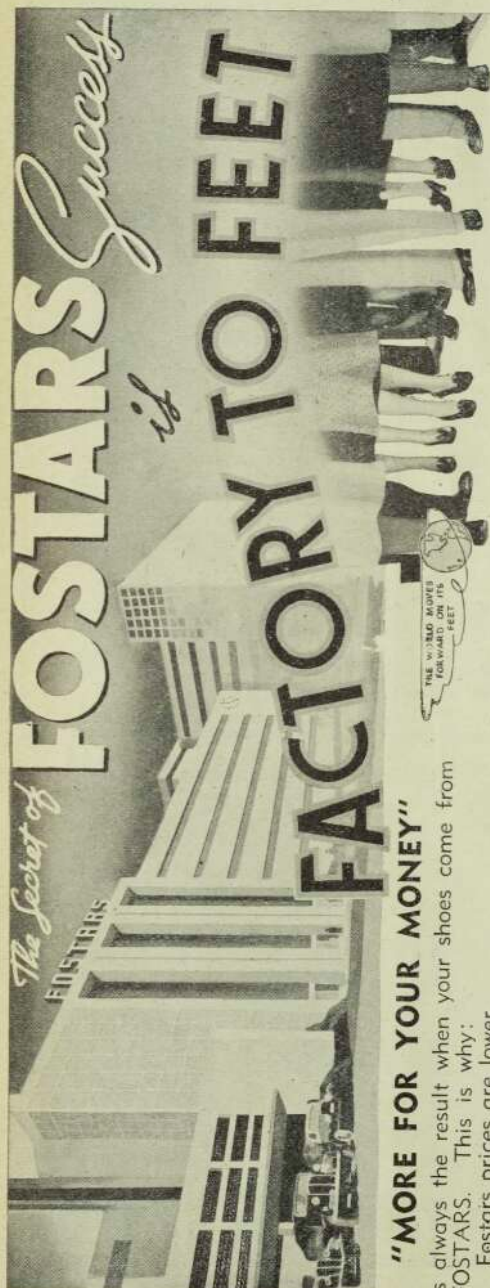
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JAPANESE POACHERS IN PACIFIC

Destruction of Important Industry

ALTHOUGH the commercial, as well as the military energy of Japan, appears to be wholly engaged in China, the fact remains that the large numbers of Japanese vessels, which come down among the Southern and Western Pacific Islands, to obtain shell, show no sign of diminution.

The Japanese have cleaned out the shell and ruined the old-established shell industry in the waters immediately north of Australia, and now they are extending their activities in the islands further east, especially the New Hebrides, the Solomons, New Caledonia and thereabouts.

One well-known trader, writing from Vanikoro on January 5, says: "Many Japanese vessels are visiting this group (Southern Solomons) in search of shell. Among them are large ships of from 20 to 35 tons. Some have radio aboard. All these ships are very fast little vessels—about 10 or 11 knots".

It is announced elsewhere that a Japanese vessel which was captured in the New Hebrides managed to escape on a technicality and sailed from Port Vila on December 25.

The real harm is not done so much by poaching—although that is irritating enough. The thing that the Europeans all through the Islands complain about is the manner in which these Japanese poachers invade territorial waters and scrape the baby-shell off the rocks, and so destroy the possibility of any further growth. This is the action of semi-savages; and it is beyond any doubt that, if drastic action is not taken by the British and French to put an end to such activities, the shell industry of the South Western Pacific, which has been worth many millions of pounds during the past few decades, will be entirely destroyed.

Motor Traffic on Nauru

From Our Own Correspondent.

NAURU, Jan. 4.
THE number of cars on Nauru, including a dozen or more owned by natives, has greatly increased lately.

Captain Preece has returned with the latest in Ford limousines; Ted Cameron, Stan Marquis, Rev. Welch, Jock Willdrige and Bill Thompson have added to the list with modern English models.

Among the natives, Chief Gaumabwe maintains a new £400 Ford coupe, and Head Chief Detudamo the latest English Vauxhall sedan.

Partly on account of the increased car traffic and partly due to the prolonged drought, the local roads are in pretty bad order. In the absence of a European works officer, it seems that the regular maintenance of roads is no particular Administration officer's business—a situation which no doubt soon will be rectified under the regime of Colonel Chalmers, who appears to be a man of practical mind.

Mr. and Mrs. D. C. McKean, formerly well-known in Fiji, are at present living in Sydney. He has been transferred by the Colonial Sugar Refining Co. to the Sydney office, after 29 years in the Colony, his last post being accountant at the Labasa branch.

Dare U.S.A. Fortify Guam?

Nations Suspicious of Japan's Plans

AUTHORITY to prepare Guam as a stronger air and naval base is being sought by the executive in the Congress of the United States; and the plan is the subject of fierce argument among defence experts.

"What is required if fortifications are really proposed there," said one, "is that they should be on a permanent basis, otherwise the United States will merely have an outpost which invited easy attack by Japan in case of war."

Some of the other experts regard Guam as a "mad imperialistic proposal".

One official report filed said it would be a foolhardy military and diplomatic blunder. It lies too deep in prospective enemy territory and too close to innumerable enemy bases in the Carolines and Marshall Islands, and its creation would certainly be provocative.

On the other hand (said the Washington correspondent of Sydney "Sun" on February 4) if major fortifications are planned on the basis of a final cost exceeding £20,000,000 (sterling), something that Japan could not capture, these critical naval men admit they would be overruled by the development of a first-class change in the whole situation of Pacific defence.

(The real issue is discussed in an article on page 3.)

It was officially announced in Tokyo on January 12 that Japan viewed "in the gravest light" the report that U.S.A. would fortify Guam.

IMPROVEMENTS—NOT FORTIFICATIONS

It was stated late in January that President Roosevelt personally approves the suggestion to spend £1,250,000 on "improvements" at Guam in the next four years. But he says that the proposed

works—dredging the harbour, building a breakwater, hangars and barracks—do not necessarily constitute the "fortifications" feared by Japan.

JAPANESE BASE NEAR AUSTRALIA

Commenting on Japan's inauguration of an air service from Tokyo to Pelew Islands, westward of Guam and only 1,500 miles from Darwin, the London journal "The Aeroplane" says:—

"Thus there is a Japanese air base within bombing range of Australia and handy to New Guinea, where there is only a small white population unable to put on even a show of defence.

"Air attacks on Queensland, from New Guinea, would be easy."

JAPAN'S PLANS IN MANDATED ISLANDS

A news despatch from Tokyo on January 30 said:

The Navy Minister's recent declaration in the Diet that the Navy is ready to maintain Japan's supremacy in the Western Pacific and enforce a new order in the Far East against all-comers, is believed to be connected with the mandated islands. Well-informed quarters consider that the position is gravely interrelated with Australian naval, air and defence.

German Air Base In Pacific Claimed

GERMANY is building a Pacific air base in the Caroline Islands, according to an extraordinary statement made in the United States Congress on February 1 by Mr. Melvin Maas.

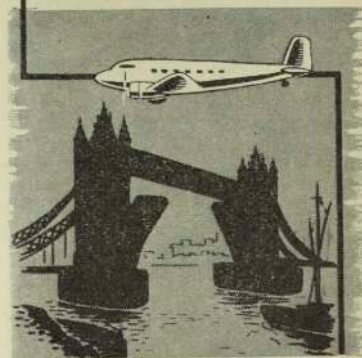
He made his statement to the Naval Affairs Committee of the House of Representatives. He declared that he had private and authoritative information that Japan, which holds the League mandate over the islands, had given Germany permission to establish a base.

The Caroline Islands are in north-west Pacific near Guam.

Mrs. Martha Thomas, of Levuka, Fiji, died in January, aged 50.

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FUTURE CONTROL OF SAMOA

Is a Change-Over Contemplated?

THERE is a strongly-held belief in Fiji and Western Samoa that New Zealand proposes, at an early date, to abandon the Mandate she now holds for the Government of Western Samoa, and that the latter Territory will come under the control of the High Commissioner for the Western Pacific. The latter already controls Fiji, Solomons, Gilbert and Ellice and Tonga; and machinery for the administration of Samoa could be simply and easily provided.

Points in favour of the change include:

New Zealand has not a very happy record in Samoa, which is of little economic or strategical value to her.

The Samoan Administration at present is an embarrassment to the New Zealand Government, which now is deeply engaged with its own domestic problems.

If a British plan of Central Pacific defence is to be developed, it can be handled much more effectively by the British Colonial Office, controlling Western Samoa, than by New Zealand controlling Samoa, and the British authority controlling the adjoining territories.

Unlike the Cook Islands (also controlled by New Zealand) the trade of Western Samoa is largely in the hands of non-New Zealand firms.

There is a much stronger community of interest between Fiji and Samoa than between New Zealand and Samoa.

Since the present New Zealand Government took charge of Western Samoa, it has tried conscientiously—though fumblingly—to secure political peace and social

progress in the Territory; and Ministers have been bitterly disappointed with the petty reactions and apparently insatiable demands of the nationalistic elements, whom they tried to assist.

It is apparent that, under the present regime, there will not be any economic progress or development in Western Samoa. But it is argued that, under a sympathetic British Colonial Office administration, directed from Suva, enterprise and initiative by both the European and Samoan communities will be given more encouragement and assistance than at present.

It should be remembered, however, that Samoa would have been in a very bad way economically, two or three times in recent years, had it not been for the banana trade. New Zealand has bought regularly, huge quantities of Samoan bananas, and even has maintained a ship in which to carry them. Fiji could not do that.

Those who advocate a change should make sure, first of all, that the banana trade with N.Z. will not be disturbed, or that something will take its place.

BANANA TRADE ORGANISATION

In a statement in January, Mr. Langstone, who is the N.Z. Minister in charge of the Cook Islands, said the Government had a responsibility to organise the banana trade for the benefit of the consumer in New Zealand on the one hand, and for the producers in the Cook Islands and Samoa on the other. To see that justice was done to all, the Government had to co-ordinate the trade from Fiji, Tonga, Samoa, Niue and the Cook Islands so that there would be an ample supply of bananas for New Zealand. It had also controlled the price in New Zealand so as to give the producers a good price in the Islands.

Sailed Schooner From Sick Bunk

TAKEN seriously ill between Samarai and Goodenough Island recently, Mr. Edwin Mears, master of the Papuan Administration's 36-ton auxiliary schooner "Elevala", had from his bunk to direct the navigation of the ship 60 miles to Goodenough, where Dr. E. Ford, who is making a medical inspection, treated him. The native crew then successfully sailed the little schooner back to Samarai.

Still suffering from the effects of his illness, Mr. Mears arrived in Sydney by the "Bulolo" on January 29, and was taken by ambulance to Sydney Hospital where he underwent an operation. His condition in mid-February was reported to be "quite satisfactory". Mr. Mears has served in the craft of the Papuan Administration for 30 years.

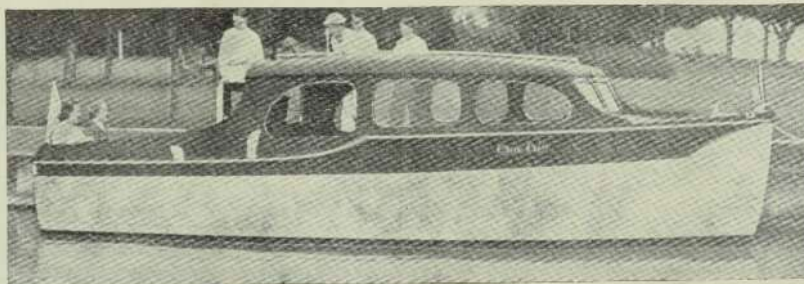
BRITISH TRANS-PACIFIC LINERS

SHIPBUILDING costs have been reduced lately, and the London correspondent of the "New Zealand Herald" says that, as a result, the plan to build two new British liners for the trans-Pacific trade (under subsidy from Britain, Australia, Canada, New Zealand and Fiji) has been revived.

The Dominion Governments are said to have been communicated with. The ships proposed are of 25,000 tons, with a speed of 21 knots.

Mr. C. Taylor, of Stephens Aviation Co.'s mechanical staff, arrived in Sydney from New Guinea by the "Bulolo" at the end of January.

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JEW SETTLERS FOR N. GUINEA

Interesting Plan Beginning to Take Shape

THE plan to found, on the high central tablelands of New Guinea, a European colony which will comprise largely Jewish refugees from Germany, Austria and Italy, is steadily taking shape.

The suggestion was made, first, in the December issue of the "Pacific Islands Monthly". Men who know New Guinea thought the idea worth pursuing, and inquiries were made. As a result, the proposal was brought under the notice

of the Australian Government, and because of the probability of oil being discovered there. New Guinea and Papua must remain under Australian control. That means that there must be a lot more European settlement in both Territories. Australia cannot effectively colonise the two Territories; therefore, a plan to introduce some thousands of European settlers, on an organised basis, is worthy of Australia's most serious consideration. Finally, there is the important matter of finance. Settlement of a primitive country, without roads, bridges, or public facilities of any kind, calls for heavy initial expenditure. It is understood that the Jewish organisations, if they can find a country suitable for development, are prepared to spend millions of pounds in assisting settlers to become established. There, ready made, is a solution of the problem of finance: Australia to provide communications, etc.,

and the Jewish bodies to finance the settlers.

Value of New Hebrides In Defence Plan

From Our Own Correspondent

PORT VILA, Jan. 24.

THE suggestion in the "P.I.M.", that Australia should assist her defence scheme by encouraging the settlement of Jewish colonies in New Guinea and New Hebrides, has aroused some interest here.

It can be emphasised that the soil of most of the islands of the New Hebrides is extremely rich. All kinds of vegetables, including potatoes, can be grown here, with a minimum of trouble, the whole year round. Maize also grows very well.

It is surprising, indeed, that Britain



The Central New Guinea Tablelands lie in the area north-west of the Bulolo goldfield, embracing all the region around the headwaters of the Ramu and Purari Rivers, right across to the headwaters of the Sepik River.

of the Jewish Welfare Society of Australia, and of other organisations interested in helping the Jews.

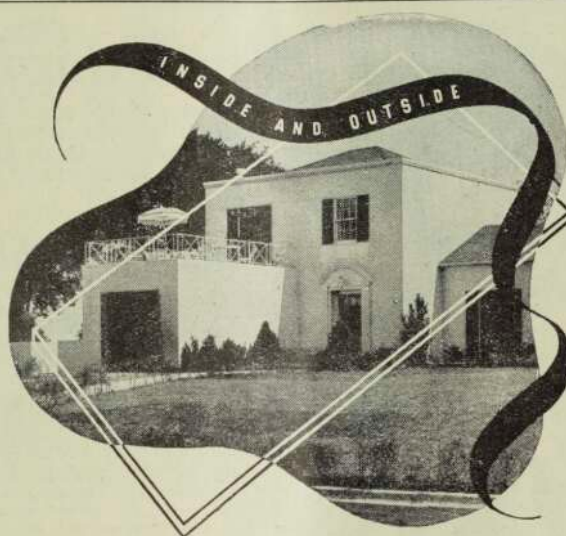
In January and February, inquiries were made to ascertain the attitude of the Commonwealth Government and the New Guinea Administration; and it was found that neither was unfavourable to the idea, providing that a number of obvious difficulties could be overcome.

It was pointed out, for instance, that Australia was opposed to group settlements of foreigners; but it was decided that this need not apply to New Guinea. It also is apparent that native rights must be protected; and there is a large native population in the region under consideration. There is an enormous area available for European settlement, however, after all possible native requirements have been provided for.

Early in February, there were interviews between the Minister in charge of Territories (Mr. Harrison) and representatives of the Jewish organisations; and it was indicated that, if the latter presented a sound plan for Jewish settlement in New Guinea it would receive the friendly consideration of the Commonwealth Government. The matter has now been referred to Jewish organisations overseas.

If the Jewish bodies decide to go on with the plan, they first of all will make a very thorough investigation of the region suggested, and satisfy themselves that it is a suitable place for a European colony, of the scale and type suggested.

The plan, from Australia's viewpoint, has much to recommend it. Because their possession is a vital part of Aus-



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From the point of view of the defence

THE PACIFIC ISLANDS CLUB

Visitors from the Islands to Sydney (or those interested in Islands affairs), are advised to communicate with the honorary secretary of the above Club, which has been formed to study the history, traditions, economics, and political developments of the Pacific Islands. Next Club Gathering, Wednesday, February 22, 8 p.m., Hotel Carlton, Sydney.

THE PACIFIC ISLANDS CLUB,
C/o Pacific Publications Pty. Ltd.,
Union House, George St., Sydney.

of Australia, the New Hebrides group has many fine, land-locked harbours, and—of great importance in these days—some fine lagoons, that would make perfect seaplane bases. The Erakor Lagoon, near Vila, would be unsurpassed for the latter purpose. It is a fine strip of water, running 5 miles inland, and varies in width from 200 yards to half a mile.

Mr. W. Swindells, who was a resident in the goldfields section of New Guinea for some time, is now on the staff of Bremang Gold Dredging Co., Insu, Gold Coast Colony, British West Africa.

M. Wanthiez, teacher at La Perouse College, New Caledonia, sailed from Noumea for Marseilles, France, by the "Commissaire Ramel" on February 11.

SALAMAUA-WAU ROAD

Arguments About Cost—An Apparent Stalemate

MANY months have passed since the then Minister for Territories (Mr. Hughes) declared that a road would be built between the New Guinea goldfields towns and the port of Salamaua; but nothing yet has been done.

Mr. Hughes said the work could be carried out for £150,000, and planned accordingly. Mr. Field, head of the Public Works Department in New Guinea, walked over the suggested route, and said the cost of the road would be at least £230,000.

That was stalemate.

The New Guinea Mining Association, sponsor of the short, direct route from Wau to Salamaua, still insisted that the road could be built for £150,000. Canberra, much embarrassed (its chronic condition where Mr. Hughes is concerned) could do no more than point to its engineer's report.

Finally, the Mining Association sent out its own surveyors to estimate the cost of the Middle Bitoi road; and an agreement between this party and the Government engineers is now awaited.

The latest report is that Mr. Field still is in the Wau-Salamaua district, examining possible routes for a road, and trying to devise a means of bringing construction costs within the financial limits imposed by the original plan.

It now is possible that the whole plan will await investigation by the new Amalgamation Commission.

A DIFFERENCE OF OPINION

Meanwhile, a special correspondent, writing at Wau on January 20, has supplied us with the following summary of the position, from the Wau Mining Association point of view, as on that date:

"The present position about the road is that we do not agree that the road will cost anything like £230,000. This estimate is for a Main Roads standard, and includes many steel bridges. Through our representation on this point the Public Works Department have now adopted the Queensland standard for mining and developmental roads.

"To explain the position, I would point out that Surveyor Bergin only ran a location survey through the Middle Bitoi, and that when he came to a difficult part he just went through, without going back and running alternative location lines to see whether bridges could be avoided or easier construction costs obtained. This is no reflection upon Mr. Bergin, as he only had a limited time and was restricted to one grade.

"We know, from our own experience,



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PAPEETE MERCHANT



MONSIEUR ALFRED CHASSANIOL, one of the longest established and most esteemed merchants of Papeete, who for many years has been agent at Tahiti for leading trading companies of Australia, New Zealand, and U.S.A. The son of the late Dr. Albert Chassaniol, formerly Chief of the Medical Services of French Oceania, Monsieur Chassaniol belongs to one of the most distinguished families in the Colony.

—Photo: Simpson.

that a road can be put through at well under £150,000 and, if the Administration cannot do it, the miners are prepared to do so, provided that some arrangement can be made to give them a franchise for a period of years.

"The Bitoi Valley route, according to Mr. Field, is held up by a section five miles long, through a gorge. The estimate for this is £40,000, with an additional £32,000 to £40,000 for bridges. Mr. Field has told us that if this gorge can be avoided, the rest of the road is of easy construction and costs, under the new standards, will be light.

"Up to the date no attempt has been made to see whether an alternative route can be found around the gorge. We say such a route can be found and are now out to prove our words by sending out a survey party, which leaves Wau this morning. The party consists of Mr. Frank Thomas, licensed surveyor, and Mr. Tom Prince, both old hands, who have been here since 1926.

"Frank Thomas has wide local experience (including Bulolo-Bulwa road, Bulolo power race, Slate-Surprise road Irowat and Watut and water races, etc.) and we think that he will be successful. The Government surveyors have not got local experience in road location, although all are good surveyors. Mr. Field has given his approval to our action and has offered all assistance. In return, we are offering him all information obtained.

"As regards the cost of the road: the road we require definitely can be built for £150,000, and there are contractors here who will take it at that figure. The Government estimate of £230,000 is not based on sound engineering figures, because no quantities have been taken out. We suspect that Mr. Field has

been staggered by his first experience of New Guinea (as we all were) and that he naturally is keeping well on the safe side, to protect himself.

"Our estimates are based on the jobs we have done here (paying aeroplane freight on all supplies) and also upon our knowledge of the country through which the route passes. This knowledge is very much greater than that possessed by Mr. Field or his surveyors. At any rate, we are prepared to back our estimates by taking on the job.

"The Administration has agreed that they will find any amount above £150,000 needed to build the road and that this will not be included in the toll charge.

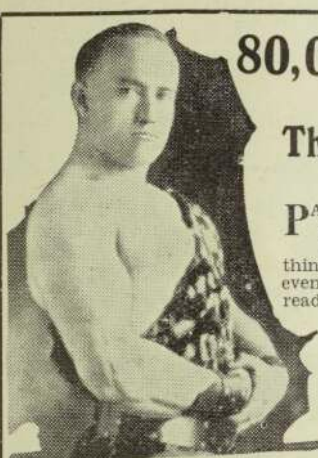
"As regards the long route via Wam-pit, 118 miles, our information is that the examination has disclosed many constructional difficulties, in spite of easy

grades—these include filling of swamps and sections in bad country, which must make the total cost very high. The direct route (Route A) has such easy grades, and is such a short distance, that we will do everything we can to force it through. We understand that the mining companies have stated that they will not invest in a loan for the long route".

FIJIANS SAVED FROM THE SEA

EIGHT Fijians who were reported to have been drowned in the January floods, were found adrift on a bamboo raft after they had been six days on the open sea.

All are well, including a four-months'-old baby.



Alfred J. Briton, Australasia's Leading Physical Director, Founder of "Health and Physical Culture" Magazine.

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THIS month, to every reader of this paper who is interested—here's my offer: To prove to you what I have said about the "Secrets of Muscular Strength and How to Acquire It", I am going to give ONE FREE ISSUE providing you make application at once! This book has been the cause of changing the lives of thousands of men. I have received countless thousands of wonderful letters and photographs of actual transformation of men who never thought they could acquire strength and development! Make me PROVE these assertions to you by sending for your copy this minute, not to-morrow, you may be too late, but to-day—NOW! Are you ready? Let's go!



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NAME

FULL ADDRESS

Feb.

Fijian gold bullion exported in 1938 amounted to £701,272.

SAMOA, AND FEEBLE N.Z.

Position of the Administrator

(Thus the "New Zealand Herald", commenting mildly upon a situation that is not only grotesque and politically scandalous—insofar that it reflects directly upon the ability of the New Zealand Government—but which also represents a deliberate cruelty to a fine type of public servant.)

A MESSAGE from Apia announces that a record now stands to the credit of Mr. A. C. Turnbull, who has held the position of Acting-Administrator of the Mandated Territory of Western Samoa for three and a half years.

This may be a record for Mr. Turnbull, but it is a record of an entirely different sort for the Government—a record of indecision. The last Administrator was Sir Herbert Hart, who retired from the position on July 25, 1935, during the lifetime of the Coalition Government. On several occasions the then Prime Minister, Mr. Forbes, was questioned concerning the choice of a successor to Sir Herbert, but before any decision was made the results of the 1935 elections removed the matter from his hands.

The question was then applied fairly diligently at intervals to Mr. Savage, but it seemed that Cabinet was never able to "get round" to the question of confirming a competent official in a post which he was holding with ability, or else appointing a new man.

During the last three years, however, while Mr. Turnbull has continued in his temporary-permanent post, the Government has recruited a young army of new directors, controllers, supervisors and commissioners, all of them very permanent. Surely it is not too much to expect that Cabinet Ministers should have been able to spare sufficient time to define clearly the position of a man who has been discharging for New Zealand an international trust. Mr. Turnbull's present title is nothing but a fiction.

"MACDHUI" PASSENGERS

Mr. S. D. Anderson, accountant at the Kavieng branch of W. R. Carpenter and Co., left Sydney by the "Macdhui" on January 18 for New Guinea, after a short holiday in Australia.



Mrs. Eric Ryan sailed from Sydney by the last "Macdhui" for Misima Island, Eastern Papua, to join her husband, who is employed at Umuna gold mine.



Mr. Leo Austen departed from Sydney for Port Moresby, Papua, by the January "Macdhui", after three months' furlough in Australia. He later proceeded to Daru, where he is Resident Magistrate.



PLANE FOR NEW GUINEA

A WACKETT GANNET monoplane was flown to Sydney from Melbourne on February 6, en route to New Guinea, where it will be used by Stephens Air Transport Co. The plane, which is fitted with two Gipsy Six engines, is being flown to New Guinea by Mr. C. Gatenby.

Mr. W. Carter, a New Zealand Public Works Department engineer, in charge of a party erecting a meteorological station on Sunday Island in the Kermadec Group was drowned there at the end of January.

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W. Newcombe.

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Mr. R. M. Hardy,
33 Bond Street, Wellington, N.Z.
Dear Sir,

I have suffered for about fourteen years with burning pains in my stomach like boiling lead. I felt as if there was a red hot bolt driven in my backbone and at times I screamed with pain. I tried doctor after doctor, but it was only money thrown away—I tried every known remedy, still only money thrown away.

One day I saw a new so-called cure advertised in the "Evening Star", and I went to a large store in Karangahape Road, and asked for it, explaining how I was suffering. The assistant behind the counter shook his head and said that I would waste my money buying that cure. He advised me to try a tin of Hardy's saying that he felt sure I would get relief, at the same time I was in agony, so I purchased a tin of Hardy's and when I arrived home I took a spoonful in half a cup of milk, in six minutes all the pain had left me. I continued using it regularly for fourteen days and felt completely cured.

I always keep a tin in the house and take a dose of Hardy's after a good square meal. I should like you to use this testimonial as there must be hundreds of sufferers who could obtain relief from their pain. I am well known in Auckland, and it would be a pleasure to personally explain my experience to any sufferer.

I have been for fifteen years with La Gloria Gramophones, 207 Karangahape Road, Auckland, and am the originator of that Company.

I am, yours faithfully, W. NEWCOMBE,
41 Formby Road, Point Chevalier, Auckland, N.Z.

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is obtainable from leading Chemists and Stores throughout Australia, New Zealand and the Pacific Islands. Price: 5oz. Tin 2/6, 10oz. Tin 3/9.

CANTON Is.

Preparation As Station On South Pacific Air Service

From Our Own Correspondent

HONOLULU, Jan. 4.
ACCORDING to Mr. John Boyle, an expert with the Pacific division of Pan American Airways, his company has done nothing on Canton Island except stake out a proposed site for an operations base. He said, too, that much work must be done at Canton, including the blasting away of coral heads in the lagoon, before the island can be used by commercial airboats.

Mr. Boyle returned last week from a special survey of Canton Island.

A resume of reports appearing in the U.S. national press indicates that Pan American will concentrate on improving the North Pacific service (which is being operated with only two clippers and is much behind schedule), and upon launching a North Atlantic service to meet the promise of competition from another American company, and British, French and German interests.

DUTCH AND BRITISH

Fortification of Pt. Moresby Approved

MR. VAN DEN BUSSCHE, who recently retired from the position of vice-president of the Council of the Netherlands Indies, said in Sydney that Holland welcomed the decision to fortify Port Moresby, which would forge another strong link in the chain of defences of British and Dutch interests in the Far East.

"The Colonial Civil Service of Holland is drawn from University men, who must all have taken a special five-years' course", he said. "They must learn both the Malay and Javanese languages, economics, law, and ethnology. It is a little different from your colonial service in New Guinea. We have to deal with native peoples much higher up the scale, with a culture of their own which we have to learn. But it might be a good thing for your country to have specially trained young men from whom they could choose their future administrators".

EDUCATION OF NAURUANS

IT was stated, in the December issue, that Mr. H. E. Hurst, of Geelong, had undertaken the education and technical training of twelve young Nauruans at his own expense. These are the twelve attractive lads who were presented to the Minister for the Territories (Mr. Harrison) at the Commonwealth offices in Sydney early in January. Mr. Hurst writes that the statement that all this work is done at his personal expense, is likely to cause some heartburning. He says that while he personally bears a certain amount of petty costs, all the major expense is willingly borne by the Nauruan Administration. Those who are interested in this remarkable experiment in the education of the Polynesian people should note the correction.

Mr. E. Mainwaring recently married Mrs. Ostrom, formerly of Kavieng, at Salamaua, T.N.G. He is an officer in the New Guinea Administration.

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is scarce, you can use water only — just add rather more Horlicks, that's all.

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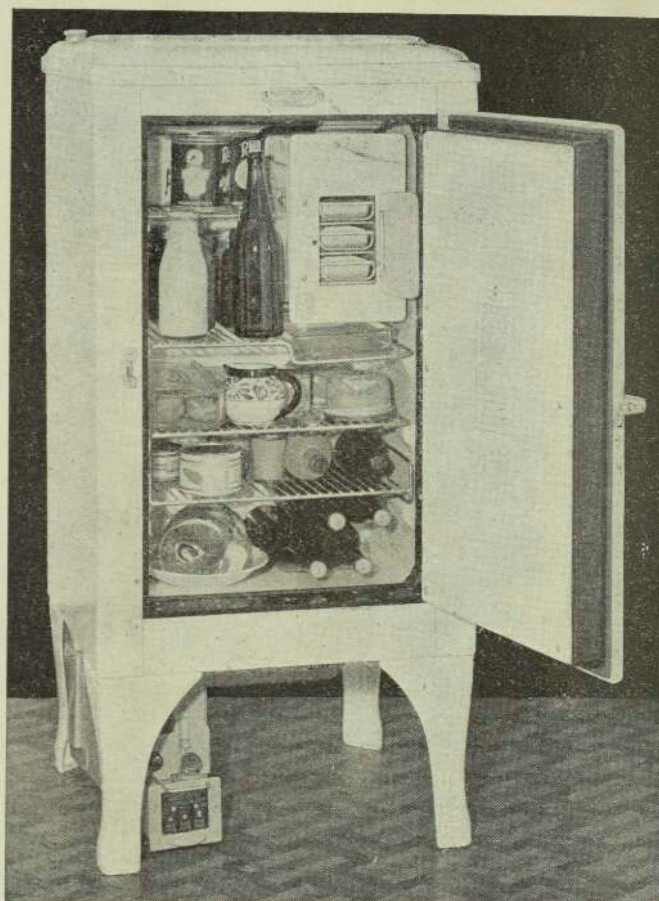


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MODEL L22
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Representation in Papua and New Hebrides.

THE GRANADILLA



The Granadilla—a prolific grower and bearer on the main island of Tonga. A correspondent writes: "We should like to know whether there are any commercial possibilities in this deliciously-flavoured fruit". (Photo by Hettig.)

JAPANESE BOAT
ESCAPES

Technical Point In New Hebrides

From Our Own Correspondent

PORT VILA, Jan. 14. YASKISUKU KANAYA, the captain of the Japanese vessel "Taian Maru", who was charged before the Court of First Instance at Vila, New Hebrides, with having entered a closed port without permission, and with not being in possession of a health clearance from his last port of call, was sentenced to a fine of 2480 francs, and his vessel to be seized, on the first count, and to a fine of 250 francs on the second count.

He exercised his right to demand the French legal system, however, and appealed accordingly to the Joint (Anglo-French) Court. Thus, he escaped the major penalty, on a technicality.

The appeal was heard before Don Manuel Bosch Barrett, the Spanish president of the Joint Court, and the resident French and British Judges. The appellant was defended by French counsel; and the procedure followed was French.

Appellant was acquitted on the first charge, because it was shown that the original summons to the Court of First Instance had been served by a police officer, instead of by a customs officer, as laid down by Condominium Joint Regulations.

The fine of 250 francs, for non-possession of a Bill of Health was upheld, as this was considered as an offence against public welfare.

When the New Hebrides police first boarded the "Taian Maru", at Rentapoa, near Teouma, at the south-west of Efate Island, the captain stated that he carried no papers and that his vessel was owned by a firm in the Philippine Islands.

The "Taian Maru" left Port Vila on December 25.

The escape of the Japanese on a technicality, is to be regretted. There are several unauthorised Japanese craft prowling about, engaged mostly in poaching, and they are difficult to catch. The capture of the "Taian Maru" was the result of smart police work.

EXPLORATION IN NEW
GUINEA

Party on Middle Sepik

A REPORT in the January "P.I.M.", that the New Guinea exploratory patrol under Mr. J. L. Taylor, would return directly from the Upper Sepik in the Administration motor boat "Sirius", was not quite correct.

The "Sirius" proceeded, early in January, with stores, directly to the Sepik River, and met Mr. Taylor and his party at Yessan, above Ambunti; Mr. Taylor took over his stores, and then left for Wabag, via Karawari.

The patrol left the controlled area in March, 1938, and marched westward, to

investigate the unknown and unexplored region between Mount Hagen, the Dutch border and the Upper Sepik River. Good work has been done. The party has been divided two or three times, with a view to examining wider areas, part being under Mr. J. R. Black (a patrol officer) and part under Mr. C. B. Walsh (medical assistant), both of whom are assisting Mr. Taylor. Contact has been made with tribes hitherto unknown.

Mr. "Snowy" Blackley returned to Wau, New Guinea, by aeroplane in mid-January, and has resumed duties with New Guinea Goldfields, Ltd., at Edie Creek.

Miss June Ewen, of the N.G. Administration, left Rabaul for Hong Kong by the January "Neptuna" on the first stage of an extensive tour abroad.

AT THE MASTHEAD
OF HEALTH!

Tooheys

FLAG
ALE*"Here's To'ee"*

MR. D. MACKINNON, M.B.E.

From Our Own Correspondent.

TULAGI, Jan. 23.

A PLEASANT and impressive ceremony took place at Tulagi, B.S.I. soon after the arrival of M.V. "Malaita" from Australia, on January 17.

Before a large assembly of residents, and officers and passengers from the "Malaita", His Honour the Resident Commissioner (Mr. F. N. Ashley, C.M.G.), after inspecting a guard of native troops, invested Mr. Donald Mackinnon with the M.B.E.

His Honour referred to the valuable service rendered by Mr. Mackinnon as a non-official member of the Advisory Council, and offered congratulations on the honour conferred by His Majesty.

THE COPRA MARKET IN EUROPE

BY OUR SPECIAL CORRESPONDENT

LONDON, Jan. 25.

MARKET conditions in London continue normal and quotations are, on the whole, fairly stable. At the time of writing, the C.I.F. price of F.M.S. Straits copra for January/February shipment fluctuates between £10/15/ and £10/12/6.

I asked Messrs. H. M. F. Faure and Company, of London, what, in their view, was the future for copra. Quite naturally, they regard the question as impossible of a definite answer. The world at present is so full of uncertain factors—notably, import quotas in certain countries, exchange restrictions, etc.,

and, arising out of these factors, a tendency to switch from one oil-bearing seed to another. The technique of oil seed crushing has advanced to such an extent that it becomes increasingly practicable to switch in this way.

However, whilst the outlook is rather obscure, the London market does not look for any great fluctuation. The consumption of copra has remained reasonably constant, total world exports from the principal countries being around a million tons a year.

London is still the main copra market of the world, and there has been no general change in marketing. The purchases of copra, even for big countries like Germany, France, and Central Europe, are still largely made in London. France buys her copra here, with the exception of shipments emanating from her own colonies. These are mainly handled through Marseilles.

Copra from the Philippine Islands is likewise sold on the London market, but only the surplus is marketed there and in Marseilles, as the United States takes the bulk of the shipments. At the present time, moderate quantities of Philippine copra are offering on the London market.

Though not really an important factor, still it is interesting to note a little lower tendency in the freight market. This means a saving of a few shillings per ton.

GIVEN no international trouble, the London copra market looks forward to normal conditions. In France, the quota factor has not influenced the market much, as French colonial shipments are not of sufficient importance to influence prices to any serious extent. The Straits Settlement are the most important shippers as far as the United Kingdom is concerned, and the quantity available from that source is sufficient for normal requirements. The main market for Pacific Islands copra is still the U.K., Denmark and France, the latter the most important, because most South Seas copra is low-grade copra and is largely used in France for soap manufacture.

Copra from Ceylon continues to go chiefly to India, though there is still a moderate trade done with Europe—Great Britain, France, Germany and Scandinavia.

The Dominions do not, as yet, figure largely in the market as buyers and, until their population increases substantially, it is not likely that they will. The Canadian business is usually done direct with the country of origin, and is regarded in London as unimportant. The American business affects the London market only in so far as it concerns the offerings of Filipino copra to countries other than the United States.

REVERTING to competitive factors, the two most important nowadays are whale oil and soyabeans. Whaling is now in progress, and it is too early to give readers any idea of this season's catch. It will interest suppliers to know, however, that the figures available of the catch of certain fleets indicate that the total will be less than last season, when the world's whale oil catch was perhaps the record total of 500,000 tons.

Soyabeans: This business has been disturbed by the situation in the Far East, and normal trading has largely broken



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CALCIUM, to build up bone and nerve tissues, as well as general bodily endurance.



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PHOSPHORUS, to prevent nervous breakdown and fatigue, and to help in creating new nerve, brain and red blood cells.

POTASSIUM, to relieve nerve pains, prevent constipation, build up the grey matter of the brain, and for muscular control.

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These vital Minerals are in the most assimilable liquid form in **BIDOMAK**. They overcome the effects of severe tropical conditions and clear away the depressing after effects of Malaria. **BIDOMAK** overcomes tropical lethargy and depressed feeling, so stop feeling run-down and weary, buy your first bottle to-day.

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A Refreshing Health Drink

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A few drops of Bidomak in a tumbler of ice-cold water is a delightfully refreshing thirst-quencher.

Sole New Zealand Distributors: Q-Tol-Fluenzol Laboratories, P.O. Box 1018, WELLINGTON, N.Z.

down. On the other hand, large quantities of soyabeans are being sold by Japan to Germany on a barter basis. Just recently, Germany has again entered the market, and, as the time of writing, she is a buyer at £7/15/-, with sellers asking £7/17/6. About 40,000 to 50,000 tons were sold the Germany during the past month.

Messrs. H. M. F. Faure, in their January report, state: "The increase in the copra imports dropped from 38,000 tons at the end of September to 26,000 tons at the end of November. On the other hand, the deficit in the palm kernel imports increased from 11,000 tons at the end of September to 17,000 tons at the end of eleven months. It will be noticed that at the end of November the

rise in the copra imports is largely offset by the drop in palm kernel imports".

AMERICA'S COTTON-SEED OIL

It was reported from Washington on January 19 that, this year, the United States has a record carry-over of cotton, totalling altogether 14 million bales. It is such an enormous surplus that President Roosevelt is planning an international cotton congress to develop plans for the disposal of the accumulation.

This enormous cotton crop is likely to affect the price of copra. It is well-known that when the United States has a large production of lard or cotton-seed oil the importation of copra from the

Philippine Islands decreases and a corresponding surplus of Philippine Islands copra goes to the European market. It, therefore, would appear that a good deal of Filipino copra is already on its way to Western Europe.

TURNED DOWN!

New Guinea Plan To Use Planes Convertible to Bombers

Contributed

THE Australian Minister for Aviation (Mr. Thorby) could not see his way to help the Parer brothers in their proposal to use in New Guinea convertible bombing planes for commercial flying.

Kevin Parer, who has a private flying service between Wewak and Butheim, and his brother Ray, one-time hero of Australian aviation, now flying chiefly to and from his mine, approached Mr. W. M. Hughes with a project to substitute a convertible bombing plane for a commercial plane they proposed to purchase for their private enterprises, if the Government would supply the difference in price.

It was believed by Kevin Parer that his example would be followed by other pilots and private flyers in New Guinea, who thus would form a readily available defence unit in time of need, at a minimum of cost to the Government.

Mr. Hughes favoured the suggestion and put it before Mr. Thorby. Mr. Thorby found that insufficient funds were available for this outlay. Although he agreed that there were advantages in such a type of defence, it would be impossible to subsidise one or two flyers to this extent "unless the same favour could be extended to all".

It is interesting to note on which side Mr. Thorby considers the favour!

Editorial Note.—The reply is typical of Mr. Thorby. This gentleman, by his arrogance, and his apparent inability to visualise Australia's real problems, and to see any viewpoint other than his own, has made himself the most disliked politician who ever held a Federal portfolio. New Guinea airmen should not be discouraged. Mr. Thorby will not last much longer, and probably his place will be taken by some one who will appreciate the value of having, in New Guinea, a fleet of commercial planes quickly convertible to bombers in time of national need.

NAURU'S DROUGHT BREAKS—TOO LATE

From Our Own Correspondent

NAURU, Jan. 4.
AFTER nearly two years of drought, heavy rains and westerly conditions set in in the first week of January. The rains are too late, however, to save much of the vegetation along the coastal strip, hundreds of coconut palms having died and been cut down. Nothing short of continuous heavy soaking rain for some weeks will satisfy the situation and give the island a new start.

Mr. T. O'Dea, well-known Guinea Airways pilot, who has spent a couple of months' furlough in Australia, left Sydney for Salamaua by the "Bulolo" on February 8.

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Sanitary-ware, Baths, Basins, Bath Heaters, Wallboard, Asbestos Building Sheets.

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Hush "Silent" Flushers for Pedestal Pans.
"NOX" Electric Lamps.

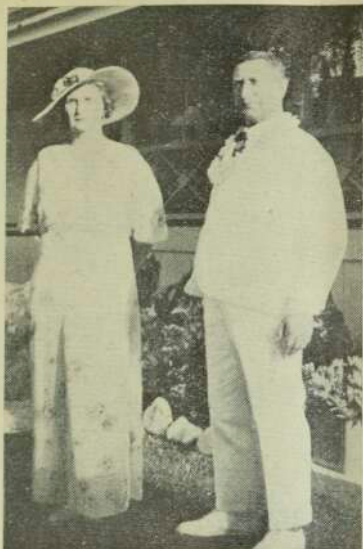
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200 C.P. Lanterns, £2/16/6. 300 C.P. Rapid Lanterns, £3/5/-.
Ordinary preheating type using petrol for starting—200 C.P. Lanterns, £2/8/6. 300 C.P. Lanterns, £2/16/-. 200 C.P. Rapid Table Lamps, £3/7/6. 300 C.P. Rapid Table Lamps, £3/16/6.

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C.I. Resident Commissioner



JUDGE H. F. AYSON, C.M.G., Resident Commissioner of the Cook Islands, and Mrs. Ayson entertained over 300 European and native guests at the Residency, Rarotonga, in January, at a garden party.

TREATMENT OF DISEASE IN SOLOMONS

INTERESTING items from the report of Dr. Clifford James, who conducts a busy hospital for the Melanesian Mission, at Fauabu, in the Solomons:—

"I have treated many of these crippled human beings suffering with yaws of the joints. They are doubled up with pain, and are brought on a litter. Yet three or four injections of 'Sobita' and they are walking about. It never ceases to thrill you, and I feel grateful to God that we should have so efficient a drug for so crippling a disease.

"Elephantiasis is caused by a worm which takes up its abode in the lymph channels and blocks them. The lymph, which is a thin watery fluid, is prevented from returning, and so remains in the limb, which slowly gets bigger and bigger. Fortunately, the growth is so slow that the patient adjusts himself to his inconvenience, and he does not suffer very much handicap. There is, however, the complication of infection. Germs enter the sodden area and cause fever and pains and illness. What is to be done for these unfortunates? There is no drug which has any effect on the worm. The latter is far too elusive to find, and so a new way for the lymph to return has to be found. This is done by removing all the sodden fatty tissues, and so allowing the skin to rest on the muscles underneath, in the hope that the lymph will return via the lymph channels in the muscles. I have done a number of them this half-year. The immediate results seem to be good, but whether the relief is lasting, I do not know. There are plenty of applicants for the operation."

Mr. G. Russell has taken over the management of the Wau branch of Burns, Philp and Co., Ltd., in New Guinea.

Suva Town Board

THE Fiji Gazette notifies that the following are to be members of the Suva Town Board from January 1, 1939:—

Official Members

Hon. H. Wise, O.B.E., Director of Public Works (Chairman).

Mr. A. B. Ackland, Produce Inspector, Agricultural Department (Deputy Chairman).

Mr. J. J. Real, Land Officer and Deputy Registrar of Titles.

Mr. R. G. Baxter, Medical Officer of Health.

Mr. J. Rudd, Administrative Officer.

Mr. H. E. Smythe, Executive Engineer, Public Works Department.

Mr. R. B. Ackland, Acting Deputy Treasurer and Accountant-General.

Unofficial Members—European

Mr. P. Costello.

Mr. R. A. Crompton.

Indian

Hon. Said Hasan.

Mr. J. F. Grant.

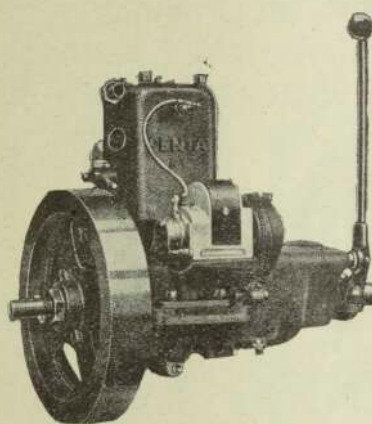
Fijian

Semesa Korol.

Niko Cunilawa.

Miss H. Colebrook, of W. R. Carpenter and Co., Ltd.'s branch at Rabaul, New Guinea, arrived in Sydney at the end of January by the "Bulolo", on furlough.

Mr. G. Asange, managing agent for the John Burke Shipping line at Thursday Island, arrived in Sydney from T.I. by the "Taiping" on February 1.



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Quality Marine Units at reasonable prices. 8 models from 3½ to 100 H.P. Model F1, illustrated, is a sturdy 3½ H.P. 2 Cycle Engine, which runs on either Kerosene or Petrol. Has a fine Reverse Gear which is completely enclosed and oiled. This engine is suitable for boats up to 20ft. long. A complete equipment is supplied, including fuel tank, stern gear, silencer and all fittings necessary for installation.

PRICE COMPLETE ONLY £45 (ex bond).

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Twin Cylinder 4 Cycle 10 h.p. £85.	Six Cylinder (Diesel) 75 h.p. £395.
Four Cylinder 4 Cycle 16 h.p. £135.	

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Cables: "Kopsen", Sydney.

TRADE BISCUITS MADE IN WAU

A BAKERY which was established at Wau, in New Guinea, in 1936, for the production of bread, for the European population, and of trade biscuits, for the native labourers, reports a successful year's operations.

The biscuit business, especially, has flourished—which is not to be wondered at, considering that there are about 8,000 indentured native labourers on the goldfields, and that rice and trade biscuits are their staple foods.

The baking Co., however, are urgently appealing for the construction of a road from the goldfield towns to the coast. They point out that they pay no less than £10,000 per annum in freight on flour brought in the aeroplanes from the coast to the goldfield—and that this rep-

resents 40 per cent. of their turnover. Their air freight bill in December was £960.

The manager of the bakery was in Sydney in January, purchasing machinery and equipment with a view to opening another bakery at Salamaua, for the production of bread and trade biscuits.

Paul Ah Lok, one of the oldest and highly-respected Chinese residents of New Guinea, died on January 25 after a short illness. Prominent in every movement for the welfare of Chinese in the Mandated Territory, Paul Ah Lok went to New Guinea in April, 1890, as an employee of the late Ah Tam. Some time later he took up land in New Ireland, where he was one of the first Chinese planters. He was a trusted friend of Dr. Hahl, during the German regime.

RICH NAURUAN NATIVES

Xmas Box of £13,000

From a Special Correspondent

NAURU, Jan. 14.

THE natives of Nauru are said to be the richest in the world.

While this may or may not be correct, it is believed that a sum of £13,000 was paid out by the Administration in the names of individual natives, early this month (January).

The money is not given directly to the individuals, but in most cases is placed in the Savings Bank accounts of those concerned, and none of it beyond a regular monthly sustenance allowance may be used except with the formal approval of the Administration. This acts as an effective check on foolish spending by the natives.

The story behind the payment of this large amount, which was retrospective, is an interesting one:

About a year ago, during the visit of the Phosphate Commissioners to the island, the general manager (Mr. Harold Gaze) announced the intention of the Commission to exercise its right under the terms of the agreement covering phosphate payments, to reduce the per ton royalty to native landowners from 4½d. to about one-third that amount (1½d.) for the next five-year period. As an alternative, the 4½d. per ton arrangement to be continued, if the natives would consent to extend the general agreement for a further period of 30 years (the present agreement being due to expire in a few years' time).

In other words, said the B.P.C. through the Administration: We propose to reduce your royalty payments by two-thirds, unless you give us a 30-years' extension of our present phosphate mining rights. To this alternative the natives, in spite of argument and cajolery, refused to agree. So the old agreement was adhered to, and the reduction in royalties commenced to operate.

And now, after some months, without having secured the extension of the agreement desired, it appears that the B.P.C. have reverted to the former royalty basis, and have paid up retrospectively for the past months. The effect of this magnanimous gesture on the part of the B.P.C. (who could probably have forced the hands of the natives if they had desired), is an increase of goodwill towards the B.P.C. on the part of the natives—who cannot, however, quite comprehend the strange workings of the European business mind.

An immediate result of the receipt of this large sum of money into the native bank accounts, was a great increase in native purchases at the local stores during the New Year season. The Nauru Co-operative Store was packed out for days before Christmas.

Mr. J. Gollan, Chief Secretary of N.S.W., accompanied by **Mr. R. H. Hicks**, a member of the Lord Howe Island Control Board, left Sydney by the "Morinda" on January 28 for Lord Howe, where they will investigate complaints by tourists regarding accommodation.

Mr. S. Mill, commander of the South Sea Evangelical Mission vessel "Evangel", arrived in Sydney recently on six months' furlough. **Mr. K. Griffiths** is in command of the vessel during his absence.

Sparkling
refreshment
from pure
Malt and
Hops



**FOSTER'S
LAGER**



Mining On Lakekamu, Papua

ONE of the oldest prospectors in Papua, Mr. A. E. Bethune, sent this photograph from Mosquito Creek, on the Lakekamu, to our Port Moresby correspondent, in December, with the remark



that "it will not be long before the Lakekamu goldfield will be left to the Kukukukus again".

Mr. Bethune, however, is still employing a small line of boys in "chasing the elusive dwt."; and the photograph shows how he does it.

NAURUANS SAY FAREWELL TO W. C. GROVES

From Our Own Correspondent.

NAURU, Jan. 16.

ALTHOUGH Mr. W. C. Groves, B.A., had been on Nauru as Director of Education for only two years, the Nauruans showed on the night of January 9 how Mr. and Mrs. Groves had won their affection.

A large body of people came to the Domaneab (native meeting place) and the Head Chief, T. Detudamo, praised what Mr. Groves had done through the medium of the schools and the Domaneab activities. These latter had been inaugurated by Mr. Groves in an endeavour to supply a centre for recreation in the form of games, concerts, debates and lectures on current topics, and to be organised as far as possible by the people themselves.

On behalf of the chiefs, Detudamo presented Mr. Groves with an inscribed watch. There were gifts also from the staff of teachers.

Mr. Groves, responding, said he found the Nauruans sympathetic and responsive in all he tried to do. He noticed a growing tendency for them to take more pride in their traditions, and he was glad to see in the audience Timoteo Tabwia, who first brought the Christian message to Nauru fifty years

ago. There was also sitting on the platform the first native medical practitioner, Joseph Harris. Mr. Groves hoped they would take a great pride in their island and in themselves, for their future was unique and essentially Nauruan. He thanked them for their co-operation during his two years' service.

It is understood that Mr. Groves, who is well-known for his anthropological and educational work in the Western Pacific, prior to coming to Nauru, may take up special work in another Western Pacific Territory.

Mr. and Mrs. Groves sailed with their family from Nauru on January 11 on the "M.V. Triaster" for Melbourne, bearing with them the good wishes of and many gifts from both the European and native communities.

Mr. Groves's successor as Director of Education in Nauru is Mr. L. J. Buchanan, B.A., Dip. Ed., of the Victorian Education Department. Mr. Buchanan, who is an experienced senior teacher, and has lately been head teacher at Apollo Bay, served in the A.I.F. as a Lieutenant.

Mr. W. De Ath, of Boullia, Queensland, recently arrived at Thursday Island to take up the position of Town Clerk, replacing Mr. W. Richardson, who has resigned.

Rev. F. Lane, superintendent of the New Guinea Mission Station at Menapi, Papua, arrived in Sydney on January 30 by the "Bulolo", on furlough.

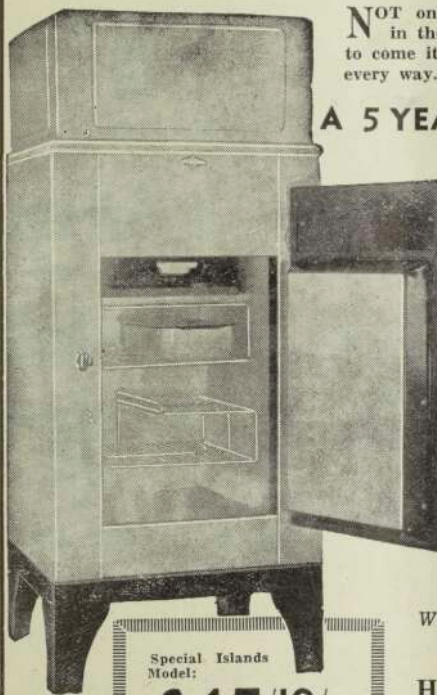
Bishop J. Darnard, of Western Samoa, accompanied by Rev. Father J. Deihl, of the Marist Mission, paid a visit to the Tokelau Islands in January on board M.V. "Matafele".

The Comforts of Continuous Refrigeration in South Sea Island homes, Cost LESS with a HALLSTROM

Kerosene Operated REFRIGERATOR

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LEFT IN MID-AIR!

Remarkable Story of What Happened to Proposed Consort of Hawaii's Last Sovereign

BY A. C. ROWLAND

FOR centuries, until the breaking-up of the confederation of the Polynesian Island world, 600 years ago, the great double canoes of the period voyaged at frequent intervals between the northern islands—now called Hawaii—and those of the south, of which Ra'iatea was the centre.

The ties between the archipelagoes became close and intimate.

Priests and warlocks and their acolytes came from the north to study the ancient wisdom, and the arcana of their craft, at the council-house in the sacred precincts of Opoa, on Ra'iatea. Warriors and chiefs of the royal clan voyaged from the south to settle in the northern islands and become the founders of dynasties of high chiefs.

The chronicles of all these things were embodied in genealogies and oral traditions, and epic poetry chanted at great ceremonies. And so the antiscians of Hawaii and the Society Islands preserved the memory of each other through the centuries which followed the "sin of Avarua", and the disposal of the confederation, until communication was re-established in recent times.

IT was not strange, then, that when, in the last years of the nineteenth century, the Queen of Hawaii sought a husband, her thoughts should have turned to the islands of the south.

Years before, a young man of Tahiti who said he was a prince of that country, had visited Honolulu. The Queen remembered him. Here was a chance

to re-unite the ancient royal families. She wrote him a letter.

The man who received the letter was a very different person from the handsome young prince the Queen remembered. Years of good living and oceans of good cheer had so expanded his equator that he had to lean far over to see the tips of his toes. In addition, that mysterious disease of the tropics—elephantiasis—had laid hold on him and destroyed the grace of his nether limbs.

Moreover, he was not really a prince. The tolerant insouciance which allows distant relatives of islands royalty to assume the titles of prince and princess, if it suits their fancy, had never troubled him by a too critical examination of his genealogy.

These disabilities did not, however, cast a shadow to blemish the knightly eloquence, worthy of Sir Launcelot Du Lake, that graced his answering letter.

MORE letters passed, and at length the Queen—as reigning queens must do—invited him to become her royal consort.

The prince saw before him a broad highway of riches and glory. He must, however, find means to enter his future kingdom with becoming state. He went to his friend, Van Wyck.

Van Wyck was a thrifty Dutchman who, by years of work and self-denial, had accumulated a modest fortune. The prince showed him the Queen's letters, and the lock of her hair she enclosed in her last epistle.

"I am about to become King of Hawaii", he said. "If you will finance me, I will make you my Royal Chancellor. Your honorarium will be ten thousand a year".

Van Wyck agreed. The prince departed for San Francisco.

In this, as in many another royal romance, the course of true love did not at all run smoothly.

Her Majesty's ministers, informed of what was going on, and full of displeasure over the knowledge, took quick action. A message was despatched to the Hawaiian Commissioner at San Francisco that the prince must be prevented from embarking for Honolulu, at any cost, until further instructions; a messenger was sent with all speed to Tahiti.

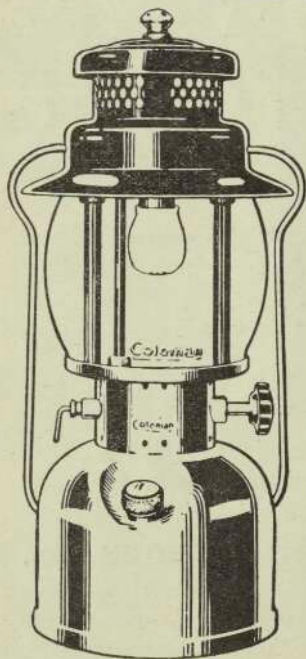
The messenger—a charming Hawaiian gentleman who played expertly the guitar—sang the mele of his native islands and exhibited a flattering interest in Tahitian lore and genealogies and became a great favourite at Papeete. As souvenirs of a delightful visit he collected photographs. Among them was a recent photograph in which was a speaking likeness of the prince standing in the front row of a group of merry wedding guests.

THE messenger's report and the group photograph adorned with an inky arrow pointing to the prince, arrived in due time at the royal palace in Honolulu. The Queen was aghast. She summoned her ministers.

"We must use every means under heaven to get possession of those letters and the lock of Your Majesty's hair", they advised.

"Keep him away from Honolulu, even at the cost of half of my kingdom", commanded the Queen.

Other messengers were despatched to San Francisco.



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Coleman HI-POWER LANTERNS

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SUN-LIKE
PURE WHITE
BRILLIANCE

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Low cost of operation—12-15 hours on one quart of fuel.

Compact—only 11½ inches high, and 3½ lbs. in weight.

Equipped with genuine "Pyrex"

bulge-type heat and rain resisting globe, with 30% more lighting surface. Uses Coleman "Hi-Power" Mantle No. 999.

No. 242-B.—INSTANT lighting for Petrol.

No. 247.—For Kerosene (preheating).

Take it down the Mine Shaft—Out on the Plantation—On the Verandah—In the Home.

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All Branches of Burns, Philp & Co. Ltd.; W. R. Carpenter & Co. Ltd.; Morris, Hedstrom Ltd.; Whitten Bros. Ltd.; Steamships Trading Co. Ltd., and many other firms throughout the Islands.

Meanwhile, at San Francisco, the prince was riding the heights, and leaping from peak to peak like an inebriated Valkyr. His tailors were fashioning, at his command, uniforms glittering with gold lace, and costly robes of convention in generous abundance. His apartments were the royal suite of the city's swankiest hotel. The splendour of his dinners became the talk of the town.

If doubts assailed him when the expected summons to Honolulu was so long delayed, he put them to flight with magnums of the sparkling vintages of France. The royal consort of Hawaii must maintain his prestige and the honour of his future realm.

When months had passed, and the distracted Van Wyck had no more to give, the prince did not lower his banners until his debts far overshadowed the heights of his glory.

The crafty messengers from Hawaii had awaited this hour.

When the prince found himself the centre of a whirling vortex of storming creditors, the royal emissaries appeared. They delivered their ultimatum; if he would surrender the letters, the lock of hair, and agree never to set foot on Hawaii for evermore, they would rescue him from legal proceedings and land him safely at Tahiti.

The prince returned to Tahiti.

Whether or no the fall of the Hawaiian monarchy, which came to pass soon afterward, offered him any consolation, he never disclosed.

PT. MORESBY'S NEW HOTEL

From Our Own Correspondent

PT. MORESBY, Feb. 1.

THE new hotel, built at a cost of some £17,000 by Burns, Philp and Co. Ltd., was opened for business on Monday, January 23.

The building is well-furnished and convenient, and should be a great improvement on the more primitive structures that have done duty as hotels in the past; and present indications are that the rather higher prices charged will not result in any curtailment of business.

The only criticism that some acidulated residents make is that the cooking is of the same old native hit-or-miss variety, and that the same brand of native waiters rush the evening meal, so that they may be free to attend the eight o'clock meeting of their gambling school.

Doubtless these small matters will be corrected in time, when Port Moresby will be able to boast of hotel accommodation at least as good as any in the Western Pacific.

Commander A. S. Rosenthal returned to Sydney by the "Morinda" on January 17 from Norfolk Island, where he had been on a short visit to his father, Sir Charles Rosenthal, Administrator of N.I.

Mr. George Ellis, Assistant District Officer in the New Guinea Administration, has returned to Wewak, after an extensive tour of America and Europe.

Mr. W. T. Hyder arrived in Sydney on January 17 by the "Morinda" from Norfolk Island, where he carried out a dental inspection of the N.I. school-children.

YOU SHOULD KNOW THESE FACTS ABOUT ULTIMATE RADIO!

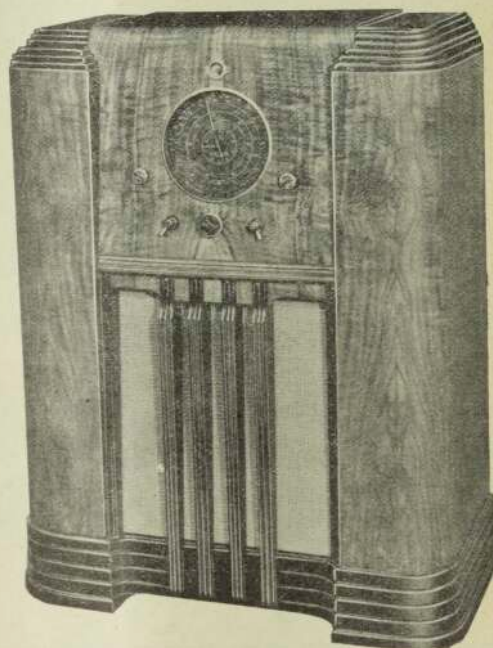
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- An "Ultimate" Battery Set has created a record in logging 531 verified stations.
- An "Ultimate" in New Zealand holds Nine Champion of Champions Awards.
- "Ultimate" was used by Commander R. E. Byrd in his expedition to the South Pole.

Ultimate Radio engineers have constructed a set specially designed to withstand the high relative humidity prevailing in the tropics, ensuring the utmost Reliability under such conditions. You may therefore enjoy to the full the performance which has made — — —

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Read this Unsolicited Testimonial:

Oua-Ton, Bouloupari,
NEW CALEDONIA.

"The ULTIMATE set is now installed and from the first turn-on has excelled itself. I had two of the best Island wireless men, both tremendously interested, to help me instal the set and they were amazed at the results; we seem to have got almost every country and heard with great clarity, England, Italy, Germany, France, Japan, etc. Both the experts have gone back to Noumea with a lasting impression of ULTIMATES and said that at Noumea they had heard no such results from any other machine."

(Signed) H. L. WANT.

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GOING TO FIJI TO SOLVE "MYSTERIES"

From Our Own Correspondent

HONOLULU, Jan. 14.
MR. CHARLES KELLOGG, noted American naturalist and "bird man", has announced from his ranch at Morgan Hill, California, that in March he will leave on an expedition to the Fiji Islands for the purpose of attempting to solve what he calls two curious mysteries.

The first of these is the method used by the native firewalkers, which enables them to walk through a pit of glowing stones with naught but their bare feet, and without suffering any ill effects.

The second is the art that lies behind the construction of lalis, or long hollow

logs, through which the natives are able to send messages up to a distance of 180 miles.

Mr. Kellogg first saw the firewalking during his first visit to the islands in 1925; and, also, he secured some of the lalis, which intrigued him. To-day, he is able to transmit messages on them that are heard 14 miles away.

Mr. Kellogg intends to go so deeply into the two "mysteries" that he is taking with him Mr. and Mrs. Walter Burleigh, of Hollywood, who will make movie records of Mr. Kellogg and the natives at work.

The L.M.S. vessel "John Williams V.", was undergoing engine repairs at Suva, Fiji, early in February. She will shortly sail for the Gilbert Islands.

DEATH OF MR. A. H. C. BUNTING

Leading Resident of Papua

MR. ARTHUR H. C. BUNTING, formerly a member of the Legislative Council of Papua, planter and head of a firm of general merchants in Samarai, Eastern Papua, died at Wahroonga, Sydney, on January 15, after a long illness. His funeral took place at the Northern Suburbs Crematorium on January 16. He is survived by his widow, a son and two daughters.

To record the deaths of long-established residents in Papua has lately become almost a matter of routine (writes our Port Moresby correspondent). But many years have elapsed since the passing of an old-timer caused such genuine and widespread regret as did that of Mr. Arthur Bunting.

To say that he had innumerable friends and no enemies is no facile compliment, but the rigid truth; and the number of underdogs who have had cause to bless him for timely and generous help is very great.

In him, the Big Firm (Burns, Philp and Co.) have lost a staunch and valuable supporter. He was connected with the firm from boyhood, and was employed in the Cooktown branch as early as 1892.

Three years later, he was sent to act as a clerk in the newly re-organised branch at Samarai, where he remained for seven or eight years, before starting a business of his own, still keeping in the closest touch with the firm.

He was immediately successful as a trader; and his straightforward dealings with Burns, Philp made for him a reputation which ensured the firm's support in his first big financial deal, which laid the foundation of all his later successes.

Arthur Bunting was made a member of the Legislative Council more than fifteen years ago, and used all his influence to improve the living and working conditions at the eastern end of the Territory. He retired from the Council after he became seriously ill, some three years ago.

N.G. PUBLIC SERVICE

THE following staff transfers and appointments in the New Guinea Public Service were announced by the Acting Government Secretary in January:—

TRANSFERS.

Health Dept.—L. Clark, Medical Assistant, Rabaul to Kokopo.

District Services Dept.—M. S. Edwards, Patrol Officer, Madang to Rabaul; J. J. Murphy, Patrol Officer, Rabaul to Gasmata; J. R. Rigby, Assistant District Officer, Rabaul to Gasmata.

Agriculture Dept.—G. Stanley, Inspector and Instructor, Kavieng to Rabaul.

TEMPORARY ENGAGEMENTS.

Health Dept.—Mrs. A. Anthony, Nurse. Miss J. C. McGahan, Nurse.

Public Works Dept.—F. A. Collier, Roadmaster, F. L. E. Dolton, Carpenter.

Customs Dept.—E. M. Howitt, Schooner Engineer.

Pastor Jupeli, Vice-Principal of the London Missionary Society training college at Rongorongo, Beru, Gilbert Islands, passed through Sydney by the "Strathaird" on January 19 on his return journey to the G. and E. Group after attending the World Missionary Conference in Madras, India. He has been engaged in missionary activities for the L.M.S. for 37 years.



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Another Survivor of Pitcairn "Exodus"

Vieden Young, Aged 88

Letter to the Editor

IN the November "P.I.M." there is a very interesting article—"Aunt Selina of Norfolk Island"—in which it is said:—

"Of the 194 Pitcairn inhabitants moved to Norfolk Island just over 80 years ago, only two are alive to-day".

The enclosed photograph of Mr. Vieden Young contradicts the statement. He is



88 years old, and can relate many instances of things which happened in the early days, both before and after the exodus.

When Governor Dennison (grandson of Wm. Bligh), from N.S.W., went to Norfolk Island to organise the new colony, says Vieden Young, Wm. Quintal was elected chief magistrate.

Mr. Dennison remained two weeks in N.I. and, after he left, one man who coveted the position of chief magistrate, made so much trouble that he had to be imprisoned. He was changed, at intervals, from one prison-house to another, until help could be obtained from N.S.W.

Mr. Dennison himself went to settle the disturbance, and he approved the punishment inflicted on the offender. Upon promise of reform, he was released, with the threat of removal from the island should more trouble arise.

This photograph of Vieden Young was taken ten years ago.

I am, etc.,

ADA M. CHRISTIAN.

Pitcairn Is., 22/12/1938.

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PROTECTION OF PRIMITIVE RACES

The Problem In New Guinea

NEW GUINEA is the least known country in the world; and Dutch New Guinea (the western half) is the least known part of New Guinea.

The coastal regions have been known, fairly well; but in the vast, mountainous interior, the country is unexplored and almost unknown. Says a Dutch scientist: "A numerous primitive population lives in a wellnigh unique cultural condition. Not only interesting dwarf peoples are found there, beside people of normal size—but a white—or, anyhow, a light-coloured—tribe is talked of. Pretty well this whole population is still in a degree of culture which is wholly in keeping with that of the stone age".

Suddenly, aerial transport has developed; and, without warning, these primitive regions are brought close to Western civilisation. "The most modern culture suddenly stands here in contact with the most primitive conditions, without any preparation or period of transition".

The Dutch, always good planners and colonisers, have taken hold of this situation quickly, and have created an organisation to handle the situation in Dutch New Guinea, with a view to (1) helping and protecting the natives, (2) assisting and encouraging the development and settlement of the country, by European enterprise.

The whole situation is set out in a pamphlet, just published by Dr. W. C. Klein, 328 Alkemadeaan, The Hague, entitled "Report concerning the possibility of protecting the primitive races in Dutch New Guinea".

As Australia, under the new conditions, is facing exactly the same problem in Papua and New Guinea, this report should be in the hands of every high official in the Australian tropical territories.

The next meeting of the New Guinea Legislative Council will be held at Rabaul on Thursday, March 2.



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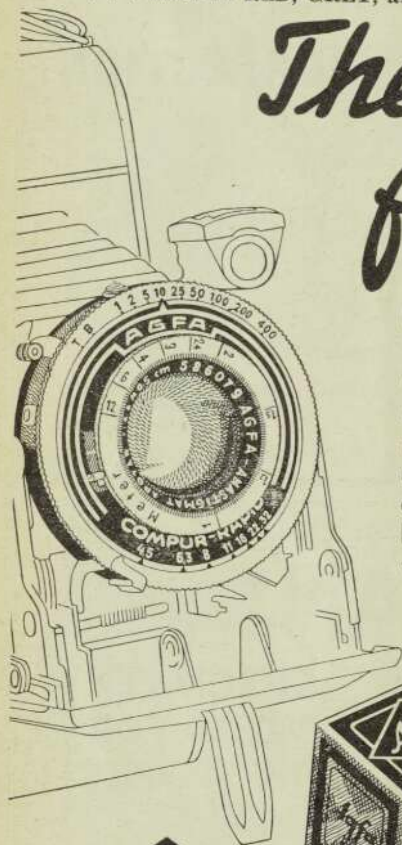
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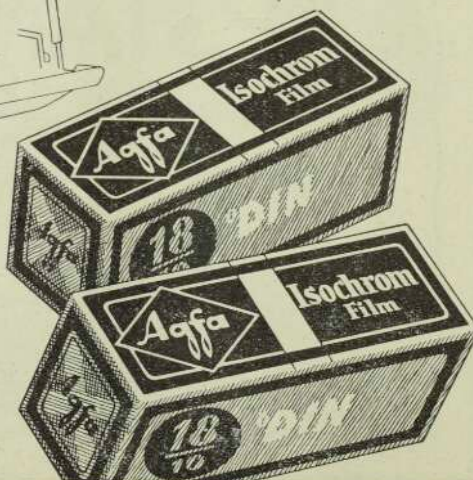
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Discovery & Discoverers of French Oceania

THE following remarkable list—
which is of unique value—has been
compiled from the records of the
various navigators concerned, and
from those of other voyagers, by Mr.
W. W. Bolton, M.A., an English his-
torian resident in Tahiti. Mr. Bolton,
in courteously giving us permission to
publish this list, says: "Documented
corrections would be welcomed".
The total number of Islands in
French Oceania is 105.

Island. Discoverer. Date.

THE GEORGIAN GROUP.

(As recorded at The Admiralty, London, 1768.)

Tahiti	Wallis	1767
Moorea	Wallis	1767
Maiao	Wallis	1767
Makatea	Roggeveen	1722
Mehetia (Now grouped with the Atolls.)	Wallis	1767
Tetiaroa (Claimed also for Carteret.)	Wallis	1767
(Claimed also for Cook.)		

THE MARQUESAN GROUP. (So named by Mendana.)

South Group:		
Pituhiva	Mendana	1595
Hiva	Mendana	1595
Tahuata	Mendana	1595
North Group:		
Nukuhiva	Ingraham	1791
Nahuka	Ingraham	1791
Upu	Ingraham	1791

(The North Group claimed also for
Marchand and Chanal.)

THE MANGAREVA OR GAMBIER GROUP. (So named by Wilson.)

Akamaru	Wilson	1797
Aukena	Wilson	1797
Rikitea	Wilson	1797
Taravai	Wilson	1797
Crescent	Wilson	1797

(Native name Timoe.)

THE TUPUAI OR AUSTRAL GROUP. (So named by the French authorities, 1881.)

Ralvaival	Gayangos	1775
Rapa	Vancouver	1791
Rimatara	Henry	1811
Rurutu	Cook	1769
Tupuai	Cook	1777

THE LEEWARD OR SOCIETY GROUP. (So named by Cook.)

Raiatea	Cook	1769
Huahine	Cook	1769
Maupiti	Cook	1769
Tupai	Cook	1769
Tahaa	Cook	1769
Silly	Wallis	1767
(Native name Manual.)		
Pora Pora	Cook	1769
(There is no letter "B" in Tahitian.)		
Bellinghausen	Kotzebue	1824
Mopelia (Native name Motu O ne.)		
Wallis		1767

THE ATOLLS OR TUAMOTU GROUP. (So named by the French authorities, 1851; formerly known as the Poumotus.)

Aha	Schouten	1616
Ahunui	Beechey	1826
(Claimed also for Martin.)		
Akiaki	Bougainville	1768
Amanu	Quiros	1606
(Claimed also for Varela, 1774.)		
Anaa	Quiros	1606
Anuanuaro	Wallis	1767
(Claimed also for Quiros.)		
Anuanurunga	Wallis	1767
(Claimed also for Quiros.)		
Apataki	Roggeveen	1722
Arutua	Roggeveen	1722
Faaita	Bellinghausen	1819
Fakahina	Kotzebue	1824
Fakarava	Schouten	1616
Fangataufa	Beechey	1826
Fangatau	Beechey	1826
(Claimed also for Cockburn.)		
Hao	Bougainville	1768
(Claimed also for Quiros.)		
Haraiki	Boenechea	1772
Hercheretue	Wallis	1767
Hikuero	Boenechea	1774
Kauehi	Humphrey	1822
Kaukura	Cook	1774
Makemo	Cook	1773
Manihi	Schouten	1616
Manuhangi	Wallis	1767
Maria	Bougainville	1768
(Native name Vahitahi.)		

Island.	Discoverer.	Date.
Marokau	Bougainville	1768
Marutea	(Claimed also for Quiros.)	
	Edwards	1791
Matahiva	(Claimed also for Cook.)	
Motutunga	Bellinghausen	1819
Mururoa	Cook	1773
Nangenengo	Wallis	1767
Napuka	Wallis	1767
Niau	Byron	1765
	Schouten	1616
Nukutavake	(Claimed also for Greig.)	
Nukutipi	Carteret	1767
	Wallis	1767
	(Claimed also for Quiros.)	
Panaoa	Wallis	1767
Pinaki	Carteret	1767
Puka Puka	Schouten	1616
Pukarua	Wilson	1797
Rangiroa	Schouten	1616
Raroia	Roggeveen	1722
Raraka	Ireland	1831
Reao	Bell	1822
	(Claimed also for Tonnerre.)	
Tahanea	Boenechea	1774
Takarua	Schouten	1616
Takapoto	Roggeveen	1722
Takume	Bellinghausen	1819
Tatakoto	Varela	1774
Tauere	Boenechea	1772
Tekokoto	Turnbull	1803
	(the Supercargo)	
	(Claimed also for Buyers (the Captain).)	
Tematangi	Bigh	1792
Tepoto	Byron	1765
Tikel	Schouten	1616
Tikihau	Roggeveen	1722
Toao	Roggeveen	1722
Tureia	Carteret	1767
Vairaatea	Wallis	1767
Vanavana	Beechey	1826
	(Claimed also for Barrow.)	

There appears to be no record of the discoverers of the 17 remaining small Atolls, unnamed in the above list.

Our Gilbert Islands correspondent writes: The proposal to send **Dr. K. R. Steenson** to Beru as Resident Medical Officer and Administrative Officer, vice **Mr. Bevington**, transferred, will not now take effect. **Mr. Bevington**, instead of being transferred to Ocean Island, has proceeded on brief leave and will return shortly to his station at Beru.

NUKUALOFA POST OFFICE



The Government Post Office at Nukualofa, capital of the Kingdom of Tonga.

Impressions of Across-the-Pacific Yachtsmen

From Our Own Correspondent

HONOLULU, Jan. 19.

HERE are some of the South Seas observations given to the U.S. press by Messrs. Gerry Mefferd and Ray Kauffman, young Americans who, from 1935 to 1938, sailed around the world in their home-built ketch, "Hurricane".

The secret of seafaring, as they discovered, is a good front, so whenever they made port they'd shave and put on clean linens and shine the brass. Thus esteem was established!

After passing through the Panama Canal (tolls at 75 cents a ton totalled four dollars and 50 cents!), they made the Galapagos Islands, where they hobnobbed with now famed Heine Wittmer, his wife and two sons, last survivors of the romantic German self-exile colony. All that the Wittmers obtain from "civilisation" are cartridges and bullets for firearms which greatly aid in securing food.

Most "dreams-come-true" angle of the long cruise was experienced at hospitable Bora Bora, in French Oceania, where the chief made the Americans his guests for two months.

The voyagers were intrigued by the U.S. Navy Administration's policy in connection with the Manua Islands of the American Samoa group. According to them, the Navy bans all whites from these isles except one doctor, his wife and a radio operator. Observed the voyagers: "There's a good emergency naval harbour there. Besides, we think the Navy has an experiment on. They are letting the natives go back to their original culture and already they are weaving their own cloth and reviving the old native dances".

Of course, these young men against the sea had the inevitable escapes from disaster in shark infested areas, etc. According to their statements, once they ran high and dry on a reef in New Guinea waters, and head winds pulled the shrouds off their mainmast in the Mozambique Channel, off East Africa, but in each case unexpected help came in time's nick!

Mr. R. Pleasants, secretary of O. F. Nelson and Co. Ltd., Apia, has left Samoa. He reached New Zealand by the "Matua" in mid-January.

Mr. C. A. Drury, who arrived in New Zealand four years ago to live in retirement after having spent a life time in Fiji, died at Palmerston North recently, aged 66. A son of the late Mr. C. W. Drury, one of the early Fiji pioneers, he was born at Levuka and was for some years with the C.S.R. Co. at Rewa. Later he was on the staff of the former Suva Municipal Council.

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Mr. and Mrs. J. Kruttschnitt arrived in Sydney by the January "Bulolo" after an inspection visit to the working of New Guinea Goldfields Ltd. on the Morobe goldfield. He is chairman of directors of N.G.G. Ltd.

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Was There Cruelty in German Colonies?

BY GORDON THOMAS (EDITOR, "THE RABAUl TIMES").

SO-CALLED patriotic fervour is inclined to make the world cock-eyed; and your "valued correspondent", in the October "P.I.M.", who quotes from the Foreign Office hand-book, compiled at that particular time when the boot was being put in on Germany—with what was thought at the time every justification—lays himself open to criticism on the point of cruelty by the Germans in their pre-War colonies.

Personally, I have never perused the hand-book in question. Post-war propaganda left me cold. I had served with the A.I.F. in France and had some idea of what war meant in the front line and it was my experience that those people who banged the propaganda drum the loudest were furthest from the scene of action, and felt that they were "doing their bit" by launching a campaign of hate.

Of the pre-War situation in Africa I know nothing from personal experience; but I do claim to speak with some authority on conditions prevailing in New Guinea from the time of my arrival there in 1911 and onwards, and I can honestly say that the treatment meted out by the Germans in charge of native labour on a plantation was neither more brutal nor harsh than that shown by the Britishers either in New Guinea or the British Solomon Islands.

The German draws a very definite colour line in regard to native labourers;

he laid down and insisted upon the observance of strict discipline. He was not over-awed by a Government guided by a policy of "We are the saviours of the black races whom we have liberated from the heel of the oppressor", which was the idea disseminated by many of the post-War British drum-banging propagandists.

There is a vast difference between discipline and brutality. The German demanded the former, and any breach of it made the offender liable to punishment. The usual punishment in those days was a caning, half a dozen, a dozen or twenty-five strokes with a cane across the buttocks according to the seriousness of the offence. It was over in a few minutes, the native went back to his work and the matter ended. On isolated plantations where the visits of Government officials were few and far between the plantation manager was granted a permit to administer canings from ten to fifteen strokes. These permits were termed *Disziplinar Erlubnis* and a register was kept of every punishment inflicted. When the visiting official came to a plantation the labourers were "lined" and one of the routine questions addressed to the labourers was in respect to the use of the cane and "Has any 'boy' been caned?" was the question. On a labourer stepping forward, the register was consulted and if no record had been made and the "boys" assertion proved correct then the plantation manager was "for it". His permit would probably be cancelled as well as a fine being inflicted. Investigations were also made by the visiting official of cases recorded. Did the "boy" deny the justice of the punishment? How many strokes had he received, and for what offence?

At one period, I was possessed of such a permit and during the course of two years had only two occasions on which it was necessary to use it whilst running a "line" of 300 labourers. The great benefit of the disciplinary permit was the fact that the "master" had this permission from the Government and was entitled to use it in cases of insubordination, petty crimes and other offences against "good order and plantation discipline". No reasonably-minded man was going to abuse such a privileged safeguard of his discipline, knowing full well that unjust use meant the cancellation of the permit.

Compare the situation on a plantation to what occurred later when caning permits were abolished when the change of Administration came in. Corporal punishment of any kind inflicted by an overseer or manager was a crime. "Masters" who had justly meted out punishment on an isolated estate were brought before the district official and fined. This new "fashion" soon became known by the labourers who realised they were immune from corporal punishment at the hands of their "master", who in turn was not prepared to make a Court case out of small breaches of discipline, which would necessitate travelling perhaps many miles, or else waiting the arrival of an official two or three months after the offence had been committed.

There was, naturally, instances when the caning permission was abused. In those days—as there are nowadays—there were men temperamentally unsuited to be in charge of labourers on isolated plantations; nervy, ill-behaved individuals who thought the only way in which to obtain work from the "line" was by

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brute force and fear, but I doubt very much if this type was more prevalent in the German time than it is now. At any rate it was seldom that one saw a white man strike a native with his closed fist and that has been no uncommon incident since 1921. Of one thing it is certain: the present plantation man, or man in charge of native labour, is held in far less respect by the native than his German predecessor.

It was admittedly the policy of the German Government to give as little publicity as possible to the misdemeanours of white men in a black country. Usually the offender was given an opportunity of clearing out of the country before legal action was taken; if this was ignored and the Court passed sentence of imprisonment, then the term was usually served by the convicted man on an outstation—as Government plantation-overseer or assistant roadmaster. This policy was for the purpose of maintaining prestige and preventing natives from witnessing the degradation of the "superior race".

The following extract, taken from "In Wild New Britain", compiled from the diary of Rev. Benjamin Danks, a well-known pioneer Methodist missionary, is of interest. Writing of the period June, 1886, he says:

"To them (the natives) everything but the commissariat sank into insignificance. Truly, they were big children. The accoutrements and the organisation counted for little; and the fact that only houses were burnt, and some plantations destroyed, by the expedition, seemed to them a small result for such a large effort.

"Just about this time we read so much in the public press about the Germans being hard and pitiless in their military affairs—'men of blood and iron'—that we feared much for the people. I did not find them so. On the contrary they were anxious to avoid bloodshed as far as possible, and took every precaution to save the people from the consequences of their own savage folly. In this we, as interpreters, seconded their efforts to the utmost of our ability, and our efforts were very warmly appreciated".

My expressions of opinion refer solely to the actions of the German official and settlers with whom I came in contact during 1911 and onwards. It would be contrary to my sense of justice—whomsoever may be accused—to allow the impression to be circulated that the treatment of the natives by the Germans was as brutal and ferocious as some people would have us believe, or that their system of native control—under the conditions existing then—should have been different.

Mrs. Andrew Kelly, well-known resident of Rabaul, N.G., arrived in Sydney recently by the "Nellore" on her way to America, where she will spend some time travelling around before returning to the Mandated Territory.

ADMINISTRATION OF U.S. CENTRAL PACIFIC ISLANDS

From Our Own Correspondent

HONOLULU, Jan. 9. **A**LTHOUGH employees on the job have recommended that at least Baker Island be abandoned by its present four colonists (American youths from Honolulu), the U.S. Division of Territories and Insular Possessions has budgeted 43,000 dollars for the administration of the so-called U.S. Line Islands during the 1940 fiscal year.

The islands are: Jarvis, Baker, Howland, Canton and Enderbury, all of them "annexed" in recent years by U.S.A. Although the U.S. navy and army closely observe all activities in connection with the occupation, the isles ostensibly (to salve the watchful Japanese) are run by the Division of Territories and Insular Possessions, which is innocuous sounding.

Mr. H. Temple Watts arrived in Port Moresby by the "Bulolo" on January 6 to assume executive charge of the operations of the Australasian Petroleum Co. Mr. Temple Watts is not a stranger to Papua, for he was there in 1928-9 as local manager for the Anglo-Persian Oil Co., which was then working as agent for the Commonwealth in the search for oil. Since that time he has risen high in the executive of the Company, and his position in Papua is an important one.

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CORRESPONDENCE IN ENGLISH, FRENCH AND GERMAN.

Rev. A. H. Wood, now of Concord, N.S.W., after spending nearly 14 years in Tonga as principal of the Tubou College, will take up duties as headmaster of the Methodist Ladies' College, Hawthorn, Victoria, in May next.

Major J. P. Magrane, Superintendent of Police in Maritius, has been appointed Deputy Commissioner of Police in Fiji. He is expected to take up duties in March.

Mr. Geof. Hatton, of Rabaul, New Guinea, married Miss Helen Sweet at St. George's Church of England, Rabaul, in mid-January.

Mr. W. Nosworthy returned to Queensland by the "Nankin" at the end of January after a visit to New Guinea to inspect his timber interests at Put Put.

Mr. A. Moorhouse, of the Customs Department, Samoa, reached New Zealand in January to spend short leave.

OLD V. NEW

Clash Between Samoan Tribal Code and Government Law

From Our Own Correspondent

APIA, Jan. 16.

AN interesting case in which the old Samoan tribal code had clashed with the law of the realm was heard in the Apia High Court (Chief Judge Harley) on January 11.

The case, in which chiefs of the East Coast village of Saluafata were charged with theft, originated one November evening last year, when a young Saluafata lass (daughter of a high chief's family) and her secret lover, Uvale (son of an orator) met at the empty village school-house and spent a few hours together. The girl, Tulutu, asked Uvale to elope with her so that later they could marry; but the boy was adamant. When parting, Tulutu, in angry mood, threatened that she would take revenge.

Next morning she reported to her father that Uvale, the son of an inferior family, had raped her the previous night. Indignant, her father threatened the boy's stepfather, Mapu; and finally reported the matter to the village chiefs' council. Without further investigation, the council acted on the unsupported evidence of Tulutu and decided on severe punishment. All the plantation produce, taro, and taamus (pigs) were to be taken from Mapu's family; his coconut trees and banana trees were to be cut down; and the whole family of 20 adults and children were to be expelled from Saluafata.

This order of the Ali'i and Faipule of the village was duly carried out. All the property of the unfortunate Mapu was taken and distributed amongst the people of the village, and he and his family were driven away.

Mapu, however, was not satisfied. He went to the police and, as a result of their investigations, 19 Saluafata chiefs and a young man of the same village were charged with the theft of Mapu's property, which they had converted to their own use.

In Court they pleaded not guilty, contending that according to ancient Samoan custom death was meted out to anyone interfering with a girl of high rank and that they had substituted expropriation and banishment for the death penalty.

The Chief Judge pointed out that Government law came before Samoan law, and cited from the Bible instances showing the development from tribal law to Government law. The charge against the accused was proved and they were guilty, he said, but in view of their obvious ignorance he would not take a serious view of the offence, though in any further case of this kind more severe punishment would be dealt out. He suggested that the village should assist Mapu, who was reinstalled by the police, to bring his plantation in order. He then convicted the chiefs and ordered them to come up for sentence within six months.

Mr. G. Marston, Postmaster of Western Samoa, acting as Deputy Commissioner, paid a visit to the outlying Tokelau Group in January by the "Matafele".

Michael Burvill, son of Rev. W. Burvill, B.A., and Mrs. Burvill, of Thursday Island, has won a scholarship at the University of Queensland. He will take the Arts course, commencing in March.

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"WOWSERS" OF THE SOUTH SEAS

Contributed

THE social system of the South Seas—particularly in such centres as Suva, Apia and Papeete—may be classed roughly into three divisions—the official, the missionary, and the Brotherhood of the Bottle.

The official, of course, is an exclusive and limited circle which admits outsiders only on state occasions.

The barriers about the missionary coterie are less impregnable, and there are passwords which will open the doors to earnest seekers for admission. There prevail, however, inflexible standards and, it is reputed, some very sniffy noses point over the teatables at social assemblages of the membership.

The Brotherhood of the Bottle, on the contrary, is eclectic. It imposes no standards of vocation or avocation, as requirements for membership.

Nevertheless, the snorting contempt for Philistines outside the bond of their fellowship, far out-measures any manifestation of snobbery which might come from members of more exclusive coterie. This displeasure is perhaps, akin to the fury which is reputed to shake the spirit of a woman scorned; for all those who remain outside the Brotherhood, do so of their own free will and accord.

As, in ancient times, all men outside the confederation of Grecian cities were Barbarians, so all without the circle of the Brotherhood of the Bottle are Wowzers.

Now a Wowser—in the parlance south of the Line—is a person who, wrapped in a cloak of real or simulated piety turns a forbidding countenance on all effervescence of the human spirit, and casts over such frivolous pastimes a murky cloud of stern reprobation.

The Brotherhood do not, however, limit their use of the word to those who conform to its true definition.

Many really good fellows—who are aware that rum, a tropical climate and white men do not compound happily, and are not desirous of making the acquaintance of pink elephants, rosy serpents and crimson centipedes—are placed under the classification of Wowzers, in the lexicon of the Brotherhood.

Winebibbers, and those who wait until the sun is over the yard-arm, before broaching the bottle, are classed as part-Aryan, and granted places within the vestibule.

The true belted Knights of the Inner Temple and Keepers of the Palladium of the Order, are the one bottle and two bottle men: quaffers of Glenlivet, Highland Dew and the fiery rum of the Islands.

It is extraordinary, how many men take the accolade. Perhaps it is the climate; or, perhaps, it is disillusion. The lotus eating paradise of which they dreamed, and came so far to find, has proven to be but a mirage.

The genie of the Bottle mav, indeed, have wafted them to the country of their desire, and in sweet communion they seek to tarry there.

Mr. Michael Lynch, a pioneer of the Dreketi district, Fiji, died recently at Labasa. Old residents of the Colony will remember Mr. Lynch as sergeant in the former Fiji Police Force.

PHILIPPINES BUG ERADICATES TARO PEST

From Our Own Correspondent.

HONOLULU, Jan. 10.

IF your taro patches are suffering from the destructive leaf hopper, drop a line to Mr. D. T. Fullaway, entomologist and chief plant inspector with the Board of Agriculture, Honolulu, Hawaii.

After long and patient research, he decided upon the introduction of the Philippines egg-sucking bug and a shipment of them was turned loose among great taro patches near Honolulu. The bugs swiftly exterminated the hoppers. Until then, distracted taro farmers imagined their industry was doomed, for most of the fields were kept in production only by the use of oil sprays, the cost of which was too high for profitable production.

Mr. Fullaway now is working on the possibilities of introducing Japanese fireflies to destroy certain types of pest snails. One of the snails is the intermediate host of the liver fluke.

Colonel R. W. Tate, C.M.G., C.B.E., who was the first civil Administrator of Western Samoa, from 1919 to 1923, died recently in New Zealand.

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How a Banished Samoan Chief Went Home

HERE is a little sidelight on Samoan history, published in the "Guam Recorder" in December, 1918. It may be remembered, by some, that there was much native unrest in Samoa, about 1908-9, and finally the Germans banished a number of the ringleaders. They were sent to the Mariana Islands; and, in 1914, after the Japanese had taken the Caroline and Marshall Islands, and the British held Samoa, they were sent back home.

INGA PISA, once a chieftain in his native island of Savaii, German Samoa, and who took refuge in Guam in 1915, after paddling 135 miles from the Island of Saipan, is to return to his native haunts in the near future. No doubt, many have wondered who the tall, muscular, blonde native was who has been patiently setting up type for some time in the Print Shop, and probably very few pictured him as a native chieftain of Samoa.

The following tells the story of his exile from Savaii and his arrival in Guam:

"At 11.30 a.m., June 18, 1915, there landed on Ritidian Point, this island, a native Somoan Chief, Inga Pisa, who claims to be a political refugee and seeks the right of asylum under the American Flag.

"Through a German interpreter he made the following statement:

"He is 24 years of age, and was born at Amoa on the island of Savaii, German Samoa. In 1895, he succeeded on the death of his father to the chieftainship of his tribe.

"In 1909 in consequence of an uprising among the natives, he with nine other chiefs were deported to the island of Saipan, Marianas, where he has remained ever since.

"Subsequent to the Japanese occupation of Saipan in October, 1914, some of the remaining exiled chiefs, of whom there were six, petitioned the Japanese Government to send them back to their native land, now occupied by Great Britain.

"Pisa protested at this step, as he considered it unwise to return at this time to Samoa without the consent of the German Government, and advised his fellow exiles to await the result of the present European war. He was, however, over-ruled and a short time ago all the party were notified by the Japanese Government to prepare themselves for immediate embarkment, as a ship to carry them to Samoa was expected daily.

"Pisa then determined to make his escape to American soil, being further confirmed in his decision by the action of the other chiefs in disinterring the remains of four of their number who had died during the exile, which step had been requested by their relatives at home. Pisa himself protested against this action, which he believed was likely to spread contagion in Samoa, but he was unsuccessful in preventing it. Incidentally he brought upon himself the weighty disapproval of his fellows, which will be almost sure to bring him into disfavour at home.

"Having then decided to make his escape, Pisa, watching his opportunity, at 7 a.m., on June 15, 1915, secretly left Saipan alone in a native proa about 18 ft. in length which he had purchased, provisioned with only a small quantity of taro root and two bottles of water.

"With this slender equipment he pad-

N.Z. CRUISER AT TAHITI



H.M.S. "Achilles", of the New Zealand Division of the Royal Navy, at anchor in Papeete Harbour in December. The gun in the foreground formerly belonged to the German raider "Seeadler".

—Photo: Simpson.

dled, the boat not being fitted with sails, and drifted, the nautical 135 miles to Guam, landing as already stated at 9 a.m., June 18, having been 24 hours without food and water.

"Pisa desired to remain under the American Flag, either in Guam or the U.S. He is willing to go to American Samoa but does not wish to return to either Japanese territory or to territory formerly in possession of Germany".

CROPS DAMAGED IN COOK ISLANDS

From Our Own Correspondent

RAROTONGA, Jan. 6.
DURING December the Cook Islands were buffeted for more than a week by gales and hurricane force winds. Rarotonga and Aitutaki suffered most, a good deal of damage being done to the new orange crop, bananas and paw-paws. As a result the orange crop from these islands will be poor this year—it is estimated that the total for Rarotonga will not exceed 15,000 cases, quite a contrast from the 150,000 cases formerly shipped per season.

How One Good Turn Deserved Another

From Our Own Correspondent

PAPEETE, Jan. 5.
UN bienfait n'est jamais perdu! Several months ago, the S.S. "Tolten", on her first voyage in Tahitian waters, broke down and sent wireless calls to Tahiti for stand-by to help, if needed.

The agent of the Union Co. Mr. Coster, called on Monsieur Jacquemin, the director of the Phosphate Co., to ask if that Co.'s power schooner, "Oiseau des Iles", could be sent to tow in the "Tolten", and what the charge for that service would be.

Monsieur Jacquemin's reply was that the "Oiseau des Iles" would be sent to the "Tolten", if needed, and that no charge whatever would be made for the service. Happily, the engineers on the "Tolten" were able to bring the ship to Tahiti under her own power.

On the afternoon of December 22 the S.S. "Tolten" arrived at Papeete, and was scheduled to leave early in the afternoon before the arrival at Papeete of the Makatea schooner, with mail destined for Europe.

M. Jacquemin called on Mr. Coster. It was arranged that the "Tolten" should hail the "Oiseau des Iles" at sea, and transfer her mail to the "Tolten".

That evening, at seven, the two vessels sighted each other, signals were exchanged, a boat was lowered by Captain Fraud, of the "Oiseau des Iles", and the mail was delivered safely on the "Tolten"—thereby avoiding delay in the delivery to Europe of the Phosphate Co.'s correspondence.

One good turn deserves another.

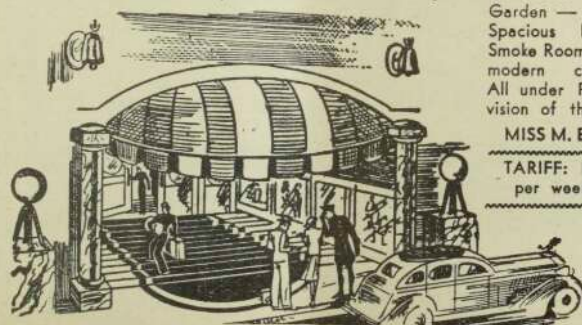
Mr. and Mrs. R. H. Lester, of Fiji, will leave Sydney by the "Aorangi" on February 16 for Suva, where he is an officer in the Native Secretary's Department. They have been on holidays in Sydney for 10 months.

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Here is a recipe for a delicious Welsh Rarebit:

Sliced Toast
½ lb Cheese
1 oz. Butter
1 tablespoon Holbrooks Mustard Sauce
1 tablespoon Milk or Cream
1 tablespoon Holbrooks Worcestershire Sauce
Cayenne.

Slice cheese thinly and put into a small saucepan with butter, cayenne, milk and sauces. Stir until melted, without boiling, spread on toast and serve very hot.

WS1

"TIARE TAPORO" IN A STORM

From Our Own Correspondent.

RAROTONGA, Jan. 6.
SOME anxiety was felt recently for the safety of the "Tiare Taporo" with a large number of passengers when, after leaving Mangaia to proceed to Mauke (100 miles away), she was not heard of for four and a half days. There is no radio on board.

She had encountered the storm that swept Rarotonga and from all accounts the passengers considered that they were lucky in getting back alive. On more than one occasion, they were afraid that the "Tiare" might founder, but good seamanship on the part of Captain Cambridge and his crew brought the old ship safely home.

Mr. W. J. Clapham, of the Suva branch of the Bank of New Zealand, was spending furlough in the Dominion at the end of January.

Mr. Arthur Barnes, of Burns, Philp and Co. Ltd., Port Moresby, Papua, married Miss Lorna Cook, of Perth, W.A., at the L.M.S. Mission Station in Pt. Moresby on January 7.

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A TRUE LOVE STORY OF NEW GUINEA

By P. Deutscher, Lutheran Missionary, of Finschhafen, T.N.G.

KANIK was a Papuan girl, belonging to the village of Quabu, near Si-alum, on the southern coast of the Mandated Territory of New Guinea mainland.

At the time she was born, the various villages were still constantly at war with one another. No girl dared go alone to the spring to fetch water; there was the ever-present danger of her being kidnapped by men from neighbouring villages. One of these foes would be sure to compel her to become his wife and then, eventually, her children would be the enemies of the village she originally belonged to.

So no risks were taken during the time when Kanik was still small.

But times changed, and changed rapidly. Kanik turned out to be a bright, intelligent girl; lame, alas, but her energy compensated her for that. She attended a mission school, and learned to read and write in her mother tongue. She was always cheerful and happy.

As with all New Guinea girls, the question of marriage early in life became one of concern. She did not want just any boy, and most decidedly not one who could neither read or write. At school, she had been noticed by Laka, a boy from a neighbouring village. Kanik had also noticed his smartness, but up till now had given no sign of her feelings.

One day, however, a drastic declaration of love was made to her. As she was carrying an armful of wood, a pebble was thrown at her. It was meant to hit her. She knew this only too well, especially when she turned and noticed Laka strolling to his work as though he were not aware of the fact that the pebble had reached the girl's heart.

Laka's deed had been seen by others, and he dared not stay at school any longer. He signed on as an indentured labourer on a schooner, and became a cook boy, and thus sailed the seas. Just occasionally the schooner called at Si-alum. Now and again he managed to send Kanik a letter.

Various young men sought out Kanik's uncles and asked for the hand in marriage of this lame, but clever girl. According to the New Guinea custom of old, it is the girl's uncles who have to provide her with a husband. They tried to find out whether Kanik would comply with their wishes, and marry a man of their choosing, taking care not to let her know too much.

But she knew what was being proposed for her and she would not consent to being married according to the old custom, and against her inclinations. Horrified, she ran back to school, and waited and waited, working secretly to gain her aim. As long as she was at the mission school, she knew she would be safe and her uncles would keep quiet and not force her to marry a man she could not love. She had also found out that never would her uncles consent to her marrying a man who, according to the old custom, belonged to their enemies.

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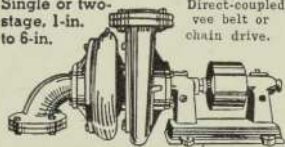


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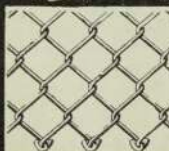
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She paid occasional visits to her village, but these were pleasant neither to her or her kinsfolk. Eventually, she bowed her head and said no more, but her intentions were more than ever to battle on and win. Laka was informed of this.

At night, Laka's brothers sat by the fire and talked things over. They decided to help their little brother. They would fight for him, according to civilised methods.

Word was sent to Quabu village. They would tell the kiap (Government patrol officer) about it when on his rounds. In those days, to tell the kiap and ask him to interfere in matrimonial matters was such an unheard of thing that Kanik's uncles kept on peacefully smoking their leaf tobacco. They would not be scared by such a threat. No one could seriously think of asking the kiap to intervene in such a matter; it was entirely their own affair.

Even if Kanik's brothers did ask the kiap, the Quabu people would unanimously reply in the negative, when he put the question to them.

Eventually, the kiap arrived and commenced his duties at Quabu. As the village people lined up, they saw Laka's brothers turn up also. The former were not afraid. They firmly believed the kiap would put the matter of Kanik's proposed marriage before them and they would say "No", even should Laka's brothers do the unexpected and absurd thing.

The latter did, however, boldly ask the kiap for his ruling, telling him that Laka wanted Kanik of Quabu for his wife. Kanik was asked to appear, and not her uncles, to the latter's consternation. She was asked: "Do you like Laka?" She plucked up all her courage and unflinchingly, in front of all her people, bowed her head in assent. That was the finish.

Triumphantly, Laka's brothers escorted the girl to her new home, leaving her uncles speechless, for the time, with rage. A fortnight she lived with her future husband's relatives.

ONCE again the schooner paid a brief visit to Sialum. Laka, on paying a visit to his village, found her with his relatives. It was a glorious day for them. He had to go to Madang once more, and he promised to bring her frocks, lava-lavas and empty bottles on his return. If possible, it made the happy girl still happier. She waved to him as the schooner glided out of the harbour.

Then she turned and went with her prospective sister-in-law to plant sweet potatoes and vegetable marrow. Both women were busy; when, suddenly, Kanik let out a yell—just one scream.

Such a scream was well-known to her girl friends, who knew her pronounced fear of snakes, and had often teased her about it.

But, this time there was cause for alarm. Quickly, a few sticks were gathered, an improvised stretcher made, Kanik laid on it, and carried home. However, before the village was reached she had passed away.

Since then, the kiap has not been asked to arrange marriages.

Nurse H. Clark, a Methodist Missionary, who has served in Fiji among the Indian people for 27 years, arrived in New Zealand by the January "Niagara" to spend some time in Auckland, owing to ill-health.

HOW CANTON ISLAND WAS NAMED

IN a letter published in the "Guam Recorder" in December, Commander Paul J. Searles, U.S. Navy, then at Boston Navy Yard, made available the following interesting information regarding the naming of Canton Island and the trip from there to Guam by the survivors of a wrecked schooner:

"Canton Island, which came into prominence last year when a Navy-National Geographic Astronomical Expedition based there, was named for the sailing ship 'Canton', out of New Bedford, Mass., which was wrecked on the island in March, 1854. The crew of 31 men rowed in open boats north westward for 49 days, finally reaching Guam.

"I hope to get a chance soon to go

to New Bedford, and will see if there is any record of the wreck, etc., in the Whaling Museum. Will also try the Essex Institute, Salem".

Mr. G. A. Carswell, a teacher on the staff of the public school at Levuka, arrived in New Zealand from Fiji by the January "Niagara", after serving for three years in the Colony.

Dr. O'Connor is the new Quarantine Officer at Thursday Island, replacing Dr. Redshaw, who has been transferred to Fremantle, Western Australia.

Rev. Leslie Stibbard, priest-in-charge of the Melanesian Mission's Central School at Maravovo, B.S.I., recently married Miss Margaret Piers, also of the M.M. Bishop Baddeley solemnised the marriage.

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Solomons: Makambo, Gizo, Faisi.

New Hebrides: Vila.

Gilberts: Tarawa.

Norfolk Is. Niue. Wallis Is. Futuna Is.

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During the annual B.P.C. ball, on Nauru Island, the engagement was announced of Mr. Lyn Norwood, secretary of the B.P.C. clerical staff at Nauru, to Miss Betty Horton, Sister at the Administration Hospital. The popular couple were showered with congratulations.

"CINNAMOLIA" PREPARATIONS.

DYSENTERY!—One of the worst scourges of the tropics—makes its annual appearance fairly regularly every fly season and exacts a heavy toll of human life, besides causing a lot of misery and suffering, as well as the economic loss of time and labour, through infected persons being laid up for days, weeks and sometimes months, before being able to return to their normal occupation.

Every household and institution in the tropics should always keep on hand a stock of "Cinnamolia", which is undoubtedly the best remedy so far discovered, for the treatment and cure of this dreaded disease.

A dose administered immediately the first symptoms are observed will often check it in a day or two. If not, the treatment should be continued daily until all symptoms have disappeared and the patient's condition is normal again.

This is not a "quack" medicine—but a scientifically prepared remedy, which destroys the germs that cause the disease, aids nature to remove the debris, and soothes the irritated and damaged surfaces of the intestinal tract.

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HOW TAHITI BECAME FRENCH

Influence of Chief Tati

HERE is an interesting fragment of history, showing how Tahiti became a French possession. Nearly all British books of reference present Queen Pomare as harassed and finally overwhelmed by French intriguers. Actually, the Queen was but a catspaw in the struggle between two religious groups. The Protestant missionaries—prejudiced, grim and utterly intolerant—got control of the court, and used their power to keep out the Roman Catholics. Their regime was such that France, then officially Roman Catholic, was compelled to intervene. It is the same story—Hawaii, Rarotonga, Tonga—wherever the Protestant missionaries have interfered in politics and sought to control Pacific Islands Administrations. . . . It lately has been a subject of comment that the Methodist Church, in Tonga to-day, is exercising too much influence in the functions of government.

BY OUR TAHITI CORRESPONDENT.

AT a ceremonial assembly, under the presidency of the Governor of French Oceania, on the re-convening of the Tribunals of the Colony after the mid-year recess, Monsieur Cambazard (Judge of the Tribunal) delivered an oration in memory of a great chief and lawgiver of the Tahitian nation—Tauratuaipatea.

The latter was high chief of Papara and overlord of the powerful Teva clan, inhabiting the southern coast of Tahiti Nui and the leeward districts of Tairarapu. His insignia as high chief of Papara was the Maro-Tea (girdle of yellow feathers); second only in rank and honour to the Maro-Ura (red feather girdle), the sacred insignia of highest royalty. To history he is known by his shorter name of Tati.

Tati was born in 1770. During the years when Tu (Pomare First)—already master of the northern districts—was waging war to extend his authority over all Tahiti, Tati was compelled to seek sanctuary in Ra'iatea. Notwithstanding these wars, and his exile, Tati gave his allegiance to Tu's son, Pomare Second, and joined with the high chiefs of Ra'iatea, who aided Pomare in re-establishing his authority on Tahiti after his defeat, and flight to Moorea, in the year 1808.

The battle of November 12, 1815, at Punaauia—in which the worshippers of Oro, under the leadership of Opuhara

(Tati's younger brother) were overwhelmed—finally broke the power of Pomare's enemies, established him as paramount ruler of Tahiti, and destroyed the last vestiges of the ancient religion. Tati was reinstated as high chief of Papara.

In 1818, when Pomare II. wrote the first book of laws for the kingdom, Tati was his assistant and chief advisor.

Pomare II. died in 1821. His two surviving children, a son and a daughter, were minors. The power of the sovereign had not yet been firmly established and a strong hand was required to consolidate the kingdom.

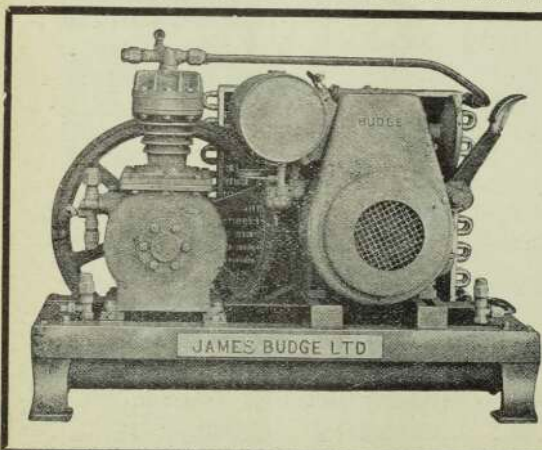
The crown was offered to Tati. He refused it and united with the missionaries in placing the son of Pomare II. on the throne as Pomare III. The boy king did not live long, and was succeeded by his sister, who reigned as Pomare IV., for fifty years. At her accession she was but 14 years of age. During the first years of her reign, there raged about her a constant battle for power and influence between the chiefs, the missionaries and the foreign traders, who had established themselves on the beach at Papeete.

In the second year of her reign, in 1828, there arose in Tahiti an heretical sect—described in the old missionary dictionary as "a party formed in Tahiti who professed to improve upon received Religion, and to be given to extraordinary prayer; they discarded some of the essentials of Christianity, and were immoral in their conduct".

This sect, named Mamaia, spread rapidly throughout Tahiti and the adjacent islands, especially Moorea and Tairarapu, the peninsula of Tahiti. Their objective was to abolish the new laws and customs introduced by the missionaries and to revive the primitive practices of pre-European times. The influence of their leaders over the young Queen was becoming so great that Tati, in 1829, voiced his opposition, in her presence, before the council of high chiefs.

The influence of the Mamaia leaders continued, however, until, in 1831, Tati, together with three other powerful high chiefs—Hitoti, Tetuannua and Paofai—seized Papeete and compelled Pomare IV. to dismiss her evil counselors. The Mamaia were finally broken up and scattered by the power of Tati and his allies, at Tairarapu, in 1832.

As time passed, and relations with European influences grew, Tati foresaw that new conceptions of the powers and



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responsibilities of the Queen's government were necessary. Heretofore, the different chiefs had retained a large measure of their independence. A quarrel of chiefs of neighbouring districts could be fought out between themselves without involving the central authority at Papeete. This matter of the responsibility of the whole kingdom for the acts of the sub-ruler of any of its parts, was brought to bear upon the Queen's government in 1835, by an incident where an English ship—the "Truro"—was attacked in the Tuamotu Islands, a part of Queen Pomare's hereditary dominions.

Following the dispersal and extinction of the Mamala sect, the Protestant Missionary influence gained ascendancy in the councils of the kingdom. Laws were instituted to prevent any religious teaching in the islands other than the established Protestant creed.

When, under these laws, two Roman Catholic missionaries (Pere Caret and Pere Laval) who had landed in Tahiti in 1836, were expelled, and the French warship "Venus" under the command of Dupetit Thouars came to make protest against their deportation, Tati, before the council of the realm summoned to deal with the situation, warned his hearers of the troubles which would come upon the kingdom if its policies were directed by both civil and religious authorities.

A treaty with France was signed by the Tahitian Government. Scarcely had the "Venus" departed, however, than the Tahitians, disregarding the wise counsels of Tati, enacted a new law interdicting the establishment in the kingdom of any religious organisation other than that of the Protestant faith.

On learning of this, King Louis Philippe despatched the "Artemise", under Commandant Laplace, to inquire into the causes of this breach of faith.

The queen summoned the assembly of the kingdom. In the speech in which Tati addressed the conclave, he made no mention of the deeper causes which had influenced the policies of the Tahitian Government, as he had on previous occasions. But, exposing the evils which would come upon the realm as consequences of bad faith, he sought the expression of the true mind and intentions of the assembly. In the end, the obnoxious law was repealed. That was in 1839.

In 1842, Tati despairing of unity and tranquillity for the kingdom under the existing regime, exerted the whole power of his influence on the Queen to force her to the decision of placing her realm under the protection of France. Dupetit Thouars—now on admiral—was again at Tahiti, armed with power to impose stern measures. He found it necessary to suspend the power of the Queen. Rebellion flamed up.

There were few French troops in the garrison under the command of the Governor, Bruat.

The high chiefs, Tati, Hitoti, Paraita, Arato, Pu, and Mare, stood with the Government to put down the rebellion.

The war continued until 1847 when order was finally restored. Queen Pomare, under the protection of France, was reinstated on her throne.

Tati was now an old man, but he continued to serve his country as president of the Judicial Council until his death in 1854. He had lived to see the fulfilment of his labours—the establishment of unity, peace and equity in his native island.

JOY RIDES IN THE "GUBA"

From Our Own Correspondent

PT. MORESBY, Jan. 23.

THE Archbold Expedition's flying-boat "Guba", which is in Port Moresby again for additions to her wireless equipment, is making herself very welcome to residents, old and young.

On the 12th, she carried the Lieutenant-Governor and a party of 12 on a pleasure trip down the coast as far as Rigo, inland across the Kemp Welch River to the foot of Mount Brown, and out to Marshall's Lagoon, whence she followed the coast line back to the starting point.

On the 15th, she conveyed a party to Samarai, returning on the following morning. Two days later she took all the children of the township for a joy ride, in batches of 40 at a time. On the 18th, she made a return flight to Yule Island to give the local R.C. padres an opportunity of visiting their Bishop.

The "Guba" will probably remain in Port Moresby for about two weeks before returning to Hollandia, Dutch New Guinea.

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FISH DRIVE IN PAPUA



Waist-deep in a creek at Samarai, Eastern Papua, these natives are driving fish into their home-made nets.

REPORT OF BANANA INQUIRY

Applauded in Samoa

AN official announcement by the Rt. Hon. M. J. Savage, Prime Minister of New Zealand, on the finding in the lengthy Banana Inquiry has been published in the "Savali" (Samoan Government Gazette) and in the local newspaper. The announcement said that the complaints were unjustified; that the Government had every confidence in the officers running the banana scheme; that the Samoans should help not hinder the scheme; and that N.Z. would buy its bananas elsewhere and the "Maui Pomare" for other purposes, if the complaints continued.

The statements were generally applauded in Samoa and it is hoped that they will have a salutary effect on the small disgruntled minority who have caused all the trouble.

It may be recalled that the agitation against the banana scheme and the Produce Inspector (Mr. H. Newton) was conducted by the Mau and that people were urged to make complaints. The large majority of European and native banana growers strongly objected to the inquiry and formal protests were lodged with the N.Z. Government by the United Progressive Party and the Planters' Association. The Prime Minister's announcement confirms the views of the public and completely vindicates the work and good name of Mr. Newton and his staff.

"COCONUT LIQUOR"

AN Associated Press message, sent from Singapore recently, said:— Whisky, brandy and gin, made from coconuts and coconut flowers in Ceylon, are being sent to South American and other countries as samples of Ceylon's new liquor industry. Backers say the "coconut liquors" are "hardly distinguishable" from the usual drinks.

Dr. H. B. Hetherington, Senior Medical Officer in the British Solomon Islands, sailed from Sydney for England in January by the "Tamerlane", with Mrs. Hetherington. They are on nine months' furlough.

MOSQUITOES

The Pervading Pest of the Tropics

By N. C. Mackenzie-Hunt, Nabouwalu, Bua, Fiji

THE worst scourge of mankind in the tropics and sub-tropics is the mosquito.

It is reported, on good authority, that mosquitoes have got as far north as Great Britain.

The Pacific mosquitoes lay their eggs in stagnant water, swamps, still holes of river water, and hollows of trees. The most common hatching grounds are coconut husks and empty meat and jam tins, which are carelessly thrown about plantations by the labour, etc.

The best way of ridding yourself of the breeding-grounds is simply to see that the labour burn or destroy by burying all coconut husks; and that all empty tins are buried. Several pits can be dug for this purpose, about 12 to 14 ft. deep, and covered in as each batch of empty tins is thrown in. A similar procedure can be followed with coconut husks, but, in lieu of a pit, trenches can be dug between the palms, and all husks buried therein. This will also act as manure, as the husks rot very quickly when in contact with soil.

The female mosquito bites, whilst the male lives entirely on fruit and flower juices. They also alight on sugar and jam and anything sweet, and seem to become semi-intoxicated with the sweetness, it being rather difficult to dislodge them in a hurry.

Anything which tends to become a breeding ground for the pests should at once be done away with, such as Ivi trees (Tahitian Chestnuts), gnarled trunks and branches.

Medical science says that they do not fly very far from the surface of the ground. This is entirely a mistaken idea. The writer has proved beyond doubt that they will invade houses, close to the sea, at an elevation of at least 40 to 60 ft.—the height, more or less, of an average coconut palm.

Ivi trees (pronounced Eevee), Tahitian Chestnut — *Incarpus Edulis* — which attain an average height as above mentioned, are their natural home. They can be found among the thick leaves of these trees, and they breed in the cavities in the branches, and the trunk.

The pests are particularly bad during westerly and northerly weather, and less annoying during southerly and south-



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east-trade winds. From personal observation, it would seem that where there are many Ivi trees, and a preponderance of other similar growth, they will be particularly bad.

In Fiji, their activities usually commence round about 3 or 4 p.m., and continue unabated throughout the night, and until after 9 a.m. It is possible, however, to be bitten by stray mosquitoes at noon, and more especially when going through thick jungle. It is usually the large brown mosquito which

bites in the day-time, although the Culex Anopheles, the little black and white fellow, and the others, do their share.

THERE are many diseases, some fatal, transmissible by mosquitoes. Those which transmit yellow and blackwater fever very often thrive in the vicinity of towns.

Although the malaria mosquito also has the same habitat, he usually prefers the thick damp jungles and forests.

Although the malaria mosquito is pre-

sent in Fiji, and quite common, there is, strange to say, no malaria. This may be due to the absence of fever-breeding germs, or to climatic conditions. Much has been written on the possible transport of malaria from infected places to uninfected areas, by aeroplane. This possibility is ever present, but there seems to be a definite line of demarcation between places infected, and those uninfected.

The only thing to do is to use every conceivable means at our disposal for the prevention of the spread of this menace. Larvae of the malaria mosquito usually take approximately two days to incubate, and maintain themselves on the surface of the water in a horizontal position, whilst the ordinary mosquito larvae take up a perpendicular position. Their breathing organs are similar to those of other insects.

Elephantiasis, or the Falaria germ, is transmitted through the agency of mosquitoes, and is a very common disease in some parts of Fiji, being very prevalent in the Lau Group, and very bad in Rotuma. Other places seem to be singularly immune, as for instance, from Wainunu downwards, and round the Bua province, where it is a fairly dry climate.

The germs, which resemble small thread-worms, invade the blood stream, and cause the swelling of the extremities, attacking mostly the legs and arms of the victim. It is as well to keep those who are infected with Falaria well away from your house or bungalow, and isolate them from other labour in your labour lines, or barracks.

The breeding of mosquitoes may be retarded by means of a little petroleum, mixed with tar, poured on the surface of any stagnant water or pools. This should be repeated every fortnight. Most cottages and homesteads are either screened with wire gauze or have a special screened mosquito-proof room, where the family usually congregate after "tiffin". In spite of one having one's house built thus, some of the pests manage to gain access when the door is opened. When there is a plague, it is as well to have a good spray pump ready, with some good insecticide. Mosquitoes perish much quicker than do flies, or cockroaches, under the spray.

Full protection from the pests can only be had by stocking all stagnant pools and creeks with Gambusia fish which prey on and eats the larvae. There is also the Giant Mosquito, a parasite, and quite harmless, which preys on all smaller mosquitoes. Itself, it feeds on fruit juices and the sap of various tropical trees.

Much has been done to combat mosquitoes by draining, in the Pontine Marshes in Italy, the Canal Zone at Panama, the Singapore Naval Base, Papua and New Guinea, and by the planting of eucalyptus trees in the first mentioned place and in Ethiopia, and many other places. The planting of these trees is considered to be beneficial and of the first importance, next to swamp-draining.

Miss Margaret Stuckey, of Melbourne, will leave Sydney for Port Moresby, Papua, by the "Tasman" on February 25. She will be married shortly after arrival to Mr. Stewart Lade, the new head of the L.M.S. school there.

Rev. and Mrs. S. H. Dewdney will arrive in Sydney from Port Moresby, Papua, by the "Tasman" on February 19 to spend furlough. They are stationed at Orokelo, doing mission work for the London Missionary Society.

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CAPT. LUCKHAM, C.B.E.**Aitutaki Resident Agent Retires
From Cook Is. Service**

From Our Own Correspondent.

RAROTONGA, Jan. 16.
AFTER 18 years' service in the Cook Group as Resident Agent, Captain A. A. Luckham, C.B.E., has retired on account of eye trouble. His first appointment was to the island of Aitu-



Captain and Mrs. A. A. Luckham.

taki where he served for three years. The next six years were spent on Niue Island, and then he went back to Aitutaki.

When Captain Luckham left Aitutaki last month he was given a royal farewell by the whole of the people. The band was on parade; the school children turned out in full force; and in fact everyone on the island was at the wharf to say "Aere ra, kia manuia korua" (good-bye, and good luck) to Captain Luckham and Mrs. Luckham.

Mr. E. A. Reid is acting as R.A. on Aitutaki until Mr. A. V. P. Ford, a Roturua barrister, arrives from New Zealand to take up duties on the island.

DROUGHT IN PT. MORESBY

From Our Own Correspondent

PT. MORESBY, Jan. 29.
IN Port Moresby the alleged wet season is not acting up to its reputation. During the first twenty-seven days of January, which usually is one of the wettest months of the year, only 2.16 inches of rain fell; and optimistic gardeners are buying new supplies of flower seeds to replace the young plants killed by the hot sun.

PIGS—AND PIGS!**The Sad Plight of a Confirmed
Vegetarian in Tahiti**

YEARS ago a grimy little steamer came, at irregular intervals, from beyond the western horizon of Ra'iatea.

Its double mission was the delivery of cargo from far countries and the transportation of the miscellany of inter-island commerce. The principal factor of that commerce appeared to be the pig.

Now, in our native land, we had known the pig, in the form of slices of savoury ham, rashers of bacon and grunts issuing from small enclosures situated in remote parts of farm-yards; but never, until the hour we stood on the wharf at Uturoa and beheld the multitude arriving by cart, canoe, wheelbarrow and on the hoof, were we aware that the world contained so many pigs.

Clotho, Lachesis and Atropos play strange jests on unsuspecting humanity. They had placed us on the shore of this remote island, and yet had withheld from us a vision of the future.

While we were seeing pigs hurled by the score on cargo nets and, as the winches tightened the nets and bore them aloft, were hearing cries of fear and rage massed in strange harmonies

and dissonances, it was not vouchsafed us to know we were listening to the music of the future. Had wisdom been given us to record, on the lines and spaces of the musical staff, the sounds which quivered o'er Ra'iatea in those far-off days, our name would shine among the stars and the acclaim accorded the immortals would be for us, instead of for the present-day darlings of the mob.

The Fates also withheld from us the foreknowledge of how our future life in the islands was to be interwoven with pigs.

(CONTINUED OVERLEAF)

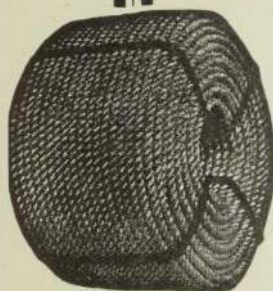
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torn flesh and reeking gore gives us vertigo; while the smell of flesh-pots charged with garlic and onions destroys our appetite. Yet, since our coming to

the islands—on birthdays and Christmas and New Year—we have been continually deluged with pigs.

The intentions of the donors, of course, are of the highest order. In Polynesia, the royal present, the gift of gifts, as worthy of presentation and acceptance as the offering of a brace of peacocks to a Roman Emperor, is the pig.

IT all began at MacFarlane's place, in Moorea. We had been there several months, and the time of our departure was at hand. Our native friends came, one by one, to say farewell, and with each came also, a pig.

Before the schooner arrived to take us to Papeete, MacFarlane's lawns were covered with tethered pigs, and we were in despair as to what disposal to make of them.

By the time they were loaded on the schooner the hatches were full. Half-way down the bay, we heard a hail. Canoes were putting off for the schooner. They came alongside. More pigs!

Fortunately, at that time, we had a very dear friend, who kept an hotel at Papeete, and we did not have to clutter up our place in Tahiti with all these pigs. We would have paid, richly, anyone to take this schooner-load of pigs off our hands; but our friend of the hotel spared us that expense and received the cargo with paeans of joy.

WERE our contact with pigs confined to birthdays and feast days, we might summon our fortitude and look upon these occasions as we regard days of fasting and repentance—instruments of moral and spiritual discipline.

But our neighbours keep pigs that are constantly breaking loose and uprooting our garden, and our slumbers are frequently interrupted by night expeditions of pig-owners, accompanied by excited dogs, trailing in full cry across our premises.

If we wish to go to the districts and are thrifty enough to go by truck we must travel with numerous pigs as companions. The whole bottom of the truck is invariably covered with a parquetry of pigs which forms an uneasy foot-rest throughout the journey.

If we walk into the town, there is sure to pass us on the road a rickety cart, driven by a Chinaman, bearing a load of pigs. At the quay, as we pass along the waterfront, are newly-arrived island schooners discharging a squealing cargo of pigs—some of which usually break loose at the moment of our passing, and spoil the whiteness of our duck trousers in brushing past, if they do not actually overthrow us and our dignity into the dust of the roadway.

In this sea of pigs we are a forlorn castaway; for we are no trencherman. Were it an ocean of carrots and lentils and eggplant and lettuce—that would be another story.—A.C.R.

Rev. and Mrs. H. J. E. Short, of the London Missionary Society station at Hula, Papua, have proceeded to England after attending the World Conference at Madras, India.

Mr. W. J. ("Billy") Candler, well-known travelling inspector for Gillespie Bros. Pty. Ltd., prominent Australian flour manufacturers, arrived in Sydney on January 19 by the "Nankin", after paying one of his periodical visits to New Guinea. He sailed for Fiji by the "Mariposa" on February 3, and will later proceed to Western Samoa.

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B22

EASTERN SAMOA

Progress Under American Rule

From Our Own Correspondent

HONOLULU, Jan. 4.
IN his annual report, Mr. Claude A. Swanson, secretary of the U.S. navy, makes the following remarks about American Samoa, which his department administers:

On June 30, 1938, the native population of American Samoa, including Swain's Island, was 12,241, an increase of more than 100 per cent. on the 1900 figure, which was estimated at 5,679.

The increase is due to the cessation of internecine warfare and the improvement of the sanitary and medical work of the medical officers and their assistants. (The scheme is greatly assisted by the native medical practitioners, trained by the well-known Dr. S. M. Lambert at the Suva hospital).

Free clinics and hospitals are a feature of the navy scheme.

An average enrolment of 2,546 pupils, employing 73 teachers, was maintained by the 30 public schools.

There has been a notable stimulation of native industry, especially with native arts and crafts for sale to tourists and for shipment to the United States and Hawaii for sale in shops. Copra receipts totalled \$99,382 and arts and crafts brought an income of approx. \$45,000.

Commander E. W. Hanson, the new governor, has proved himself very popular, and under his personal guidance the Samoans are being encouraged to conserve their outstanding native culture.

THE IMPERFECT CRIMINAL

An Incident In Papua

From Our Own Correspondent

PT. MORESBY, Jan. 28.
PAPUAN natives show a strong inclination towards progress, but in the matter of crime they are singularly unproficient in some of the finer points of technique.

Pipi Heni, of Elevala, has been for many years employed by the Public Works Department. The Department runs a sort of savings bank for its native employees; and one of them, a Western native who should have been a greater "mug" than in fact he is, wanted to deposit some cash.

In the absence of the white officer who usually attends to such matters, Pipi persuaded the native to hand the cash to him; and, on being asked for a receipt, became faintly indignant: "I think you bushman", he protested. "You no savvy me? What for you want him paper?"

But the "mug", though silenced, was not satisfied. He called again and saw the officer, with the result that Pipi Heni appeared before the Magistrate last Monday.

A fine of £25 seemed fairly safe to throw the financier back onto the alternative of "six months hard". But not so. The fine was paid within twenty-four hours!

Masters Neil and John Montgomery, of New Guinea, arrived in Sydney by the last "Bulolo", and proceeded to Geelong Grammar School, Victoria, where they will resume their schooling.

THE POLYNESIAN CLUB

A REPRESENTATIVE gathering of Islands and Maori people attended a meeting of the Polynesian Club of Sydney on January 24. A feature of the evening was a travel lecture, given by Messrs. Franz and Piet Dona, the Dutch-Americans who are leisurely cruising around the world in their yacht "Marie".

Another guest was Mr. W. Takarangi, of Wanganui, a Maori member of the N.Z. Boy Scout contingent at the recent Jamboree. In his honour, members presented a series of Polynesian folk dances, with the Maori motif prevailing, and

Mrs. Waikainga Tipene offered three forms of the Maori poi. Twenty girls danced the Canoe poi (poi waka).

The Club intends shortly to hold an exhibition of Islands curios—mainly from the Polynesian collection of the President (Mr. Leonard Moran), as well as from the Club's own possessions and from private members.

Judith and Philip Street returned to Sydney from Rabaul, by the "Bulolo" on January 30, after spending holidays with their parents in New Guinea.

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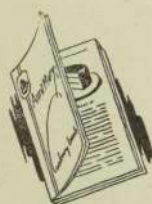
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The premises of the New Guinea Club, in Rabaul—described by a recent visitor to the Territory as "the best club in the Pacific". This is a challenge that may not be allowed to pass. What of the Clubs in Fiji and Papua?

TUBERCULOSIS IN THE ISLANDS

Is the Lowly Pig to Blame?

From Our Own Correspondent

PAPEETE, Jan. 7. ONE of the greatest medical mysteries is the wide prevalence of tuberculosis throughout the islands of the South Pacific. The free, active out-of-door life of the Polynesian should, in the ordinary course of events, fortify his body against invasion by this disease. Tuberculosis usually finds its breeding ground in crowded, ill-lighted, urban communities under conditions of unwholesome air, under-nourishment and squalor.

An explanation of this anomaly has been offered by an eminent physician and surgeon who has served many years as medical officer in two of the largest archipelagoes in Polynesia. His researches and experience have convinced him that the propagator of tuberculosis in the islands is the pig. It is generally accepted that, of all the lower animals,

the physical constitution of the pig most nearly resembles that of man.

Canibals we have met, testify that the flesh of man is much like pork in texture and flavour. Scientists use the guinea-pig in their researches into the diseases which afflict humanity. It has been established that the pig is an easy victim of tuberculosis of the same type as that which attacks human beings.

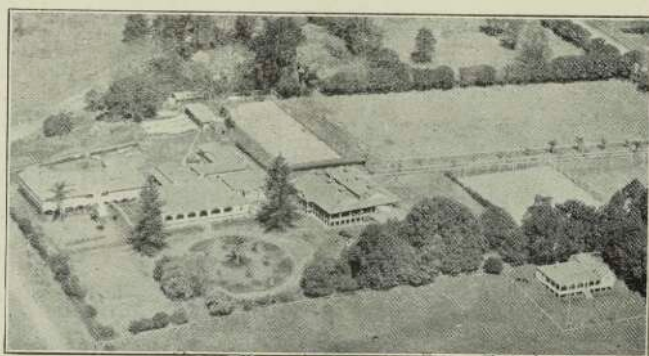
The Polynesian method of cooking in the ahimaa (native oven) corresponds to the preparing of food in a fireless cooker. The ahimaa does not generate enough heat to destroy the tubercular bacilli which can survive a temperature of 60 deg. centigrade for the period of an hour.

The physician quoted has found a high percentage of pigs in Polynesia to be infected with tuberculosis. A continuous diet of live germs is bound, sooner or later, to break through any resistance the body may offer. This appears plausible and might explain the appearance of the disease in the most unexpected places.

EDITORIAL NOTE: A somewhat similar conclusion—that the pig definitely is suspect—was reached by medical officers who investigated the prevalence of tuberculosis in Papuan villages near Port Moresby some two or three years ago. This is a good illustration of the need for general conferences—in this instance, in relation to tuberculosis—between Administrative officials of the various Islands territories.

Mr. J. L. Bain, who until the end of last year had been in charge of Papua Oil Development Co.'s wireless station at Daru, Western Papua, died in Pt. Moresby Hospital on January 7. His connection with Papua dated back to 1914, when he installed the first wireless telegraphy plant on the west side of Paga Hill. The following year he was responsible for the erection of a station on Woodlark Island.

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Says There Is No Jap. Menace

Letter From Interior of
China

WORLD-WANDERING American journalist Marc T. Greene writes to the editor of the "P.I.M." from the interior of Southern China, where he has been taking a look at the war situation. He insists that the Japanese are in a far worse plight than is generally supposed.

Kunming, Yunnan Province, China, December 17.
THIS town, once called Yunnan-fu, but now changed to Kunming, is a true outpost, and the China of a hundred years ago practically unchanged.

Just now, though, it is of importance, because some of the offices of the National Government are here, and if the Japs should take Chungking this will be the next capital.

All sorts of Europeans are here now—munitions agents, aircraftsmen, aviators, journalists, spies and persons of indeterminate occupation or reason for being present.

You get here from the coast by French railway, and it is over that that much of the supplies for the Chinese forces have been coming in. It is the only route now open from the sea to the interior of China, and the Japs. are expected to bomb it any time. They were here in Kunming not long ago, and dropped a bomb on a school, killing more than eighty children. They "mistook the school for a barracks".

The railway is one of the most remarkable in the world, climbing 6,000 ft. from the tropical plain through a terrain which presented as many difficulties to railway construction as any in the Alps, Andes or Rockies. The scenery is wild and magnificent, the country very little populated.

Only three years ago all of Yunnan Province was in possession of the Communist bandits. These advanced on this town, and the few Europeans then here all gathered one morning at the station, prepared to evacuate, when word was received that the bandits had turned another way.

The American Ambassador has just come by road from Chungking, a journey of five days, and tomorrow he is going to attempt to get through to Burma by the new road. That is expected to be the future line of communication for supplies and so forth to the Chinese armies, in case the railroad to the coast is destroyed.

Life in China is interesting and of a fascinating uncertainty. I am taking a considerable part, in the line of publicity, on behalf of the Chinese.

We all hope, and expect, the Japs. will be beaten. They are making no headway, now, while the morale of the Chinese forces is excellent. The Generalissimo says 10,000,000 men are now under training. Much munition supply is coming in from Russia, also from America, England and Germany. Here in Kunming are a number of German munition agents, also airmen.

The guerilla activities are making increasing difficulty for the Japanese. More than 60,000 are now said to be closing in around Shanghai, so there is likely to be

more activity there. I expect to return there, presently.

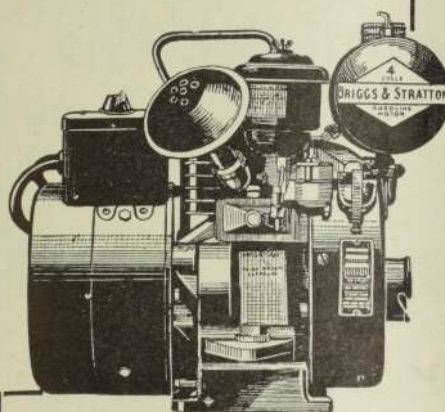
You can tell the Australians they needn't worry any more about the Jap. "menace". Unless we are all wrong up here, or things unlooked-for happen, Japan will presently become a third-class Power—if she still exists as anything at all. Moreover, there is much unrest there, and a chance of some sort of explosion at any time. The facts about the Japanese failure in China certainly cannot be kept from the Japanese people much longer.

Miss Olive Cooper, of Benalla, Victoria, was a passenger by the January "Tanda" to spend several months in New Guinea as the guest of Dr. and Mrs. R. W. Cooper.

POOR MAPS OF N. GUINEA AND PAPUA

IN a recent address on the status of the geographical knowledge of N. Guinea, Mr. G. A. V. Stanley said that for a general survey it was necessary to prepare a map on a scale of not less than 16 miles to the inch. The material for such a map was scattered. Much of it was to be found in scientific periodicals, many of which were not on the shelves of any library in Australia.

At the beginning of 1936 the total unmapped area was estimated at 115,200 sq. miles, which was 37 per cent. of the island as a whole. Since that estimate exploratory work had been proceeding in many parts of the island. Aerial surveys were being carried out in the search for oil, and when the results



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of these eventually became available very little of the area would remain unknown.

Very little of the results of Government officials' patrols in the Mandated Territory had been published and a great deal of the mapping of Papua had been sketchy. There was no publication in English comparable to those in Dutch and German.

Mrs. V. Weatherall, of Wau, New Guinea, was a passenger on the "Bulolo" which arrived in Sydney on January 30.

Hon. Arthur Jewell and Mrs. Jewell were in Pt. Moresby early in February, en route to Kanosia, from the east end, where Mr. Jewell has been inspecting his Company's plantations in the Conflicts Group, while Mrs. Jewell paid a visit to her privately-owned rubber plantation at Sagarai.

IN MEMORY OF TAMASESE

From Our Own Correspondent

APIA, Jan. 12.

THE annual pilgrimage of Mau adherents to the grave of the late High Chief Tamasese, at Lepea, took place on December 28, but, owing to inclement weather, was not so largely attended as usual. Tamasese was killed in the Mau riot in December, 1929.

The procession was lead by the Pesega band, with the British and Mau flags in the van. Mau guards followed, with about 300 female Mauites led by Masiofo (Mrs.) Tamasese. Then came the Mau executive and native members of the Legislative Council, faipules, chiefs and native officials and rank and file of the Mau. Fa'atunu Taisi (Mr. O. F. Nelson) and his daughters joined the procession, which was more than half a mile long, at Vaimea.

PROSPEROUS FIJI

Present Boom Attributed To New Gold Industry

"FIJI is more prosperous than it has ever been", said Mr. W. H. Brabant, a retired Comptroller of Customs for Fiji, who arrived at Auckland by the "Niagara" in January. Signs of this new prosperity were everywhere. Suva, the capital, was being practically rebuilt and other portions of the Fiji group were showing signs of activity in road-building and general public works. The whole country was alive with the latest model motor cars.

"Where does all this come from?" Mr. Brabant asked. "Sugar production is normal and steady, due to British and Canadian preference for Empire sugar. New Zealand absorbs the bulk of the shrunken banana crop, and the copra industry is suffering because of low world prices. That indicates a normal if not a sub-normal activity. It is the production of gold developed during the past three years that is the real cause of prosperity".

A great deal of outside capital had been spent in the development of the three principal mines, with the result that all were now producing gold and two had reached the dividend stage, he said. They bade fair to rival in value the output of the sugar industry.

"Of course, to keep pace with these new developments the Government has spent a lot of money on public works", Mr. Brabant continued. "That is being financed partly by borrowing in London, partly from the accumulated surplus of previous years, and partly from the increased revenue which the new prosperity has brought".

LEPROSY CURE FOUND BY FIJI NUN

A NEW cure for leprosy has been discovered by Sister Marie Suzanne, a French nun of the Society of Mary, who has been working for many years at the Makogai leper colony in the Fiji Islands, according to recent reports in Paris newspapers.

She has returned to France to discuss its practicability and marketing with French scientists and experts.

Sister Marie Suzanne found that lepers at Makogai used an oil which they made from special nuts to ease the pain caused by the disease. She experimented with it, and produced an ethylic ether which when injected into the patient causes almost instant relief. It is also a cure for rheumatism and for sciatica, it is claimed.

Sister Marie Suzanne is now working with M. Jeanson, a distinguished botanist, who has devoted himself to the cure of leprosy.

40 INCHES OF RAIN!

THERE was a phenomenal rainfall, given officially as over 40 inches in 24 hours, in the Nadarivatu district of Fiji (which is on the Sigatoka river, in the south-east section of Viti Levu). The sawmill of the Fiji Kauri Timber and Land Co. was almost flooded out, and the buildings were unroofed by the high wind; but, although great inconvenience and much loss were suffered, no damage was done.

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FINE TYPE OF YOUNG NATIVES AT CENTRAL MEDICAL SCHOOL, FIJI



WHEN Sir Walter Carpenter was in Suva on January 12, en route to America and Europe, he presented the "Sir Walter Carpenter Shield" to the cricket team of the Central Medical School, winners in the 1937-8 competition of the United Cricket Association. The group shows the winning team and those who took part in the presentation. In

front, from left to right, are: Dr. D. W. Hoodless (principal of the Central Medical School), Aisaki Niu (captain of the School's Eleven), Sir Walter Carpenter, Major Clive Brewster, and Mr. J. Amputch (secretary of the Cricket Association).

A most interesting feature of the photograph is the glimpse it gives of the

types of young men who are being trained at this now famous institution, to take their places in the different territories as native medical practitioners. Here are Polynesians from Samoa, Tonga, Cook Islands; Indians from Fiji; Melanesians from New Hebrides and Solomons; Micronesians from Fiji and the Gilbert and Ellice Colony.



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SHELL POACHERS RUIN MARKET

PEARLS and pearl-shell worth £250,000 are being taken yearly from north Australian waters by Japanese sampans, according to Mr. J. B. Marco, representative of the Australian Pearl Co., Hatton Gardens, London, who visited Australia in January.

Mr. Marco said that about 140 Japanese sampans operated off the Australian coast, from Thursday Island, Darwin, and Broome. Each gathered about 30 tons of shell, which in 1937 was worth £140 a ton. Last year the collection was lower, and the price, because of the flooding of the market by Japanese, averaged considerably less.

LOSS FROM MALARIA

Aspect of Imperial Development

AT a combined meeting of the Planters' Group and Empire Social Services Group of the Royal Empire Society in London at the end of last year, Sir Malcolm Watson, Director of the Ross Institute of Tropical Hygiene, spoke on "Malaria and Empire Development".

Sir Harry Lindsay's letter in "The Times" of August 6 had pointed out the extent of the trade already done by the Colonies and Dependencies and how much more important these markets might become for Great Britain, and the Empire generally, if the Colonies were better developed, and had themselves larger markets for their products,

which were not only foodstuffs but often the raw products of industries in Britain.

In a leading article, "The Times" of the same date had emphasised the importance of Sir Harry Lindsay's letter. Expansion of trade has its various problems; "Things have to be grown before they can be sold; and there are problems of production to be solved as well as problems of distribution". It added this warning: "The final test of successful administration is not to be sought in increased returns of trade and revenue, important as such increases are, but in the growth of a healthy, prosperous and happy population with expanding opportunities for leading a fuller life".

HINDRANCE TO EMPIRE DEVELOPMENT

Sir Malcolm Watson spoke of his own experience of over 40 years of the tropics. Malaria was the greatest hindrance to Empire development, directly and indirectly; although there were other important factors. He gave examples of how malaria had held up progress, and told how for years no official spent a night at Belawan, the chief port in North Sumatra, because of the severity of the malaria, but travelled from Medan by the first train and returned by the last.

Malaria attacked Port Swettenham so severely that Sir Frank Swettenham, High Commissioner of Malaya, sent a telegram ordering it to be closed soon after it was opened in 1901. But, thanks to Ross's discovery, steps were taken to make the port healthy and it was not closed. Sir Malcolm also referred to estates which had been closed on account of malaria.

UNRECOGNISED EFFECTS OF MALARIA

"Apart from such obvious examples of how malaria has hindered development, it has a more pernicious effect than is ordinarily realised. I had my eyes opened only when, by controlling malaria in the towns of Klang and Port Swettenham, in the Federated Malay States, I found that the death rate from all diseases fell in a most striking way, as well as the death rate from malaria. The following tables, Nos. 1 and 2, show clearly what happened as a result of the anti-malarial work carried out in 1901:—

TABLE NO. 1.

Table showing the deaths in Klang and Port Swettenham. Corrected for deaths occurring in hospital.

	1900	1901	1902	1903	1904	1905
Fever	259	368	59	46	48	45
Other diseases	215	214	85	69	74	68
Total	474	582	144	115	122	113

(Anti-malarial drainage began in 1901.)

TABLE NO. 2.

Table showing the number of deaths in Klang District, excluding those occurring in Klang Town and Port Swettenham.

	1900	1901	1902	1903	1904	1905
Fever	173	266	227	230	286	331
Other diseases	133	150	176	198	204	271
Total	306	416	403	428	490	622

(No anti-malarial work done.)

There were many similar examples of lower death rates from all diseases including malaria following anti-malarial work. It is clear now that where malaria is prevalent the death rate from dysentery, maternal mortality, convulsions in children, septic diseases and kidney diseases will all be greatly increased, and that where malaria is removed there is an extraordinary im-

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Shell develops greater power, gives much better top-gear performance on hills, saves many change-downs and therefore saves petrol. On short and long runs, for stopping and starting, Shell gives *more miles to the gallon* by reason of its higher energy content. When starting you get into top sooner. When accelerating, you get instant pick-up because of the extra volatility of Shell.

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OS 59/1 E

provement in the general health of the people.

Between 1904 and 1928 I was medical officer to a number of estates in the Malay Peninsula and became intimately aware of how detrimental to estate development this disease could be. It was by no means uncommon in Malaya for the estates to lose a third of their labour forces by death in a year. An unhealthy estate was unpopular and labourers left it either with or without

giving notice. Obviously in such a place recruiting charges must be high. Where there is much sickness hospital charges must also be high. I could tell you of many estates where 20, 30, even 40 per cent. of the labour force was treated for malaria in the course of a single month. In fact, no hospital accommodation would have been adequate in those days; and many patients had to be treated as out-patients. Costs are also raised because the mortality among the children is high and the estate is unable to build up its own labour force. It has to depend on its recruiting.

LOSS OF CROP

But the real loss produced by malaria is from the inefficiency of the labourers. A man who is sick cannot do a full day's work. And a man is rarely an efficient worker for days or weeks after an attack of malaria. Where malaria is prevalent he is liable to repeated new attacks, apart from the relapses which are such a striking feature of this disease.

And so malaria reduces the work which can be done by the labourers and thereby increases the cost of the production of the crop.

Kill Kidney Trouble Quick

Thousands of sufferers from Kidney trouble and Bladder weakness have stopped Getting Up Nights, Leg Pains, Circles Under Eyes, Swollen Ankles, Nervousness, Stiffness, Rheumatism, Dizziness, Lumbago, Burning, Itching, Smarting, Acidity and Loss of Vigour by a Doctor's new discovery called Cystex (Sisa-tex). Gently soothes, tones, cleans and heals, raw sore kidneys. In 15 minutes Cystex starts refreshing your blood. Brings new health, youth and vitality in 48 hours. Guaranteed to end your troubles in 8 days or money back. Price 4/-, from all Stores and Chemists. SCHAFFER & CO., 189 Clarence Street, Sydney.

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N.S.W.

THE "TIN-CAN MAILMAN"

New Book By C. S. Ramsay

A GOOD many years have passed since the "P.I.M." first told the story of "The Tin-Can Mailman"—Charles Stuart Ramsay, of Niua Fo'ou Island, in Tonga. Since then, "Tin-Can Island" and its mail service have become world-famous. So many stamp-collectors desired the Niua Fo'ou post-mark that the mail which went ashore there in sealed biscuit-tins, in later years, grew to monstrous proportions—though the craze has died down, now.



Mr. C. S. Ramsay, with two Tongan natives, ready to swim out to a liner to receive the "Tin Can Mail". The outgoing mail is tied to the short sticks. The large sticks are for support.

And now we have a new book—"Tin-Can Island", by C. S. Ramsay and C. P. Plumb, just published by Hurst and Blackett, Ltd., of London, at 15/- . Written in attractive fashion, and profusely illustrated with photographs and maps, it tells the story of C. S. Ramsay's 20 years in the Tongan Islands, mostly on Niua Fo'ou. It was the kind of life that thousands of world-weary men dream about, but never achieve. Ramsay loved it all—the rich beauty of his lonely island, the song of trade-wind and the shriek of the hurricane, lazy days of swimming and fishing, long hours with the kindly, intelligent Tongans, the throb and colour of village romance.

It is hard to believe that life on little Niua Fo'ou could have provided so much incident; but here, packed into 320 pages, there is feasting and fighting, shipwrecks and elopements, a hurricane, a royal visit, an eruption, a solar eclipse. A most readable and not over-exaggerated story of half a lifetime in the South Seas. And, of course, running through all the pages, as the high-light of adventure, there is the "Tin-Can Mail".

Ramsay started this thing himself, because he was anxious regularly to receive and send letters, and ships could call at his unsheltered island only in the calmest weather. He had seen how the Tongan lads, even when a wild sea

was breaking, went out fishing; they waited for a certain kind of backwash, then from the high rocks threw in their swimming-poles of light fau wood, and followed immediately themselves, catching their poles out in the unbroken water. So he decided to try the system when the monthly steamer—then the "Tofua", commanded by Captain Davey—came along. Only, instead of fishing-gear, he attached to his pole a watertight packet of mail. Getting out was comparatively simple—just a timely dive—but getting back, across the rocks, through a raging sea, was a different matter.

However, the system worked, and Ramsay's swim out to the steamer, usually with a couple of Tongans, but sometimes alone, became a fixed institution. Captain Davey co-operated. The incoming mail was soldered into a biscuit-tin, so that Ramsay easily could push it ashore; and the captain, appreciative of this unusual arrangement, always had his passengers on the qui vive, to see the "Tin-Can Mailman".

Several times, the nautical mail-carriers nearly lost their lives. Once, the steamer came along at night, failed to see the swimmers, and went on again, and they could not find their way back to the landing. Another time, also at night, an unexpected current swept them miles away, along the coast. Once, they were within inches of being drawn into the steamer's propellers. And there were sharks.

The arrangement continued for years, and Ramsay must have made his famous swim many scores of times, until the depression came, and not only caused the withdrawal of the steamer service, but also compelled Mr. Ramsay to seek a livelihood elsewhere. But he returned to Tonga, later; and the "Tin-Can Mail" still goes on. When this writer was along there, not long ago, the ship, en route from Apia to Suva, stopped off Niua Fo'ou, and a biscuit-tin of mail was lowered overside. But it was received by natives in an outrigger canoe—Ramsay swims no more.—R.

PT. MORESBY GAOL

From Our Own Correspondent

IMPROVEMENTS have been made in the arrangement and control of Badili Gaol, Port Moresby, in which a dramatic murder occurred last year.

In July last, Captain C. P. Dolan, well-known in Sydney military and journalistic circles, joined the Papuan Government service as head gaoler. Under his control, a stricter discipline has been introduced, and his suggestions for the improved arrangement of the various gaol buildings and the compound have resulted in more effectual supervision and more regular routine.

Captain Dolan is the first head gaoler to hold also the position of an officer of Native Armed Constabulary. A small detachment of police is stationed permanently at the gaol under his orders, and there is now a regular police night guard in addition to the warder on night duty.

Mr. R. W. Robertson, of the Watut, New Guinea, arrived in Sydney by the "Bulolo" on January 31.

Mr. "Ossie" H. Clifford, manager of Colless's Bakery at Thursday Island, is at present in Sydney. He will return to T.I. at the end of March.

NAURU'S PRECAUTIONS AGAINST EPIDEMICS

From Our Own Correspondent

AMILD outbreak of measles on the "Triaster" on her way up from Australia in December, caused a period of strict quarantine. Every possible precaution was taken to keep infection from the natives. The B.P.C. (European) hospital and two private houses were used

for quarantine purposes. The passengers were released in time for the Christmas festivities.

The death of a native from infantile paralysis, early in January, gave the island another scare; and certain precautionary measures were prescribed, especially among the European children. The native Boxing Day sports were postponed and all gatherings among natives proscribed until the necessary safety period had elapsed.

"FIREARM REPAIRS". "Our Hands Make Good Arms". GOODS SENT C.O.D.



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I am continually receiving consignments from England. Amongst those in stock at present are:—

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A large range of Second-hand Rifles, all Calibres, most with new Barrels.

There is no list, published, but, if you write for details, they will be forwarded by return.

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Quality Firearms and Fishing Tackle.

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For mission duties, as a work-boat, for pleasure or for fishing, there is no more suitable for the Islands than the Chapman, 16ft. Cabin Launch.

Built with the same sturdy strength and sweeping lines as the hull of the craft, the roomy cabin protects the engine and, besides, provides sleeping accommodation for two. There is ample storage space.

The power provided is a Chapman Pup Engine either 2½, 3 or 3½ h.p. — easy to start — simple to operate — and giving a good 50 miles per gallon.

Send NOW for FREE interesting details.

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ENGINE MANUFACTURERS FOR THIRTY YEARS

Mrs. E. J. Frame is back in Port Moresby, looking all the better for her visit to relations in the U.S.A. She arrived by the last "Macdhui", accompanied by her husband, who underwent successful medical treatment in Sydney.

KOYONG . . MOSS VALE

DAY AND BOARDING SCHOOL AND KINDERGARTEN FOR GIRLS.

Pupils prepared for School, Music Examinations. Excellent Climate and Health Record. Own Orchard, vegetables, poultry & dairy. Home Life and Individual Attention. Boarders taken from six years old. Prospectus on application. MISS MEIN, Principal.

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Est. 1897. Kindergarten to Leaving Certificate. Tennis, Riding, Swimming, Team Games. Unequalled climate. Pure Jersey Milk. Senior and Junior Houses. Open air sleeping. Inclusive fees. Special vacation arrangements for Island pupils. M. E. DURAND, Principal.

PAPUANS AS CRICKETERS

From Our Own Correspondent

PT. MORESBY, Jan. 14. GREAT interest has been shown in the Native Cricket Shield Competition, organised as an experiment by officials of the Port Moresby Cricket Club.

A considerable amount of talent has been disclosed by individual members of the eight competing clubs; and indications are that a combined native team from Port Moresby and district would make a creditable showing against most possible opponents.

Batting averages are as high as 74 for the series. The best bowling performance to date is that of Vui Vagi, of Hula, who has taken 22 wickets for 118 runs—an average of 5.4. Arua Morea has 31 wickets to his credit at 6.2 runs each; and Gomara Geita has taken 28 wickets at an average cost of 8.8.

Mr. and Mrs. N. B. Blood, of Rabaul, New Guinea, received numerous congratulations on the birth of a son—Peter Raymond Beresford—on January 27.

Mrs. A. W. Ardlie, well-known in the Territory of New Guinea, died suddenly in Melbourne early in January.

PATTERN SERVICE

EACH month we publish a Fashions design, patterns of which may be purchased by our readers direct from this office, post free. To obtain a pattern, print your name and address below, giving the number of the pattern and the bust size, and send to "Pattern Department", Pacific Islands Monthly, Box 3408R, G.P.O., Sydney; enclose also the price of the pattern in postal note or stamps. It will be sent by return mail.

Name

Address

Pattern Number Size



M6444

M 6444.—Make this smart frock for yourself in a few hours, and trim with gay contrasting material. It features flared skirt, full sleeves, and rever neckline. Size: 36 inch bust takes four yards of 36 inch wide material and a quarter yard of contrasting. Paper pattern, for sizes 32 to 40 inch bust, price 1/1.

Mrs. A. S. Evensen, wife of the manager of Coconut Products, Ltd., Pondo, New Guinea, left Rabaul, recently by the "Neptuna" for Hong Kong, to spend a short holiday.



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Classic
Eau de Cologne

The world's favourite — invigorating, fragrant and cool.

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EAU DE COLOGNES

• "Tosca" Eau de Cologne

A happy union of a glamorous perfume with the freshness of Classic Eau de Cologne.

• "Rhinegold" Eau de Cologne

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REPRESENTATIVE: ROBERT BLAU (AUST.)
A.C.A. BUILDING, CNR. KING & YORK STREETS, SYDNEY

Fashion Hints for Islands Women

By Therese

FASHION never seems to tire of using cotton in her scheme of things. Whether for day or evening wear, it is delightful. Crisp starched cottons are lovely for the very young, when made with full swing skirts, puffed sleeves, and tiny bodices.

Cottons, of course, are ideal for the tropics. They look so fresh and cool—which is half the battle towards keeping cool—and they have the added virtue of being washable. Bold designs are sought for evening frocks.

Voiles make charming frocks, and the uncrushable variety is worth the little extra cost a dozen times over. Linen, too, is always ideal and whether used for spectator sports frocks or tailored suits is absolutely distinctive.

Dark linen is the glamour fabric nowadays—black, navy and burgundy are confident of success, when gayed with crisp white accessories. If your fancy strays towards contrasts you can wear navy with duck egg blue, black with almost any colour, and burgundy with all those lovely dusky pink shades. Spots make good contrast, as do multi-colour stripes.

Lime green is a lovely shade that goes with navy or black. It is attractive, too, in a suit with a candy pink scarf tucked in at the neckline. Have the skirt pleated all round and stitched to the hips and make the jacket with flap pockets. The new "carbon" shade is good, too—it is a definite blue-green that could be worn equally well with black accessories or a glowing purple.

SOMEHOW, I think we all will like the charming mid-season's offerings—tailor-mades with either short or long jackets; but the strictly tailored style has been superseded by decorative and unusual details giving a truly feminine air. Heavy silks and linens are the medium used, and if the weather cools they give way to light weight wools.

The perfect answer to the question, "What shall I wear?" is the trim little tailored day dress with all the new season's smartness that comes from a yoked bodice, a neat stitched collar, and short well-shaped sleeves. The skirt is pleated and stitched to the knees.

You may still take your choice between frocks that mould the figure or those which suggest the Victorian era, but whatever your choice, you must live up to it. Accessories play such an important part to-day that frocks depend entirely on them for ornamentation. Necklets have returned to favour and multiple strands of ruby and emerald beads do marvellous things to a simple frock of black. Costume jewellery is more important than ever, and necklaces, bracelets, ear-rings and dress clips are well to fashion's forefront with infinite variety of design. For evening, jewellery is massed at the throat in exotic fashion. It all began with the high hair do that calls for glamorous detail. Black velvet ribbons are tied at the throat and a cluster of flowers is pinned engagingly to it either in front or becomingly under one ear.

MUFFS are making a bold bid for recognition. The evening muffs are enchantingly pretty and frivolous. In many instances they are extremely diminutive—almost doll's size—and are trimmed with flowers or little bows of velvet ribbon.

For day wear, gloves are wrist length or just above. They are simple and in

many cases hand stitched, while for afternoons gay flowers are embroidered on them or they are cut mitten fashion. Kid, suede, lace and fabrics are used in their making. Evening gloves are of long white suede or fine kid, lame and even satin. Wrist length gloves of period design are worn to contrast with the gown.

Bead embroidery has returned to favour and lace frocks are sequin-trimmed in attractive designs. Copper coloured thread ousts gold and silver from pride of place on hems, pockets, and sleeves.

Bags are gradually extending their handles, and the under-arm variety is

seen less frequently. Large sensible bags with long handles are ideal with long suits. The bunch bags with long handles are definitely period and feminine—of 1900 vintage.

HATS these days are all felt or straw, small and sometimes crownless.

Here and there one sees a wide-brimmed hat, but only here and there! Ribbons, fruit and flowers (loads of them!) are banked on the crown or bunched in front in intriguing fashion; and then, of course, veils do the rest. Oft-times a cocktail or dinner hat consists of a mere wisp of veil with a huge flower perched on the side of the head. Tams are in again, neither cloche or beret, but a mixture of each. They are tipped so far forward and at a slant that they need a head grip in the shape



STOCKINGS ARE NOW SO OBVIOUS

Into a world once more aware of shapely legs, Lustre comes at fashion's call. Stockings are again so obvious that textures must be perfect, shades must be correct, fittings must be exact. Lustre provides all these essentials most thoroughly. And in the quest for beauty, Lustre does not neglect the need for wear.

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L9-3812



of a ribbon band to keep them in position.

The hair styles have influenced hats, too. One has so many period styles to choose from in hair dressing. For evening there is the eighteenth century Pompadour elegance which calls for a taffeta dress and a ribbon round the throat; the 1860 romanticism that goes so well with the crinoline; and the Edwardian sophistication that calls for jewelled combs and looks so worldly-wise. They are all enchanting and give a new zest to life.

Vishnu Prasad, of P.O. Box 17, G.P.O., Suva, Fiji, who is 14 years of age, wishes to correspond with pen friends of either sex, in other countries. "Interested in stamp collecting and exchange of post cards."

TREASURE HUNT ON COCOS ISLAND

Mutinous Crew and Mad Boatswain

STORIES of adventure, based on a fruitless hunt for the Peruvian treasure believed to be buried on Cocos Island (in the far eastern Pacific) have been published in the "P.I.M." in past years. Here is the latest, as reported from Hollywood, U.S.A., in January.

An amazing story of mutiny and violence during a South Sea treasure hunt is being unfolded before the Federal grand jury here.

The principal witness is Captain Robert Hoffman, of the schooner "Metha Nelson". The vessel left San Pedro last

September with a crew of amateurs and sailed for Cocos Island, where the treasure was supposed to be buried.

Countess Dorothy di Frasso, a well-known member of the film colony, and Mr. Marino Bello, stepfather of the late Jean Harlow, were among the treasure-seekers.

After weeks of fruitless digging everyone lost their temper, Captain Hoffman said, and the "Metha Nelson" became a "real hell ship". Drunk for three days, the boatswain, Rolf Barrman, terrorised the ship with a gun.

Plied with gin, and incited by two of the "guests", the crew defied the captain's authority.

"I knocked some discipline into them. I shackled some to stanchions", said Captain Hoffman, who added that the Countess di Frasso asked him to shoot Charles Segal, one of the ringleaders, because she feared he was planning to seize the ship and hold her to ransom.

Captain Hoffman revealed that he married Mr. Bello to Evelyn Husby, the ship's nurse, a few days after the voyage began.

Finally, the schooner, with its mutinous crew, was towed back to port.

FROM THE YODDA



Mr. and Mrs. A. Kingsley, of the Yodda, Papua, are at present on a visit to Australia. The above snapshot was taken in George Street, Sydney. Mrs. Kingsley became "front page news" for a day, in Perth. Leaving Port Moresby on a Saturday morning, and travelling on the regular air-liners, and spending a night in Townsville, Sydney and Adelaide, she reached Perth, W.A., on Tuesday afternoon. "Port Moresby to Perth in four days", was how the newspapers head-lined it.

Mr. G. J. Bridges arrived in Auckland, N.Z. early in February by the motorship "Trienza" from Ocean Island, where he is manager for the British Phosphate Commission.

Mrs. Pasemaca Vollmer, a pioneer resident of Fiji, died at Levuka on January 11, aged 78.

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you've ever
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"FITZROY" brand LUNCHEON BEEF

in Oblong Cans

PACKED BY A SPECIAL PROCESS.

"Riverstone" & "OX & PALM" Brand Trade Meats.

Corned—Boiled & Roast Meats.

12ozs., 16ozs., 24ozs., 2lb., 3lb., 4lb., 5lb., 6lb.

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HOT MEALS

in 1/2lb., 1lb. and 1lb. Cans.

7 Varieties: Imperial Beef Steak Pudding. Steak and Kidney Pudding. Chops and Tomato. Steak and Tomato. Sausages and Tomato. Sausages, Spaghetti and Tomato. Lamb and Green Peas.

Try also Imperial MANGO & PA PAW CHUTNEY.
Imperial CRUSTLESS CHEDDAR CHEESE.

RIVERSTONE MEAT CO. PTY. LTD.,
5-7 O'Connell St., Sydney. Cables: "IMPERIAL".

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delivered straight to your nearest
port for £3/15/-.

Send for Latest Record Lists.

Talkeries Music Stores

451 Queen Victoria Buildings,
Sydney

EIGHT DREDGES

Bulolo Co.'s Establishment
Complete This Year

BY the end of 1939, Bulolo Gold Dredging Ltd. will have 8 dredges operating in the Bulolo Valley, in the goldfields region of New Guinea.

The new deep-digging dredge, No. 7, which is now being assembled, will be finished in April, and will then commence operations.

It had originally been intended to move the machinery from No. 1 dredge to a new hull that has been constructed on the Watut River, and this was to be called No. 8 dredge. It was found, however, that there was still a good deal of rich ground to be dug over in the location of No. 1 dredge. Accordingly, No. 1 dredge has been completely reconditioned, and it recommenced digging operations on January 29 in its old location.

New machinery is now being built for the new hull on the Watut River, and this will be assembled as No. 8 dredge which, it is expected, will commence operation about September.

By the end of this year the establishment of B.G.D. in New Guinea will be as follows:—

Nos. 1, 2, 3 and 4 dredges will be at work along the Bulolo flats—the latter near the junction with the Watut—and they are described as medium diggers—about 40 feet.

No. 5 and No. 7 are deep digging dredges, and will operate on the Bulolo flats, near the location of Nos. 1 and 2.

No. 6 is a small dredge, digging to about 26 feet, located on the flat near Wau.

No. 8, as stated, will be a new dredge, digging to about 40 feet, located on the Watut River near its junction with the Bulolo.

LAMPS FOR ISOLATED STATIONS

THERE are five main amenities demanded by the isolated planter or trader in the Pacific Islands. In their order of importance they are: Water supply, lighting, drainage, refrigeration, and radio communication.

So far as lighting is concerned, there are two main ways of supplying the want—an electric light unit driven by a motor engine or wind-mill, or the system of using vapourised kerosene in lamps with incandescent burners. A number of manufacturers have made a specialty of this system of lighting, and the spots of brilliant radiance which may be seen about the Islands at night is the result of their efforts. There are a few lamps on the market which have attained a high degree of popularity, and among these are the Tilley and the Coleman lamps.

The Tilley Lamp Co. of Hendon, London, produce lamps which burn ordinary kerosene under pressure, and give a clear, bright, steady light of 300 candle power, at the small cost of one penny for six hours. Two kinds of lamps of interest to the Pacific Islands are the Tilley Table Lamp, which is elegantly finished and can be carried from room to room with absolute safety; and the Tilley Storm Lantern, which is strongly made of stout brass, non-corrosive, and which can be used for all kinds of work out of doors in rough weather. These lamps are insect-proof and are simple in use and adjustment.

Messrs. Burns, Philp & Co., Ltd. are agents for the Tilley Lamps throughout the South Seas, and the lamps and their parts, therefore, may be obtained at their various stores.*

Mr. J. McGruther, Resident Agent at Mangala, together with his wife, arrived in Auckland by the "Matua" on January 23. He has retired after 15 years service in the Cook Islands.

AFTER THE PARTY
make sure of a bright to-morrow!

Don't spoil your enjoyment of the party by wondering whether gaiety will give place to regret to-morrow. The possible ill-effect of a little extra indulgence in eating, drinking or smoking on occasions is easily checked by a sparkling glass of Eno's "Fruit Salt" before retiring. The acidity caused by over-indulgence is definitely corrected by Eno's "Fruit Salt" because of its anti-acid action. Take it at night or first thing every morning to clear away poisons from your system and keep the bloodstream pure.

Eno's 'Fruit Salt'

The words Eno and "Fruit Salt" are registered trade marks.

ATTRACTIVE FOOD
FOR THE TROPICS
from McILRATH'S

I.X.L. or Rosa Peaches, 16oz.	6d tin	5/9 doz.
I.X.L. or Rosa Peaches, 30oz.	9½d tin	9/3 doz.
Rosa Jelly Crystals, 4oz.	4½d pkt.	4/- doz.
New Season's Evap. Apricots,		
3 Crown Choice		1/2½ lb.
Arnott's Poposo Crackers,		
No. 2 tin		1/11 tin.
McIlrath's Crustless Cheese,		
8oz.	7½d pkt.	7/3 doz.
Holbrook's Queen Olives, 5oz.	11½d bot.	11/3 doz.
Rosa Pure Olive Oil, 10oz.	1/8 bot.	19/- doz.
Holbrook's Sweet Gherkins, 5oz.	1/- jar.	11/9 doz.
I.X.L. Tomato Sauce, 10oz.	8d bot.	7/9 doz.
Cerebos Salt, 1½lb. drums	1/2 drum	13/6 doz.
Heinz Spaghetti in Sauce, 8oz.	6½d tin	6/3 doz.
Californian Diamond Walnuts	1/1 lb.	12/6 doz.
New Season's Barcelona Nuts	10d lb.	9/6 doz.
Rosa Pure Soap, large bars	7½d bar	7/- doz.
Amazol Maize Starch, loose	6d lb.	5/6 doz.
Johnson's Adhesive Plaster,		
1in. x 10 yds.		1/8 reel
Rosa Aspirin Tablets, grn. 5. 100s.		1/- bot

All Prices f.o.b. Sydney. Cases and Packing Free.

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NEW SOUTH WALES, AUSTRALIA.

OPERATIONS OF N. GUINEA GOLDFIELDS LTD.

AFTER having inspected his Company's operations near Wau and Edie Creek, New Guinea, Mr. J. Kruttschnitt, chairman of directors of the New Guinea Goldfields Ltd., said an enlarged water race was approaching completion at Wau to take 50 cubic feet a second. Work had been going on for four or five months. The race would be used for the alluvial section, and should be capable of sluicing 150,000 cubic yards a month. There was an area of 10,000,000 cubic yards to be worked. Another project had just been completed on the Bulolo River for working an alluvial deposit in the Bulolo River Valley.

Other reports indicate that this Company is about to derive benefits from a considerable amount of developmental work during the year, at Golden Ridges and in the alluvial section. The 5/- shares, which were selling at 1/3 a few months ago, are steadily appreciating in value.

MOTOR TRAFFIC IN THE PACIFIC ISLANDS

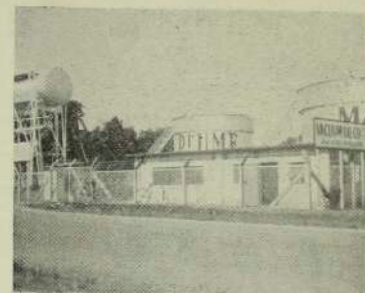
Ocean-Wide Organisation For Oil Distribution

THE number of motor vehicles in the Pacific Territories astonishes the visitor—until he remembers that in these hot and humid tropical places no other form of transport is available, and a motor car can be purchased much more cheaply in any of the Territories than in heavily-taxed Australia or New Zealand. In large territories, such as New Guinea, Fiji, New Caledonia and Tahiti, there are fleets of motor vehicles, available for all purposes. Even in small places like Norfolk Island and Nauru, there are so many cars that maintenance of the few miles of roads has become a serious problem.

So far as petrol distribution is concerned, the two major oil companies were in early, and already they have an efficient organisation (regular shipments,

large storage depots and kerbside pumps) in most of the Pacific centres.

The illustrations herewith show a part of the Vacuum Oil Co.'s installation in Fiji. At the beginning of this century,



Henry Marks and Co. became Vacuum agents in Fiji, and case supplies were distributed from a warehouse on Nubukalou Creek, Suva, opposite the present power station.

In 1910 the firm of Morris and Hedstrom, with head office at Levuka, acquired the business of Arthur Joske, Ltd., Suva, and, being incorporated as Morris, Hedstrom, Ltd., established their head office in Suva. In 1921 the firm acquired the interests of Henry Marks & Co., Ltd., and with them the agency for the Vacuum Oil Company Pty., Ltd. Vacuum took over

Just pick up a Globite Travel Case and see how much weight it saves! Here's 1853... a Globite with rounded edges and a deeper lid that gives increased capacity as well.

It is extra strong, with a grained, weather-resistant finish that preserves its good appearance. Like well-cut clothes, a Globite Travel Case makes instant good impression.

For convenience, security, economy and smartness, choose a lightweight Globite Travel Case.

FEEL HOW LIGHT IT IS!



GLOBITE

Travel Cases

Made in sizes to meet all needs... from hat boxes to cabin trunks. Obtainable at good stores everywhere.
Ford Sherington Ltd., Manufacturers (wholesale only).

a newly-erected warehouse at Walu Bay and sold their old building and land. Three years later a warehouse was opened in Levuka, from which Vanua Levu, Taveuni and Lau were serviced, and 1928 saw the construction of a warehouse at Lautoka, the biggest sugar centre in the Colony. Consumption increased steadily, and in 1933 Vacuum established a bulk petrol installation on reclaimed land near the waterfront in Suva.

The pictures on the opposite page show: Top.—Installation, Depot Road, Suva. Second.—Case warehouse, drum-filling shed and warehouse superintendent's residence at Walu Bay. Third.—Fuel oil installation situated opposite the Suva wharf. Bottom.—A Fijian service station. J. Jones' establishment in Renwick Road, Suva.

NAURU'S "PIGSTY ALLEY"

From Our Own Correspondent

NAURU, Jan. 16.
WHILE no signboards indicate the names of local thoroughfares, the designation "Pigsty Alley" seems to have been generally agreed upon by European residents for the new stretch of unmade road which passes behind the police lines and is skirted by rows of pigsties belonging to the native police. The story behind this road is interesting.

Last year the Administration desired to build a special hospital wing for infant welfare and baby health work—a praiseworthy project in view of the high infantile mortality. There being insufficient space within the grounds of the old native hospital, it was decided to extend one wing across the main palm-lined road at its entrance to the Administration residential settlement. This has necessitated the opening up of a series of minor tracks, including the circuitous "Pigsty Alley", along which all traffic from the British Phosphate Commission's offices to the Administration must pass.

The fact that the new baby health building is of excellent design, and will serve a most useful purpose, has not prevented the European community from condemning its erection on the present site. The stretch of road, now cut off from vision and use, was the most picturesque on Nauru, being lined with special coconut palms imported from the Solomons by General Griffiths during his regime.

ANOTHER PLANE IN PAPUA

From Our Own Correspondent

PT. MORESBY, Jan. 14.
A NEW addition to Port Moresby's growing air fleet is a Dolphin Douglas amphibian, which landed at the aerodrome here on January 10, having flown in two stages from Brisbane. The plane is powered with two engines, each of 450 horse power, and has a working range of 1,000 miles. Her crew includes Messrs. F. E. Secor (pilot), J. R. Lund (assistant), and M. Reynolds (photographer).

This is the second aircraft brought here by the Fairchild-K.N.I.L.M. organisation, which is under contract to make an aerial survey of the oil-prospecting areas held by Island Exploration Co. Ltd. and A.P.C.

M. Satragne, an engineer in the Public Works Department of New Caledonia, left Noumea by the last "Commissaire Ramel", for France.

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costs only

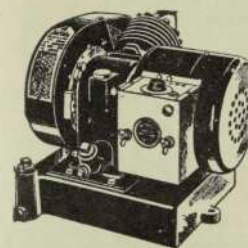
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PER WEEK

with a "JOHNSON"
"Iron-Horse" Generator

Lights twelve
25 watt globes

300 WATTS

12 VOLTS



Why deny yourself the comfort and convenience of Electric Light and Power for your Radio? With a Johnson "Iron Horse" Generator Electric Light actually costs you less than the messy, dangerous, old-fashioned Lamps—for approximately 1/- you can use 3 lights for 3½ hours every night in the week.

Never before has it been possible to offer such real comfort at such small cost. You no longer need to be inconvenienced with the old-style lighting . . . Electric Light, the great boon of to-day's civilisation, is now available quickly and economically—at the touch of a switch the Johnson "Iron Horse" Generator makes possible economical Electric Light for your home and buildings, and at the same time provides Power for your Radio and Power for Charging Batteries.

Here are a Few of the more Important Features:

300 WATTS . . . 12 VOLTS . . . Lights 12-25 Watt Globes . . . ELECTRIC STARTING—just push a button . . . FULL RANGE CONTROL . . . Special Built-in Generator—Johnson Iron Horse 4-Cycle Petrol Engine . . . AUTOMATIC CUT-OUT disconnects when not running . . . Quiet Operation . . . Minimum Vibration.

CASH PRICE, with 70 Amp. Battery **£24/10/-**
ex bond

Approx. cost per Point for Material Only 12/6. Weight when packed 100 lbs. Freight extra. Write for Illustrated Iron Horse Generator Folder giving complete specifications.

NOCK & KIRBY LTD.

Postal Address... BOX 4250Y G.P.O. SYDNEY

Mr. W. V. Bott, manager of the British Phosphate Commission's workings at Nauru Island, arrived in Auckland on February 2 by the "Trienza".

Quotations For Islands Mining Shares

Fiji

Mid-Aug. Mid-Nov. Mid-Feb.

Emperor Mines	b12/9	b12/	b9/4
Loloma	b22/9	b23/10½	b19/9
Mt. Kasi	b4/7	b4/8	b4/2
Tavua Dev.	b4d	—	s6d
Vatu Kasia	s1/6	—	—

NEW GUINEA

Bulolo Deposits	b8d	b8d	b8d
Bulolo G.D.	b£6/18/	b£6/10/	b£6/15/
Day Dawn Sth.	—	—	b2d
Day Dawn (Pd.)	—	—	b2d
Enterprise of N.G.	b15/	b45/	b25/
Guinea Gold	b14/9	b14/3	b13/
Mt. Kaindi (Pd.)	—	—	s6d
N.G.G., Ltd.	b1/3	b1/4	b2/7
Oil Search	b7/3	b6/6	b5/7
Placer Dev.	s£3/19/	b£3/12/	b£3/12/6
Sandy Ck.	b1/4	b1/3	b1/4
Sunshine Gold	b9/1	b9/	b7/11

PAPUA

Cuthbert's	s18/6	b17/3	b16/6
G.M. of Papua	b5/2	b4/3	b2/3
Mandated All.	b2/	b1/9	b2/6
Orlomo Oil	—	—	b8/6
Papuan Apinaipi	b7/4	b5/	b6/3
Yodda Goldfields	b8½d	b8d	b9d

Dr. David Crombie, formerly well-known in the New Hebrides where he spent 13 years as a medical missionary, died recently. He had latterly been surgeon of the Australian coastal steamer "Katoomba".

MINING NEWS

From Fiji

EMPEROR MINES, LTD.

EMPEROR MINES, LTD., Fiji, reports a clean-up for January of 13,502 tons of ore for 3,807 oz. of fine gold. Average grade was lower at 5.64 dwt. a ton. The drop in grade is attributed by the Co. to the continuous heavy rain throughout the period, diluting the ore with overburden. Latest four-weekly yields:—

	Nov. 30.	Dec. 28.	Jan. 25.
Crushed (tons)	13,085	11,854	13,502
Yield, oz. (est.)	4,110	3,744	3,807
Dwt. a ton	639	632	564
Combined head value (dwt.)	6.9	6.8	6.13
New mill (dwt.)	6.9	6.8	6.2
Pilot plant (dwt.)	5.9	6.7	5.22
Combined residues (dwt.)	0.53	0.47	0.45
New mill (dwt.)	0.53	0.47	0.46
Pilot plant (dwt.)	0.55	0.47	0.35
Conc. from pilot plant (tons)	2.7	2.0	4.5
Containing, oz. (est.)	50.75	10.5	29.4

Storms caused 24 hours' stoppage in January production.

Dividend:—6d. per share (5 per cent.), payable February 24. (Previous dividend, 1/- per share, paid November 10.)

The Co. reported on January 24 that discharge of timber and fuel oil by steamer at the new wharf at Vatia was expected during the second week in February. The lime plant at Tau (85 miles from Tavua) is in commission, and the first samples of lime have given satisfaction.

MT. KASI MINES, LTD.

Yields from the Mount Kasi Mine, Vanua Levu, Fiji, for the past four months, are compared in the following table:—

	Nov. 2.	Nov. 30.	Dec. 28.	Jan. 25.
Ore, tons	3,318	3,272	2,909	2,977
Gold, fine oz.	695	671	636	597
Value	£6,081	£5,871	£5,565	£5,224

LOLOMA (FIJI) GOLD MINES, N.L.

Loloma production for the last four clean-ups has been:—

	Nov. 2.	Nov. 30.	Dec. 28.	Jan. 25.
Tons treated	2,125	2,115	1,655	1,795
Gold, oz. fine	2,852	2,844	2,240	2,436
Silver, oz. fine	663	654	491	502
Residue, dwt.	1.57	1.62	1.25	1.15

Plant closed down four days in January for overhaul; also lost 24 hours owing to storm.

Dividend:—1/- a share, payable March 8. Books close February 22.

From New Guinea

SUNSHINE GOLD DEVELOPMENT, LTD.

SUNSHINE GOLD DEVELOPMENT, LTD., reported in mid-January that sluicing operations had been adversely affected by heavy rain. A small section of the race was carried away and had to be replaced with fluming. As a result of the mishap the directors anticipated a reduced gold recovery for January.

Early in February the Co. stated that repairs to the damaged section of the race had been completed and the paddock pumped out, sluicing being resumed on January 31.

BULOLO GOLD DREDGING, LTD.

Production of Bulolo Gold Dredging Co.'s dredges in New Guinea from October to December last was:—

	Oct.	Nov.	Dec.
Cubic yards	1,260,000	1,210,000	1,302,000
Bullion, oz.	19,547	20,491	27,116
Gold, fine, oz.	13,487	14,139	18,709

VALUE—
Aust. currency* £118,011 £123,716 £163,704
Value, per c. yd. 22.5 24.5 30.1
Working profit £77,192 £82,609 £111,851

*At £A8/15/- per fine ounce.

SANDY CREEK GOLD SLUICING, LTD.

The mine manager of Sandy Creek Gold Sluicing, Ltd., New Guinea, reported early in February that the last four yields compared as follows:—

	Oct.	Nov.	Dec.	Jan.
Cubic yards	16,073	19,154	17,206	14,196
Gold, oz.	368	445	486	293
Per cubic yard	3/5¼	3/6	4/2¾	3/1
Working cost	1/2½	1/3	1/4½	1/5¼

ENTERPRISE OF NEW GUINEA.

Enterprise of New Guinea Gold and Petroleum Development Co.'s clean-up from Surprise Creek

Mining Ore Treatment Machinery

COMPLETE CYANIDE PLANTS SUPPLIED

Dorr Classifiers
Dorr Thickeners
Dorr Agitators
Oliver Filters
Merrill Crowe Zinc Dust
Gold Precipitation
Richardson Mine Fans

FANS AND AIR HEATERS
For Ventilation, Copra Drying Rooms, etc.

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**CROSSLE, DUFF AND
MACINTOSH LTD.**
52 Bridge Street, SYDNEY

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GIRDERS ... PILES ... POLES ... SLEEPERS, Etc.

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Throughout the length and breadth of Australasia and the Pacific Islands, we are recognised as the main clearing house for Gold and other precious metals. Having won an enviable reputation by sheer force of merit based on accuracy of assays, efficiency of service, and prompt payments at highest ruling rates, it is to your advantage to consign your Gold to us. We are also buyers of Osmiridium, Platinum, Silver, and other precious metals, the smallest shipment receiving the expert attention of experienced metallurgists.

GARRETT & DAVIDSON, PTY. LTD.

BANK OF N.S.W. BUILDINGS.

REGENT & GEORGE STS., SYDNEY.

mine for January yielded 45 oz. 18 dwt. of re-torted gold, from 1,890 cubic yards of bouldery wash. Heavy rain and floods caused minor race washaways, and sluicing was delayed. Arrangements are now under way for turning the Watut River through worked-out ground, thereby enabling the present bed of the river to be worked by an hydraulic elevator.

On February 8, the Co. made a call of 5/- per share, bringing the paid-up amount of each share to 55/-.

NEW GUINEA GOLDFIELDS, LTD.

The following progress report for October to December has been issued by the Mining Trust, Ltd., consulting engineers for N.G. Goldfields, Ltd.:—

	Oct.	Nov.	Dec.
Edie Creek mill—			
Gold, oz., fine	870	1,129	1,171
Silver, oz., fine	3,781	4,679	4,312
Ore, tons	—	—	3,600
Alluvial—			
Gold, oz., fine	863	849	993
Silver, oz., fine	636	612	722
Golden Ridges mill—			
Tons treated	1,155	—	2,329
Gold, oz., fine	—	554	878
Silver, oz., fine	647	928	1,229
Operating profit—			
Edie Creek	£743	£3,257	£3,525
Alluvial	—	2,597	2,633
Golden Ridges	222*	1,302	1,514
*Loss.			

From Papua

PAPUAN APINAIFI PETROLEUM CO., LTD.

PAPUAN APINAIFI PETROLEUM CO., LTD., reports that the second test bore on the Oiapu structure under the Commonwealth Oil Advisory Committee's programme was completed at 523 feet on January 28. This is the fourth bore drilled, the other two bores being on the Apinaifi structure.

The results obtained in the No. 2 Oiapu bore provided useful data, and exceeded expectations, the Co. states. Although all the four bores showed traces of oil and gas, the strong traces of oil and blobs of paraffin wax met with at from 165 feet to 523 feet in the No. 2 Oiapu bore, in the opinion of Mr. Laurence Owen, the Co.'s expert geologist, place beyond doubt the petroliferous nature of the strata underlying the structures so far tested. Mr. Owen also advises that it is his contention "that the general structure is so obvious that one major test well at least is justified in the present state of our knowledge".

In continuation of the Commonwealth Oil Advisory Committee's programme, the drilling plant is being transferred to the site of the No. 5 bore. Negotiations are in progress with the Federal Government for the construction of a road whereby a major deep drilling plant may be transported to the area.

CUTHBERT'S MISIMA GOLDMINE, LTD.

Figures for the monthly clean-up on January 23 from Cuthbert's mine on Misima Island, Eastern Papua, compare with the previous two months as follows:—

	Nov.	Dec.	*Jan.
Treated, tons	2,900	2,908	2,641
Bullion, oz.	2,609	2,850	2,589
Gold, fine oz.	799	779.5	672
Silver, fine oz.	1,738	1,987	1,852
Est. value at £A8 oz.	£6,493	£6,354	£5,490
Value per ton	44/10	43/8	41/7

*Mine and mill shut down from December 21 to 27 for Christmas holidays.

During December, the Co. won 478 tons of ore from development, 2,430 tons from stoping, a total of 2,908 tons. Average assay value was 5 dwts. 20 gr. of gold, and 34 dwts. of silver per ton.

GOLD MINES OF PAPUA, LTD.

Comparative monthly returns from Gold Mines of Papua, Ltd., Misima Island, show:—

	Nov.	Dec.	Jan.
Tons	2,378	2,003	2,612
Fine gold oz.	316	281	329
Silver, oz.	997	929	992
Value, £	2,925	2,625	3,000
Residues, grs.	6	6	6.2

A 42 ft. launch is being built at the London Missionary Society's Technical School Department, at Fife Bay, Papua, for service in the Daru district. It will be named "Oliver Tompkins" in memory of the young colleague of Rev. James Chalmers. Both these missionaries were murdered in 1901 at Dopima, Goaribari Island, in the Kikori River delta.

GUINEA AIRWAYS LOSE THEIR BEST MACHINE

THE destruction of their Lockheed "14" aeroplane in Northern Australia, on January 18, while on the regular Adelaide-Darwin run, with the loss of four lives, was the first major disaster suffered by Guinea Airways, Ltd., since the business was established in New Guinea in 1927—a remarkable record.

Among the men lost were two notable pilots; and one of them, Captain Jukes, was well-known in the New Guinea flying services. He left New Guinea over three years ago, and spent some time in America, before settling down in business in Adelaide. He resumed flying comparatively recently.

The destruction of the big Lockheed is

a serious matter for Guinea Airways—not so much because of the financial loss, as because of the difficulty of getting another "14" from the Lockheed factories, which are very busy on war machines, as well as commercial orders.

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 1 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 March on Sundays between 4 p.m. and 6 p.m. (0600—0800 G.M.T.) and 8 p.m. and midnight (1000—1400 G.M.T.); and on Mondays between 12.30 a.m. and 2.30 a.m. (1430—1630 G.M.T.).

Mine Owners and Contractors BRING YOUR PLANT Up-to-date

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Automatic Rockbreakers AND Drills

- These Machines are a SELF-CONTAINED UNIT and require no Air Compressor or Pipe Lines.
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HIGHEST GRADE PURE PREPARED
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Greenwood & Laws Ltd., Rabaul and Wau.
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A Product of British Australian Lead Manufacturers Pty. Ltd.,

CRIBBAGE BOARDS—Flat Boards, 1/-, 2/6, and 3/-. Bone Cribbage Pegs, Set of four for 6d. Triangle Cribbage Boards, 2/6, and 3/6. Folding Cribbage Boards with space for playing cards, 2/6 and 3/6.

SETS OF CHESSMEN, 4/6, 5/9, 6/6, and 10/6. Bakelite Moulded, 10/6, and 12/6. Boards, 1/6, 2/-, 3/6, 4/6, 5/6, and 8/6.



Adjustable all way Morse Code Key as illustrated. 12/6.

P.M.G. Type, 19/6.

Buzzers 2/6, 2/9, 3/6, 7/6.

NOVELTIES FROM ABROAD

Pocket Sundial, 22/6. Prophet Weather forecasts, 12/6.

Australian Boomerangs: 3/6, 4/6, 5/6. Koala Bear Dolls: 25/-, 15/-, 9/6, 3/6.

A Novelty from U.S.A. Dancing Dinah: She tap dances to the music of any radio, musical instrument, song or whistle. Selling in thousands in U.S.A. Now 10/6.

U.S.A. Catapult Model Aeroplanes, 2/-.

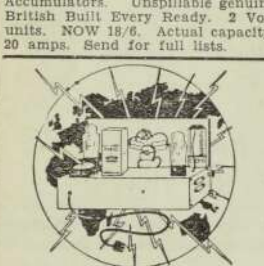


A d just table Electric Fore-head Torch. Fits snugly for Professional Men B and s men, Miners, etc.: 10/6. With

separate Torch Battery Container: 18/6. Batteryless Hand Torch, 25/-.

Heavy Duty XL Electric Solder Irons. 12 months' guarantee. 32/6 value. NOW 22/6.

Accumulators. Unspillable genuine British Built Every Ready. 2 Volt units. NOW 18/6. Actual capacity, 20 amps. Send for full lists.



Buy assembled or build the Air Patrol 2-valve Battery-operated Radio for all short-wave stations and broadcasts. Easy to operate, change over switch. All parts £4/1/6. Valves 28/9. Batteries £2/15/9. Phones 30/-. Speaker 21/3. The set assembled and complete. £12/14/9. Easyway Charts 6d.



"Totem" a well-made little game, for Homes, Clubs, Hotels, etc. Push the starting knob and off spin the reels, one the horses and the other the odds — when the spin terminates the Winner and Winner's Price is clearly shown. Cheat and fool-proof, 21/-.



Special price to traders. Write for prices. "Packard" 30/-. We stock every make.

Car Sets—Nothing Better, Lowest Battery Drain, £16/10/-. Others, £19/10/- and £22/10/-. Write for particulars.

Pocket Telescopes, made in England, 4/11, 4/11, 5/6, 10/6, 16/6. French Domino Sets, bevelled Ebony backs, 8/6, 12/6, 18/6. Cheaper grades, 1/6, 3/6, 5/6.

Dart Boards, 3/11, 5/6, 8/11, 15/-, 21/-. Feathered Competition Brass Darts, set of 3 for 7/6. Send for Lists.

Ormond 3in. Vernier 2-Action Dials, 8/6. Dynamic Speaker, all ohmages, best make, 17/9. Brand New.

Magnetic Speaker, 5in. and 6 1/4in., 23/-. Leading Make.

Amplion LI, Magnetic Speaker, 8 in., 35/-, to Clear. L5, 10 in., 45/-.

Highest Grade Swiss Music Boxes, for Cigarettes, etc., 25/-, 35/-, 37/6, 39/6. Book Jokes—What To Know About Women. Album of Parisian Beauties, 2 for 2/6, post free.

Novelty Trick Cigars, giant size, smokes cigarette inside, 1/-.

Splendid Tricks and Puzzles. The T. Trick, 9d. The Squares Puzzle, 9d. The 2 Asses Puzzle, 1/-.

Lightweight Table Tennis Bats, 2/6; English Balls, 2/6 dozen. Cameras, samples, 63/-; Model, 35/-; 5.50 Models, 55/-.

Electric Bells, work right off 240 volts, 13/6; Battery Operated Electric Bells, 4/11, 4/6; 2-way Insulated 100ft. Coils of Wire, excellent for bells, etc., 5/- coil.

Like-a-Flash Super Het. Mantle Model Electric Radio, 1938-9 designs. £13/10/ value. NOW... £8/10/- CASH.

Trade-in Radios, £5/10/-, £8/10/-, £12/10/-. All reconditioned as new.

Rebuilt 4 Valve Marco 4 Battery Sets, in Console Cabinets... £8/10/-.

A Levenson Creation: The Like-a-Flash "Lilliput" Portable Battery Operated Radio Receiver. IT'S NEW. 2 Valves, complete with headphones, aerial, earth, etc. Small, compact, and efficient, £7/10/- Complete. Take it with you anywhere you go. The most economical Set ever introduced. Not much larger than a cigar box.

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.

We stock all kinds of Dice and Dice Cups.—Send for Lists.

The World's Best Indoor Pastime-Game: "MONOPOLY". The World's Craze, 10/6. BIG BUSINESS, 12/9. A Facsimile Game. We stock Games of all kinds.

"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.

Gramophone Record Overhead Cutting Unit, with Cutting Head, 84/-, Local Made, £8/10/- British make.

Gramophone Records for Home Recording: 8in. Plain Celluloid Blanks, 7/6; Plain Acetate, 8in., 3/6; 10in. 5/6; 12in. 7/6. Write for full lists.

Pre-grooved, 8in., 4/6; 10in., 6/6. Steel Cutting Needles, 2/- each. Special Play Back Needles, 4/6 per 100; 2/6 per 50.

R.C.A. Victor Cutting Needles for Pre-grooved Records, 8 for 5/-.

Billiard Balls, Resilient, faultless in running, true to angle and perfect balance; a real superior ball, unaffected by climate conditions. 1—"Dymondite" Billiard Balls, 1 3/4 in., 21/- set. 2—"Dymondite" Billiard Balls, 1 7/8 in., 25/- set. 3—"Dymondite" Billiard Balls, 2 in., 35/- set. 4—"Dymondite" Billiard Balls, 2 1/16 in., 55/- set. Postage on each set 1/-.

Goldring English Pick-up Heads, Suit and Fit all Gramophone Tone Arms. Type 44/4 Pick-up Head with Built-in Volume Control: 19/6. Type 44/5 Pick-up Head, with Volume Control attached: 21/-.

Type 33/3 Pick-up Head with Highly Polished Nickel Finish: 18/6. Bakelite Case Pick-up Head: 16/6.

Table Type Interesting Pin Games: 21/6. 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/-.

Big Business. A Monopoly type of game, 12/6.

British built portable electric 240 volt A.C. Gramophones, with Pick-up fitted all mounted on handy size Portable Cabinet, with all leads supplied ready to plug into electric current, £26/6/-.



"YOGI" The greatest and straightest of all tricks, match size. You keep them guessing. Its uncanny—its wonderful, 2/6.

Midget Single Jack 1 Hole Mounting... 1/3.

"Ormond" British .00035 Single Hole Mount Variable Condensers, with 4in. Black Polished Bakelite Dial, 15/-.

"Pilot" U.S.A. .00035 Variable Condensers, 11/6. NOW... 5/6.

Sterling Silver Cats Whiskers for Crystal Sets... 6d.

"Pacnet" Shockproof UX Bakelite Valve Sockets. Phosphor Bronze Fittings... 1/3.

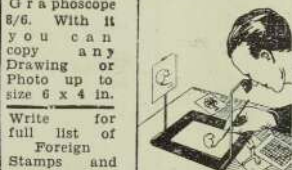
Auto Aerials, 2 and 3 Strand Roof Type, 31/, Collapsible Type 21/. Traders, write for Price. Just landed: Collapsible-hinge Type. Fits easily and quickly on Door Hinge, 33/-.

Range U.S.A. Types.

All Metal, Indestructible Vest Pocket Size, Quick and Easy Cigarette Maker, 6/6. Makes them like the factory.

Graphoscope 8/6. With it you can copy any Drawing or Photo up to size 6 x 4 in.

Write for full list of Foreign Stamps and Albums.



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 Microphone into pick-up terminals of any set 9/6 to £6/6/-.



As illustrated with long lead fitted. Splendid Reproducer, 22/6.

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.

"Cosmocord" British Built Gramophone Pick-Up Heads. Will suit all Gramophone Tone Arms, 11/6 and 19/6.

"Cosmocord" Radio-Gradio Unit Electric Turntable with Pick-Up Mounted—pull neat lid of beautiful table-model cabinet and out comes Unit.—Hook up to any radio in a jiffy, £9/10/-.

Wates Pocket Meters: 14/-.

Reads 0 to 6, 0 to 15, 0 to 150 volts. 0 to 30 M.A. 2

Reading Pocket Volt Meters 7/6. 3 Reading Meters 10/6.

Emmical Universal Meter 18/6. 0 to 6, 0 to 150, 0 to 30 M.A. 0 to 2000 ohms 18/6.

Electrical Continental Solder Irons, 240 volts: 15/-.

Electric Solder Irons: 22/6. Large 50 amp. Battery Clips: 1/3 each. We stock all sizes.



"Like a Flash" British make Gramophone Pickups complete Richards, just arrived 25/-.

"Cosmocord" De Luxe 32/6.

"Cosmocord" high definition 38/6.

"Cosmocord" Super de Luxe — — — 45/-.

Amplion (English) — 28/6. B.T.H. Crystal Type 75/-.

Write for Full List.

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Australian Short Wave Broadcast

A NATIONAL Short Wave Programme is broadcast daily from Lyndhurst, near Melbourne, Victoria, for listeners in the Western Pacific. Call signs: Before 6 p.m. VLR3; after 6.15 p.m. VLR. Wave lengths: Before 6 p.m. 25.25 metres; after 6.15 p.m. 31.23 metres. Frequencies: Before 6 p.m. 11880 Kcs.; after 6.15 p.m. 9580 Kcs.

DAILY — WEEK DAYS	
6.30	Market Reports.
6.45	National News Bulletin.
6.55	Early News Bulletin.
7.10	Musical.
8.00	Australian and Overseas News.
8.15	Musical.
9.30	Serial.
10.15	Close.
12.00	Time Signal Broadcast to Schools.
p.m.	
12.20	Wheat and Grain Report.
12.25	Stock Exchange Reports and London Metal Prices.
12.40	Commentary by "The Watchman".
1.00	Time Signal and News Bulletin.
1.30	Afternoon Musical Programme.
6.00	Close.
6.15	Dinner Music.
7.00	(Saturday excluded) Market Reports.
7.15	Overseas News Service.
7.25	News Commentary.
7.30	Australian News.
7.40	Talk.
10.30	Late News.
11.00	Late Market Reports.
11.20	Summary of Day's News.
11.30	Close.
EVERY SATURDAY	
12.40	Musical.
1.15	—5.30 Description of current sporting and athletic events, interspersed with music.
6.00	Close.
6.45	Sporting Session.
7.35	Sporting Highlights of the Week.
10.40	Late Market Reports.
11.00	Dance Music.
12.00	Close.
EVERY SUNDAY	
8.00	News Bulletin.
8.10	Sporting Session.
8.20	Musical Programme.
9.50	Summary of Week's News.
10.00	News.
11.00	Divine Service.
p.m.	
1.00	Luncheon Music.
1.30	Close.
3.00	Re-open.
3.20	Musical Programme.
6.00	Close.
6.15	Re-open.
7.20	News Bulletin.
9.15	Talk on International Affairs.
10.20	News.
10.30	Close.

FEBRUARY 19 TO MARCH 18.

Feb. 19 (Sun.)—4 p.m. Brass Band; 4.30 Organ Recital; 6.30 "Adventures in Music"; 8.15 Play; 9.15 Talk; 9.30 Spivakovsky Duo; 10.10 Peter Dawson.
Feb. 20 (Mon.)—8 p.m. Play; 8.30 Military Band; 9 Revue; 9.30 Instrumental Recital; 10 Modern Composers.
Feb. 21 (Tues.)—1.30 p.m. Woodend Races; 8 A.B.C. Wireless Chorus; 9.40 Violin Recital; 10.15 Harry Bloom.
Feb. 22 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Requests; 8.45 "Emma and Erbert"; 9 Variety Show; 9.30 A.B.C. Concert Orchestra.
Feb. 23 (Thurs.)—8 p.m. Play; 9 Brass Band; 9.20 Recital (Eunice Knapp); 9.30 Studio Orchestra; 11 Jim Davidson's Band.
Feb. 24 (Fri.)—1.30 Sheffield Shield Cricket; 7.40 Talk; 8 Musical Programme, including Community Singing.
Feb. 25 (Sat.)—1.30 p.m. Sporting Descriptions; 8 Studio Orchestra; 9 Stephen Yorke; 9.30 Talk; 9.45 Concert; 11 Dance Music.
Feb. 26 (Sun.)—7 p.m. Talk; 7.30 Harry Bloom; 8.15 Play; 9.35 Spivakovsky Duo; 10.10 Peter Dawson.
Feb. 27 (Mon.)—1.30 p.m. Sheffield Shield Cricket; 8 Serial; 8.30 Stephen Yorke; 9 Revue; 9.30 Instrumental Recital; 10 Modern Music.
Feb. 28 (Tues.)—1.30 p.m. Cricket; 8 Musical

Programme and Community Singing; 11 Jim Davidson's Band.

Mar. 1 (Wed.)—1.30 p.m. Mentone Races; 8 Request Items; 8.45 "Emma and Erbert"; 9.30 Violin Concerto.

Mar. 2 (Thurs.)—1.30 p.m. Pakenham Races; 8 Play; 9 Orchestral Hour; 10.15 Jim Davidson; 11 Dance Music.

Mar. 3 (Fri.)—8 p.m. Jim Davidson; 8.30 Desmond Tanner; 8.50 Studio Orchestra; 9.20 Talk; 9.30 Piano Recital; 10 Organ Music.

Mar. 4 (Sat.)—1.15 p.m. Flemington and Moorefield Races; 8 Symphony Orchestra; 9 Mastersingers Quartet; 9.15 "Highbrow Variety"; 10 Violin Sonata; 11 Dance Music.

Mar. 5 (Sun.)—4 p.m. Brass Band; 4.30 Organ Recital; 7 Talk; 8.15 Play; 9.15 International Affairs; 9.30 Spivakovsky Duo; 10.10 Peter Dawson.

Mar. 6 (Mon.)—1.30 p.m. Ascot Races; 8 Serial; 8.30 Jim Davidson; 9 Revue; 9.30 Recital; 10 Modern Music.

Mar. 7 (Tues.)—1.30 p.m. Flemington Races; 8 "Rigoletto"; 9.30 Piano Recital; 9.50 Harry Bloom's Band.

Mar. 8 (Wed.)—8 p.m. Request Items; 8.45 "Emma and Erbert"; 9 Variety Programme; 9.30 Symphony Orchestra.

Mar. 9 (Thurs.)—1.30 p.m. Flemington Races; 8 Play; 9.30 Instrumental Trio; 10.15 Jim Davidson's Band.

Mar. 10 (Fri.)—8 p.m. Dance Music; 8.25 Desmond Tanner (Organ); 8.50 Musical Programme and Community Singing.

(CONTINUED ON NEXT PAGE.)

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Write for 1939 Catalogue of Radio Components and Receivers, both Broadcast and Short Wave.

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DEWAR'S

The SCOTCH WHISKY

Mar. 11 (Sat.)—1.15 p.m. Flemington and Warwick Farm Races; 8 Symphony Orchestra; 9 Talk; 9.15 "The Week-End Magazine"; 9.45 Concert; 11 Dance Music.

Mar. 12 (Sun.)—7 p.m. Talk; 8.15 Two Plays; 9.30 Spivakovsky Duo; 10.10 Peter Dawson.

Mar. 13 (Mon.)—1.30 p.m. Musical Programme; 8 Serial; 8.30 Jim Davidson's Band; 9 Revue; 9.30 Instrumental Recital; 10 Modern Composers.

Mar. 14 (Tues.)—8 p.m. Concert Orchestra; 9 Instrumental Recital; 9.15 Talk; 10 Mancel Kirby (Harpsichord).

Mar. 15 (Wed.)—1.30 p.m. Kyneton Races; 8 Request Items; 8.45 "Emma and Herbert"; 9 Variety Programme; 9.30 Orchestral Music.

Mar. 16 (Thurs.)—8 p.m. Play; Concert; 9.30 String Quartet; 10.15 Dance Band.

Mar. 17 (Fri.)—8 p.m. Jim Davidson's Dance Band; 8.25 Irish Music; 8.50 Musical Programme, with Community Singing.

Mar. 18 (Sat.)—1.15 p.m. Caulfield Races; 8-11 Old Time Dance Music.

Dr. S. M. Lambert, South Pacific director of the Rockefeller Foundation, of New York, who has been visiting New Zealand, left Auckland by the "Matua" on February 1 for Rarotonga, Cook Islands.

Mr. C. J. Shorthouse, of the staff of Steamships Trading Co., Port Moresby, Mr. M. R. Hunter, of Port Moresby, and Mr. W. Bock, Government Printer, have been among Papuan residents on furlough in Sydney. Mr. Shorthouse, with his wife and daughter, leaves for home on February 25.

Mr. C. J. J. T. Barton, Colonial Secretary in the Western Pacific Administration, arrived at Auckland by the "Aorangi" on February 5 to confer with the New Zealand Government.

ISLANDS PRODUCE

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Coffee

THE following quotations were obtained in Sydney in mid-February:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 28/- per cwt. (February shipment); quote No. 2: 20/3 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.—No. 1 quotations: (New season prompt shipment)—Grade "A", 60/-; grade "B", 58/6; grade "C", 55/-; Triage, 39/-; No. 2 quotations: Grade "A": New season's supplies are not yet available. Last quote was 59/-; grade "B", new season, 48/-; grade "C", new season, 53/-; Triage, 39/- (drought coffee), No. 3 quotations: Grade "B", 61/-; grade "C", 54/-.

Mysore, f.a.q., March-April shipment, c.i.f., Sydney, per cwt. No. 1 quotations: Grade "A", 62/-; grade "B", 56/-; No. 2 quotations: Grade "A", 59/-; grade "B", 57/-; Triage, January shipment, 49/-.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—No. 1 quotation, July-Aug. shipment: 62/6 per cwt. No. 2 quotation, 64/- per cwt.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. official prices for kapok quoted in Sydney in mid-February were: Average Java, 7 27-32d. per lb., and Prime Japara, 7 7-16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £30 per ton.

Quote No. 2: New Guinea cocoa £26-28 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: January 13, 4.84d. lb., February shipment; January 20, 4.83d. lb., February shipment; January 27, 4.78d. lb., February-March shipment; February 3, 4.78d. lb., March shipment; February 10, 4.70d. lb., March shipment.

Ivory Nuts

No. 1 quotation: £6 per ton, f.o.b.
No. 2 quotation: £7 per ton, f.o.b., Sydney.
Quotations nominal.

Rice

Rangoon rice; packed in 100 lb. bags, £12/10/- per ton; 200 lb. sacks, £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 overseas credits, there have been no sales for some time. Quotations are nominal.

The following quotations, by two firms, represent last sales, several months ago:—

(a) Trochus shell, No. 1 grade	£65
Trochus shell, No. 2 grade	£57
Trochus shell, No. 3 grade	£44
(b) Trochus shell, No. 1 grade	£68
Trochus shell, No. 2 grade	£60
Trochus shell, No. 3 grade	£44

All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Green snail shell, good quality, was quoted nominally by Sydney buyers in mid-February at £50 per ton.

Mother of Pearl Shell

At the sales of Mother of Pearl Shell held in London in January, a large supply of Torres Strait shell came forward and was sold at prices ranging from £6/5/- (sterling) per cwt. for A.A. Chicken to £3/7/6 (sterling) for fair defective pickings. There was no New Guinea shell offered. 119 packages of Penryhn Island (Cook Group), Black Edged were put up, 20 being sold at £1/10/-; Of 875 packages of Darwin shell, 530 were sold for £4/12/6 for fair to good colour Chicken to £3/17/6 for fair defective pickings. Prices generally were steady, although small shell was 5/- to 10/- dearer.

Exchange Rates

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THE following exchange quotations, gathered in Sydney, show the rates existing in mid-February:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113.

	Buying.	Selling.
	£ 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.	Franks to £
Average for week ended 16/1/39	138.83	Australian
Average for week ended 23/1/39	138.79	
Average for week ended 30/1/39	138.67	
Average for week ended 6/2/39	138.64	
Average for week-ended 13/2/39	138.52	
	Australia on Noumea	Franks to £
Average for week ended 16/1/39	138.68	Australian
Average for week ended 23/1/39	138.64	
Average for week ended 30/1/39	138.52	
Average for week ended 6/2/39	138.40	
Average for week ended 13/2/39	138.67	



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Leave your tickets, reservations and similar tiresome details to the Bank of New South Wales.

Travel arrangements can be made through any branch of the Bank, and there is no charge for its service.

BANK OF NEW SOUTH WALES
TRAVEL DEPARTMENT

**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. pre-
mium.

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 3/4 per cent. (approx.) either way.
As quoted by the Comptoir National d'Escompte
de Paris, in Sydney, and the Banque de l'Indo-
chine, Noumea. On February 13, when the
Australian £ was nominally worth 140.80
francs, £100 Australian would purchase a draft
in Noumea of 13,980 francs.

**WESTERN SAMOA—THROUGH
BANK OF N.Z.**

Exchange, Australia on Western Samoa, basis
£100 Samoa—buying £A100, selling £A100/10/-.

Exchange, Samoa on London, basis £100 in
London:—

	Buying.	Selling.
Telegraphic transfer	£125 0 0	£125 0 0
On Demand	£123 0 0	£124 17 6
30 days	£122 15 0	£124 15 0
60 days	£122 10 0	£124 12 6
90 days	£122 5 0	£124 10 0
120 days	£122 0 0	£124 7 6

Mr. Anderson, of Sunshine, T.N.G.,
married Miss Bekely, of N.Z., at Wau on
February 8.

Market Quotations**Copra**

London Price on—	South Sea, Sun-dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 1, 1932	£14 0 0	£14 15 0
March 25	£14 17 6	£15 0 0
June 17	£13 2 6	£13 5 0
September 2	£13 17 6	£14 0 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 0 0	£13 12 6
March 3	£11 7 6	£11 10 0
June 30	£10 17 6	£11 0 0
September 29	£9 7 6	£9 10 0
December 1	£8 12 6	£9 0 0
January 5, 1934	£8 0 0	£8 7 6
March 30	£7 7 6	£8 0 0
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
June 7	£11 15 0	£12 7 6
September 6	£9 17 6	£10 17 6
December 6	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to Genoa and Marseilles. Per ton, c.i.f.	Plantation, Sun-Dried Hot-air Dried, Rabaul Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0
Mar. 6	£11 15 0	£12 15 0
June 5	£11 10 0	£12 0 0
Sept. 4	£13 2 6	£13 10 0
Oct. 2	£13 7 6	£13 10 0
Nov. 6	£15 10 0	£15 2 6
Dec. 4	£19 7 6	£19 7 6
Jan. 8, '37	£22 12 6	£22 12 6
Mar. 5	£19 0 0	£19 5 0
June 4	£15 15 0	£15 12 6
July 2	£14 15 0	£14 17 6
Aug. 6	£15 2 6	£15 2 6
Sept. 3	£13 5 0	£13 5 0
Oct. 1	£14 15 0	£14 17 6
Nov. 5	£13 10 0	£13 10 0
Dec. 3	£12 10 0	£12 12 6
Jan. 7, '38	£12 12 6	£12 15 0

Jan. 28	£11 17 6	£12 0 0	£12 15 0
Feb. 4	£11 2 6	£11 10 0	£12 7 6
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. 18	£10 15 0	£11 0 0	£12 0 0
Mar. 25	£10 12 6	£10 15 0	£11 12 6
Apr. 1	£10 10 0	£10 12 6	£11 10 0
Apr. 29	£10 17 6	£11 0 0	£12 0 0
May 6	£10 17 6	£10 17 6	£11 17 6
May 27	£10 0 0	£10 0 0	£10 15 0
June 3	£9 15 0	£9 15 0	£10 12 6
July 1	£9 17 6	£9 17 6	£10 17 6
Aug. 5	£9 15 0	£9 15 0	£10 15 0
Aug. 12	£9 12 6	£9 12 6	£10 12 6
Aug. 19	£9 15 0	£9 15 0	£10 15 0
Aug. 26	£9 10 0	£9 10 0	£10 12 6
Sept. 2	£9 10 0	£9 10 0	£10 10 0
Sept. 9	£9 5 0	£9 5 0	£10 5 0
Sept. 16	£9 10 0	£9 10 0	£10 10 0
Sept. 23	£9 7 6	£9 7 6	£10 7 6
Sept. 30	£9 7 6	£9 7 6	£10 7 6
Oct. 7	£9 2 6	£9 2 6	£10 2 6
Oct. 4	£9 5 0	£9 5 0	£10 5 0
Oct. 21	£9 5 0	£9 5 0	£10 5 0
Oct. 28	£9 0 0	£9 0 0	£10 0 0
Nov. 4	£8 12 6	£8 12 6	£9 10 0
Nov. 11	£8 15 0	£8 15 0	£9 15 0
Nov. 18	£9 2 6	£9 5 0	£10 2 6
Nov. 25	£9 7 6	£9 7 6	£10 5 0
Dec. 2	£9 5 0	£9 5 0	£10 2 6
Dec. 9	£9 10 0	£9 12 6	£10 10 0
Dec. 16	£9 7 6	£9 7 6	£10 2 6
Dec. 23	£9 10 0	£9 10 0	£10 5 0
Dec. 30	£9 7 6	£9 7 6	£10 2 6

(CONTINUED OVERLEAF.)

**F. M. BANTAM LIGHTING PLANTS**

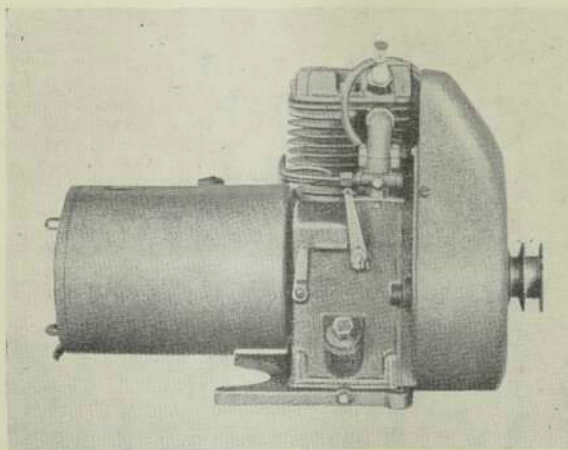
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Ensuring Prompt Despatch

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LIMITED

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Jan. 6, '39	£9 12 6	£9 15 0	£10 10 0
Jan. 13	£9 10 0	£9 12 6	£10 7 6
Jan. 20	£9 7 6	£9 10 0	£10 5 0
Jan. 27	£9 7 6	£9 10 0	£10 5 0
Feb. 3	£9 10 0	£9 12 6	£10 10 0
Feb. 10	£9 7 6	£9 10 0	£10 10 0

Rubber

London	Para.	Plantation
Price on—	per lb.	Smoked.
January 6, 1933	4½d.	2.43d.
July 7	5½d.	3.71d.
December 6	4½d.	4.0½d.
January 5, 1934	4½d.	4.28d.
July 6	5½d.	7.06d.
December 28	5d.	6¼d.
January 4, 1935	5d.	6¾d.
July 5	5d.	7½d.
December 6	6¾d.	7½d.
January 3, 1936	6¾d.	8½d.
June 5	9d.	7½d.
December 4	1/-	9 1-16d.
January 8, 1937	10½d.	10½d.
June 4	11d.	9 5-8d.
September 3	9¼d.	9 1-16d.
October 1	9½d.	8 9-16d.

November 5	8d.	7½d.
December 3	7½d.	7½d.
January 7, 1938	7½d.	7d.
February 4	6¾d.	6¾d.
March 4	6d.	7½d.
April 1	5½d.	5 7-16d.
May 6	5½d.	5½d.
June 3	5½d.	5 9-16d.
July 1	6¾d.	7½d.
August 5	7½d.	7 11-16d.
September 2	7¾d.	7 15-16d.
October 7	8d.	8½d.
Oct. 14	8d.	8 17-32d.
Oct. 21	8d.	8½d.
October 28	8d.	8½d.
November 4	8d.	8 7-16d.
November 11	8d.	8½d.
November 18	7¾d.	8d.
November 25	7¾d.	8d.
December 2	7½d.	8d.
December 9	7½d.	7.9½d.
December 16	7½d.	8d.
December 23	7d.	8½d.
December 30	7d.	8½d.
January 6, 1939	7d.	8½d.
January 13	7d.	7 15-16d.
January 20	7d.	8d.
January 27	6¾d.	7 11-16d.
February 3	6¾d.	7½d.
February 10	6¾d.	7 11-16d.

**A.W.A. TELERADIO No. 3A****10 WATT RADIOTELEPHONE**

This portable radio telephone-telegraphic equipment has been designed to provide communication facilities for points where line telephone or telegraph services are not practicable. The receiver can also be used for the reception of world broadcast entertainment.

The equipment is particularly suitable for use by Government administration out-posts, survey and mining parties, light-houses, forestry observation towers, island plantations, cattle stations, patrol launches or small trading schooners, etc.

Many A.W.A. Teleradio installations have, for some years, provided excellent service in isolated areas in Papua, New Guinea and the South Pacific Islands. Information and quotations for A.W.A. Teleradio equipment may be obtained from A.W.A. Radio Stations throughout Australia, New Guinea, Papua and the South Pacific Islands or from



AMALGAMATED WIRELESS (A/SIA) LTD.

72 CLARENCE ST., SYDNEY; 167 QUEEN ST., MELBOURNE

EN ROUTE TO TAHITI

From Our Own Correspondent

HONOLULU, Jan. 4.

TAHITI soon will give warm welcome to the cumbersome little brigantine "Florence C. Robinson", which left Gloucester, Massachusetts, on November 22 with eleven young adventurers aboard.

Oldest of the ship's company is 30-years-old Lawrence O'Toole, Boston and New York artist, and the youngest is Captain Sterling Hayden, who is only 22.

They will deliver the brigantine to a copra trader in the Marquesas. It is expected she will arrive in Papeete about April 6.

The "Florence C. Robinson" was built in Ceylon of teak and other native hardwoods, is square-rigged forward, and has an overall length of 89 ft. and 19 ft. beam. She draws 8 ft.

En route to Tahiti, via the Panama Canal, they will deliver a small cargo in the Galapagos Islands.

FOOD SUPPLIES FOR SUNDAY ISLAND

THE auxiliary ketch, "Miena", which left Auckland early in January to take provisions to a survey party on Sunday Island, duly arrived after encountering heavy north-east winds for two days. Supplies were landed immediately and the "Miena" returned to Auckland.

The "Miena" was chartered by the Government in response to urgent messages received from the survey party that they were short of food. Previous attempts had been made by H.M.S. "Achilles" and H.M.S. "Leander" to land supplies, but they were prevented from approaching the shore through bad weather.

Several attempts have been made to establish a settlement on fertile Sunday Island (principal island of the Kermadecs, between Auckland and Tonga), but all have failed.

The group is assuming new importance, because it is on the direct route between Auckland, Tonga and Samoa.

Huon Pine Boat Planks

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

A. C. Fryer
110 Miller St.,
Pyrmont, N.S.W.

Shipping Services in the Pacific

Sydney – N.Z. – Fiji – Samoa – Hawaii

Subject to alteration without notice

	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.
Honolulu	Mar. 6	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21
Pago Pago ..	Mar. 11	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26
Suva	Mar. 14	Apr. 11	May 9	June 6	July 4	Aug. 1	Aug. 29
Auckland	Mar. 17	Apr. 14	May 12	June 9	July 7	Aug. 4	Sept. 1
Sydney	Mar. 20	Apr. 17	May 15	June 12	July 10	Aug. 7	Sept. 4
Melbourne ..	M. 24-27	A. 21-24	M. 19-22	J. 16-19	J. 14-17	A. 11-14	S. 8-11
Sydney	Mar. 31	Apr. 28	May 26	June 23	July 21	Aug. 18	Sept. 15
Auckland	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18
Suva	Apr. 6	May 4	June 1	June 29	July 27	Aug. 24	Sept. 21
Pago Pago ..	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22
Honolulu	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney – N.Z. – Fiji – Hawaii

Subject to alteration without notice.

	Niagara.	Aorangi.	Niagara.	Aorangi.	Monowai.	Niagara.	Monowai.
Honolulu	Feb. 22	Mar. 22	Apr. 19	May 17	June 14	July 12	Aug. 9
Suva	Mar. 3	Mar. 31	Apr. 28	May 26	June 23	July 21	Aug. 18
Auckland	Mar. 6-7	Apr. 3-4	May 1-2	M. 29-30	J. 26-27	J. 24-25	A. 21-22
Sydney	Mar. 11	Apr. 8	May 6*	June 3	July 1	July 29	Aug. 26
Sydney, dep.	Mar. 16	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31
Auckland	M. 20-21	A. 17-18	M. 15-16	J. 12-13	J. 10-11	A. 7-8	S. 4-5
Suva	Mar. 24	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8
Honolulu	Mar. 31	Apr. 28	May 26	June 23	July 21	Aug. 18	Sept. 15

*On her arrival in Sydney on May 6, the "Niagara" will go into dry dock for her regular survey. The "Monowai" (10,852 tons) will take up the "Niagara's" run and leave Sydney on May 11. She will re-enter the service on June 8, taking up the "Aorangi's" schedule while that vessel is docked for survey. The "Aorangi" will resume on August 3 from Sydney.

UNION S.S. CO. LTD., Agents.

Europe – Suva – N.Z. – Sydney – New Guinea

Subject to alteration without notice.

M.V. Salamaua.	S.S. Suva.
London	London Apr. 19
Rabaul	Panama May 7
London	Apia
M.V. Rabaul.	Suva
London	Rabaul
Rabaul	Capetown ...
London	London Aug. 13

W. R. CARPENTER & Co. LTD.

Fiji Inter-Island Services

S.S. Malake, 736 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itineraries comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days. At the end of February, the Malake will be withdrawn from the service and the M.V. Matafele will take over her run.

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 Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns



POWER and SPEED with ATLAS-IMPERIAL DIESELS

THIS new work-boat, designed and built by Holmes & Co. for the Water Conservation and Irrigation Commission of N.S.W. is powered with a 60 h.p. Atlas-Imperial Diesel. She will be used for towing punts and tug work at Burrinjuck Dam.

The choice of an Atlas-Imperial Diesel by the Commission is a fitting tribute to the dependable, continuous, economical service these diesels have delivered to tug boat operators everywhere.

Atlas-Imperial Diesels with ten or fifteen years service behind them are still as efficient as when installed. Showing

no appreciable signs of wear, they have many years of profitable operation before them.

There is a complete range of Atlas-Imperials, marine and stationary, from 20 to 525 h.p., at 275 to 950 r.p.m., 2 to 8 cylinders.

Whether you are considering a new work-boat, passenger launch or pleasure cruiser or re-powering your present boat, Holmes & Co. will gladly give you the facts about operating costs and help to solve the power and constructional problems of your boat.

Write for full information and specifications, to-day.

W. L. HOLMES & CO., Boat Builders and Engineers,
McMahon's Pt., Sydney.

Australian Agents for Atlas-Imperial Diesels, Gray Marine Motors, Gray Diesels, Atlantic Diesels, R.N. Diesels, and Austin Marine Engines.

to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakaloa, Dreketi, Naiscrewaga, 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.

N.G. Inter-Island Services

S.S. Maiwara and M.V. Mullama (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, and S.S. Mako (W. R. Carpenter and Co.), make sailings from Rabaul every two or three weeks to various ports in the Territory.

Nauru — Ocean Island

Ships are despatched by the British Phosphate Commissioners from Melbourne (Victoria) two or three times monthly, and from Auckland (New Zealand) irregularly, according to the requirements of the phosphate trade.

Sydney — Papua — New Guinea

Subject to Alteration Without Notice.

	Macdhui	Bulolo	Macdhui	Bulolo	Macdhui	Bulolo	Macdhui
Sydney	Feb. 25	Mar. 18	Apr. 6	Apr. 26	May 13	June 3	June 21
Brisbane	Feb. 27	Mar. 20	Apr. 8	Apr. 28	May 15	June 5	June 22
Townsville	Mar. 1	—	Apr. 11	—	May 17	—	June 26
Cairns	Mar. 2	—	Apr. 12	—	May 18	—	June 27
Pt. Moresby	Mar. 4	Mar. 24	Apr. 14	May 2	May 20	June 9	June 29
Samarai	Mar. 5-6	Mar. 25	Apr. 15	May 3	M. 21-22	June 10	June 30
Rabaul	Mar. 7-8	M. 27-28	A. 17-18	May 5-6	M. 23-24	J. 12-13	J. 2-3
Kavieng	Mar. 9	—	Apr. 19	—	May 25	—	July 4
Lindenhafen	—	Mar. 29	—	May 7	—	June 14	—
Salamaua }	M. 10-11	M. 30-31	A. 20-21	M. 8-9	M. 26-27	J. 15-16	J. 6-7
Lae }	—	—	—	—	—	—	—
Madang	Mar. 12	Apr. 1	Apr. 22	May 10	May 28	June 17	July 8
Alexishafen, Opt.	Mar. 13	Apr. 1	Apr. 22	May 10	May 29	June 17	July 8
Wewak }	—	Apr. 2-3	A. 23-24	May 11	May 29	J. 18-19	J. 9-10
Boram }	—	—	—	—	—	—	—
Madang	Mar. 13	Apr. 4	Apr. 25	May 12	—	June 20	July 11
Finschafen, Opt.	Mar. 14	—	Apr. 26	—	—	—	—
Salamaua	Mar. 15	Apr. 5	Apr. 26	May 13	May 31	June 21	July 12
Kavieng	—	Apr. 6-7	—	M. 14-15	—	J. 22-23	—
Pondo	Mar. 17	—	Apr. 28	—	June 2	—	July 14
Rabaul	Mar. 18	Apr. 8	Apr. 29	May 16	June 3	June 24	July 15
Salamaua	—	Apr. 9	—	May 17	—	—	—
Samarai	Mar. 20	Apr. 11	May 1	May 19	June 5	June 27	July 17
Pt. Moresby	Mar. 21	Apr. 12	May 2	May 20	June 6	June 28	July 18
Cairns	Mar. 23	—	May 4	—	—	—	—
Brisbane	Mar. 26	Apr. 16	May 7	May 24	June 11	July 2	July 23
Sydney	Mar. 28	Apr. 18	May 9	May 26	June 13	July 4	July 25

BURNS, PHILP & CO. LTD., Agents.

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When making your Will

Safeguard your interests. Ensure their protection and security. Avail yourself of the advantages to be derived from the appointment of this Company as your trustees, in preference to any one individual. Write to or call on any Branch of Burns, Philp & Company Limited, or Burns Philp (South Sea) Company, Limited, for the folder which fully explains these advantages. Give careful consideration to the benefits to be gained by appointing as your Executors—

BURNS PHILP TRUST CO. LTD.

DIRECTORS

JAMES BURNS

LEWIS ARMSTRONG

ROBERT JOHN NOSWORTHY

JOSEPH MITCHELL

BURNS PHILP TRUST CO. LTD.

CAPITAL—£50,000

7 BRIDGE STREET — SYDNEY, N.S.W.

Papuan Inter-Island Services

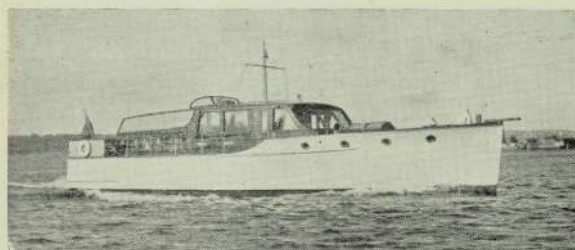
M.V. Lakatoi (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima Island, via the Conflict Group; also calls at Woodlark Island.

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 Balbara, returns by same route; then Port Moresby to Daru via Hisiu, Yule Is., Kukipi, Orokolo, Kikori and back via Orokolo, Yule Island, and Hisiu—full trip occupying about one month.

S.S. Papuan Chief.

Pt. Moresby ..	Mar. 3	Aroma ..	Mar. 14
Kapa Kapa ..	Mar. 3	Hula ..	Mar. 14
Hula ..	Mar. 3	Kapa Kapa ..	Mar. 15
Aroma ..	Mar. 4	Pt. Moresby ..	Mar. 15
Abau ..	Mar. 5	Pt. Moresby ..	Mar. 19
Mogubu ..	Mar. 5	Yule Is. ..	Mar. 19
Pt. Glasgow ..	Mar. 6	Moru ..	Mar. 20
Balbara ..	Mar. 6	Kukipi ..	Mar. 20
Gadalsu ..	Mar. 7	Orokolo ..	Mar. 21
Fife Bay ..	Mar. 8	Kikori ..	Mar. 22
Samarai ..	Mar. 8	Kikori (dep.) ..	Mar. 23
Samarai (dep.) ..	Mar. 11	Daru ..	Mar. 24
Fife Bay ..	Mar. 11	Daru (dep.) ..	Mar. 26
Bona Bona ..	Mar. 11	Pt. Romilly ..	Mar. 27
Gadalsu ..	Mar. 12	P. Romilly (d.) ..	Mar. 29
Balbara ..	Mar. 12	Orokolo ..	Mar. 29
Pt. Glasgow ..	Mar. 12	Kukipi ..	Mar. 30
Mogubu ..	Mar. 13	Yule Is. ..	Mar. 31
Abau ..	Mar. 13	Pt. Moresby ..	Apr. 1



The "Hoona", built by Lars Halvorsen Sons Pty. Ltd., Sydney, to the order of Mr. Vic. Heine, is fitted with twin Monel propeller shafting.

For dependability, specify MONEL propeller shafting

Monel shafts are renowned for their rugged strength, stiffness and freedom from whip. These characteristics are very important since a good, stiff shaft reduces vibration, transmits more power to propeller and thereby increases speed and efficiency. Still more important is the fact that Monel retains these properties indefinitely, because Monel cannot rust and is not corroded by fresh or salt water. Further information gladly supplied by:

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Sydney — Solomon Islands — New Guinea

Subject to alteration without notice.

M.V. Malaita.									
Sydney	Apr. 1	May 13	June 24	Aug. 5	Sept. 16	Oct. 28	Dec. 9		
Brisbane	Apr. 3	May 15	June 26	Aug. 7	Sept. 18	Oct. 30	Dec. 11		
Townsville	Apr. 6	May 18	June 29	Aug. 10	Sept. 21	Nov. 2	Dec. 14		
Cairns	—	May 19	June 30	Aug. 11	Sept. 22	Nov. 3	Dec. 15		
Tulagi									
Makambo									
Gavutu									
Domma									
Su'u									
Tasavarong	Apr. 13	May 25	July 6	Aug. 17	Sept. 28	Nov. 9	Dec. 21		
Mamara	—	May 26	—	Aug. 18	—	Nov. 10	—		
Aruligo									
Lavoro									
Mamara	Apr. 14	—	July 7	—	Sept. 29	—	Dec. 22		
Tasavarong									
Aruligo	Apr. 15	—	July 8	—	Sept. 30	—	Dec. 23		
Meringe									
Nivo									
Yandina									
Banika									
Ufa									
Falam	Apr. 16	May 27	July 9	Aug. 19	Oct. 1	Nov. 11	Dec. 24		
Younger									
Pepesala									
Lingatu									
West Bay	—	May 28	—	Aug. 20	—	Nov. 12	—		
Somata									
Gizo	Apr. 17	May 29	July 10	Aug. 21	Oct. 2	Nov. 13	D. 25-26		
Faisi	Apr. 18	May 30	July 11	Aug. 22	Oct. 3	Nov. 14	Dec. 27		
Kieta	Apr. 18	May 30	July 11	Aug. 22	Oct. 3	Nov. 14	Dec. 27		
Arigua	Apr. 19	May 31	July 12	Aug. 23	Oct. 4	Nov. 15	Dec. 28		
Numa Numa									
Teopasino	Apr. 20	June 1	July 13	Aug. 24	Oct. 5	Nov. 16	Dec. 29		
Soraken	A. 21-22	June 2-3	J. 14-15	A. 25-26	O. 6-7	N. 17-18	Dec. 30		
Rabaul	Apr. 23	June 4	July 16	Aug. 27	Oct. 8	Nov. 19	Dec. 31		
Soraken	Apr. 24	June 5	July 17	Aug. 28	Oct. 9	Nov. 20	Jan. 1		
Kieta	Apr. 25	June 6	July 18	Aug. 29	Oct. 10	Nov. 21	Jan. 2		
Faisi									
Gizo	Apr. 26	June 7	July 19	Aug. 30	Oct. 11	Nov. 22	Jan. 3		
Tetipari									
Russell Is.	Apr. 27	June 8	July 20	Aug. 31	Oct. 12	Nov. 23	Jan. 4		
Gavutu	A. 28-29	J. 9-10	J. 21-22	Sept. 1-2	O. 13-14	N. 24-25	J. 5-6		
Makambo									
Brisbane	May 4	June 15	July 27	Sept. 7	Oct. 19	Nov. 30	Jan. 11		
Sydney	May 6	June 17	July 29	Sept. 9	Oct. 21	Dec. 2	Jan. 13		

BURNS, PHILP AND CO. LTD., AGENTS.

Central Pacific Services

Subject to alteration without notice.

M.V. Matua		
Auckland	F. 27-28	M. 27-28
Cook Is.	Mar. 4	Apr. 1
Nukualofa	Mar. 8	Apr. 5
Vavau	Mar. 9	Apr. 6
Apia	M. 9-11	Apr. 6-8
Suva	M. 14-16	A. 11-13
Auckland	Mar. 20	Apr. 17

The cargo vessel "Cape Horn" will depart from Sydney on March 1 (approximately) for Suva and Lautoka (Fiji), Papeete (Tahiti) and then on to North American ports. She will carry a limited number of passengers, in addition to mails and general cargo.

The next vessel from Sydney will be the cargo vessel "Taiton" which will depart for Fiji, French Oceania, and North American ports at the end of March.

UNION STEAM SHIP CO. LTD.

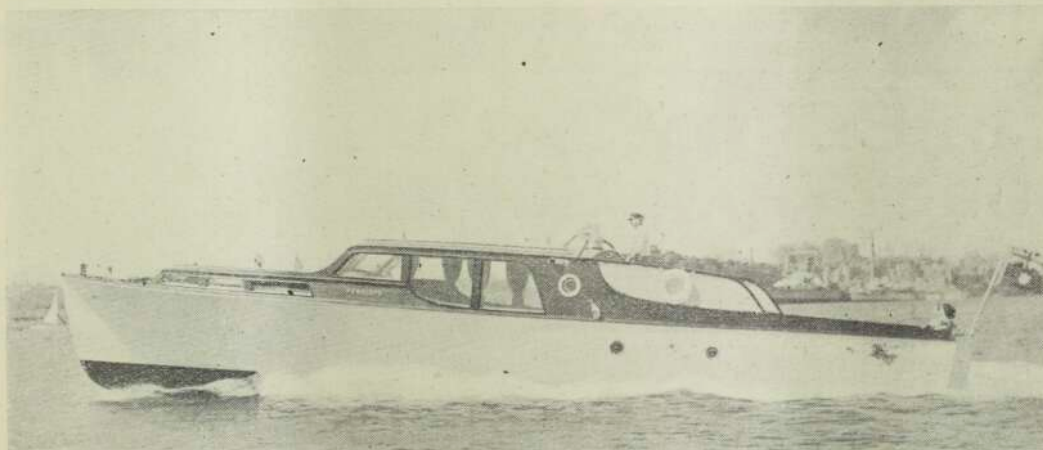
Samoa Inter-Island Service

Operating from Pago Pago, the small vessel Tutuila makes regular trips between American Samoa and Apia, Western Samoa.

The Apia customs launch connects regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago.

Carolines—Western and Central Pacific

Twice a year, the Japanese motor vessel, "Takachio Maru" (Nanyo Boyeki Kaisha) leaves Ponape, Carolines (Japanese Mandated Territory) to visit Kavieng, Rabaul, Salamaua (New Guinea); Port Moresby (Papua); Vila (New Hebrides); Noumea (New Caledonia); Nukualofa (Tonga); Suva (Fiji); Tulagi (Solomon Islands); and thence back to Ponape, via Rabaul (N.G.).

LUXURIOUS COMFORT

This is a 50-ft. Express Cruiser recently delivered to Mr. R. S. Harden, of Sydney. Powered with a pair of 145 h.p. Chrysler Majestic motors giving a speed of 21 m.p.h., "Penelope" embodies luxurious comfort with speed and smart streamlined appearance.

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DESIGNERS — BUILDERS — ENGINEERS.

NEUTRAL BAY, SYDNEY.

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Accommodation 150 Guests,
5 minutes City.

Extensive Lounges,
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Garages. Tariff: Inclusive, from
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Telegraphic Address: "Orianaotel",
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Sydney - Noumea - Tahiti Service

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'Amiens.	C. Ramel.	Eridan.	Strasbourg.
Papeete	Mar. 1-2	Apr. 8-9	M. 21-22	J. 2-3	A. 12-13	—
Raiatea (opt.) ..	—	—	—	—	—	—
Suva (opt.)	—	Apr. 17	—	July 10	Aug. 21	—
Vila	Mar. 13	Apr. 19	May 31	July 12	Aug. 23	—
Noumea	M. 15-22	A. 21-29	June 2-9	J. 14-21	A. 25-S. 2	Oct. 18
Vila	Mar. 25	May 2	June 12	July 24	Sept. 5	Oct. 21
Raiatea	Apr. 3	May 9	June 19	July 31	Sept. 12	Oct. 30
Papeete	Apr. 4-6	M. 10-12	J. 20-22	A. 1-3	S. 13-15	O. 31-N. 2

MESSAGERIES MARITIMES CO. LTD., Agents.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Tanda.	Nankin.	Nellore.	Tanda.	Nankin.	Nellore.	Tanda.
Hong Kong	Mar. 4	Apr. 1	May 5	June 3	June 30	Aug. 4	Sept. 2
Manila	Mar. 7	Apr. 4	May 8	June 6	July 3	Aug. 7	Sept. 5
Rabaul	Mar. 15	Apr. 12	May 16	June 14	July 11	Aug. 15	Sept. 13
Brisbane	Mar. 21	Apr. 18	May 22	June 20	July 17	Aug. 21	Sept. 19
Sydney	Mar. 23	Apr. 20	May 24	June 22	July 19	Aug. 23	Sept. 21
Melbourne	M. 27-A. 1	A. 24-M. 3	M. 29-J. 3	J. 26-Jy. 5	J. 24-A. 2	A. 28-S. 2	S. 25-O. 4
Hobart	Apr. 3	May 6	June 5	July 7	Aug. 4	Sept. 4	Oct. 6
Newcastle	Apr. 6	May 8	June 8	July 10	Aug. 7	Sept. 7	Oct. 9
Sydney, dep.	Apr. 15	May 13	June 14	July 15	Aug. 12	Sept. 13	Oct. 14
Brisbane	Apr. 17	May 15	June 16	July 17	Aug. 14	Sept. 15	Oct. 16
Rabaul	Apr. 23	May 21	June 22	July 23	Aug. 20	Sept. 21	Oct. 22
Manila	May 2	May 30	July 1	Aug. 1	Aug. 29	Sept. 30	Oct. 31
Hong Kong	May 5	June 2	July 4	Aug. 4	Sept. 1	Oct. 3	Nov. 3

E. & A. STEAMSHIP CO. LTD., Agents.

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WHITE LEAD AND OILS.

Hong Kong - New Guinea - Solomon Islands

Subject to alteration without notice.

S.S. Friderun (cabin, third-class and deck passengers) runs from Hong Kong to New Guinea and Solomon Islands ports. In the Solomons she calls at Tulagi, Rere, Fulakora and Meringe.

S.S. Friderun.

Hong Kong Mar. 16 Rabaul Apr. 8
Madang Hong Kong Apr. 28

GILCHRIST, WATT & SANDERSON, AGENTS.

Sydney - Papua - N.G. Air Service

Under contract with the Commonwealth Government, a weekly airmail service between Sydney, Papua, and New Guinea is conducted by W.R.C. Airlines Ltd., with two 10-seater De Havilland aeroplanes. A plane leaves Kingsford-Smith aerodrome, Sydney, every Tuesday at 7 a.m. and calls at Brisbane (Tues.), Rockhampton (Tues.), Townsville (Tues.), Cairns (Wed.), Cooktown (Wed.), Port Moresby (Wed.), Salamaua (Wed.), and Rabaul (Thurs.). The return trip from Rabaul commences at 1 p.m. every Friday, the airliner reaching Sydney at 5.30 p.m. the following Sunday.

W. R. CARPENTER AND CO. LTD.

N.G. Goldfields' Air 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 Air 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.

IT IS BETTER TO BE SURE THAN SORRY

SO why take risks with your health by taking untried medicines and drugs to relieve your Aches, Pains, Ills and Chills. There is not one million, but MANY MILLIONS of satisfied users of "ASPRO" tablets throughout the world. Their number is ever increasing. They are living testimony to the effect that when "ASPRO" claims to relieve Pain in a few minutes, IT DOES IT—QUICKLY, SAFELY—and without harmful after effects. The success of "ASPRO" is based on results achieved by actual service and, although there are numerous tablets that look like "ASPRO"—don't let yourself be deceived. It is the inside of the tablet which tells the story and NOT THE APPEARANCE. For safety's sake use "ASPRO".

TRY **'ASPRO'** FOR

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TOOTHACHE — MALARIA — FEVERISHNESS AND NERVE PAINS.

Sydney – New Guinea – Hong Kong

M.V. Neptuna.

Sydney	M. 22-25	M. 26-31	Aug. 2-5	Oct. 6-11	D. 13-16
Salamaua	Apr. 1	June 7	Aug. 12	Oct. 18	Dec. 23
Rabaul	Apr. 3	June 9	Aug. 14	Oct. 20	Dec. 25
Cebu (opt.) ..	Apr. 10	June 16	Aug. 21	Oct. 27	Jan. 1
Manila	Apr. 13	June 19	Aug. 24	Oct. 30	Jan. 4
Hong Kong ..	A. 15-19	J. 21-25	A. 26-30	Nov. 1-5	Jan. 6-10
Saigon	Apr. 25	July 1	Sept. 5	Nov. 11	Jan. 16
Madang	May 6	July 12	Sept. 16	Nov. 22	Jan. 27
Salamaua	May 9	July 15	Sept. 19	Nov. 25	Jan. 30
Rabaul	May 12	July 18	Sept. 22	Nov. 28	Feb. 2
Sydney	M. 19-20	July 25	S. 29-30	Dec. 5	Feb. 9
Melbourne	M. 22-24	July 28	Oct. 2-4	Dec. 8-11	Feb. 12

BURNS, PHILP & CO. LTD., Agents.

Sydney – T.I. – Darwin – Singapore

Sydney	Mar. 9	Apr. 6	May 6
Brisbane	Mar. 11	Apr. 8	May 8
Townsville (opt.)	Mar. 14	Apr. 11	May 11
Thursday Is.	Mar. 17	Apr. 14	May 14
Darwin	Mar. 21	Apr. 18	May 18
Sourabaya	Mar. 26	Apr. 23	May 23
Samarang	Mar. 27	Apr. 24	May 24
Cheribon (opt.) ..	Mar. 28	Apr. 25	May 25
Batavia	Mar. 29	Apr. 26	May 26
Singapore	M. 31-A. 4	A. 28	M. 28-J. 3
Batavia	Apr. 7	May 7	June 6
Samarang	Apr. 8	May 8	June 7
Sourabaya	Apr. 9	May 9	June 8
Darwin	Apr. 14	May 14	June 13
Thursday Is.	Apr. 17	May 17	June 16
Townsville (opt.)	Apr. 19	May 18	June 18
Brisbane	Apr. 22	May 22	June 21
Sydney	Apr. 24	M. 24-25	June 23
Melbourne	Apr. 27	May 27	June 26

BURNS, PHILP & CO. LTD., Agents.

Saigon – Java – South Seas – N.Z. – Sydney

Subject to alteration without notice.

Saigon	Feb. 15	Mar. 14	Apr. 13	May 17	June 14	July 16	Aug. 16
Singapore	F. 17-18	M. 16-17	A. 15-16	M. 19-20	J. 16-17	J. 18-19	A. 18-19
Batavia	F. 20-22	M. 19-20	A. 18-19	M. 22-24	J. 19-21	J. 21-24	A. 21-23
Samarang	Feb. 23	Mar. 21	Apr. 20	May 25	June 22	July 25	Aug. 24
Sourabaya	Feb. 24	Mar. 22	Apr. 21	May 26	June 23	July 26	Aug. 25
Pt. Moresby ..	Mar. 3	Mar. 30	Apr. 28	June 2	July 30	Aug. 2	Sept. 1
Samarang	Mar. 4	—	Apr. 29	—	July 1	—	Sept. 2
Salamaua	Mar. 6	—	May 1	—	July 3	—	Sept. 4
Rabaul	Mar. 8-9	—	May 3-4	—	J. 5-6	—	S. 6-7
Vila	—	Apr. 4	—	June 6	—	Aug. 7	—
Noumea	—	Apr. 5-7	—	June 7-9	—	A. 8-10	—
Auckland	Mar. 16	Apr. 11	May 11	June 12	July 13	Aug. 13	Sept. 14
Wellington ..	Mar. 22	Apr. 17	May 17	June 17	July 19	Aug. 19	Sept. 20
Sydney	M. 27-29	A. 22-25	M. 22-24	J. 21-23	J. 24-26	A. 23-25	S. 25-27
Pt. Moresby ..	Apr. 3	May 1	May 29	June 28	July 31	Aug. 30	Oct. 2
Sourabaya	Apr. 10	May 9	June 5	July 5	Aug. 7	Sept. 6	Oct. 9
Samarang	Apr. 11	May 10	June 6	July 6	Aug. 8	Sept. 7	Oct. 10
Batavia	A. 12-13	M. 11-13	June 7-9	July 7-10	A. 9-11	S. 8-10	O. 11-13
Singapore	Apr. 15	May 15	June 11	July 12	Aug. 13	Sept. 12	Oct. 15
Saigon	—	—	June 13	July 14	Aug. 15	Sept. 14	Oct. 17

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The small steamer Neo Hebridaia (Societe Maritime et Miniere Hagen) carries on a monthly service between Noumea (New Caledonia), and Newcastle and Sydney (N.S.W.). The round trip occupies about 17 days.

The three vessels of the Societe Le Nickel, Cap Tarifa (2,177 tons), Capitaine Illiaquer (2,138 tons), and Notou (2,384 tons) make irregular trips between Noumea (New Caledonia) and Sydney, Newcastle, and Port Kembla, N.S.W.

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and Long Rifle,
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Point.

**High Velocity
Hard Hitting**



Sydney - Noumea - New Hebrides - Indochina

As the result of losing a propeller when near-
ing Saigon in mid-December, the "Pierre Loti"
has been at Saigon awaiting the arrival of a
new one. She is expected to return to Sydney
about March 17, leaving again for the Islands
and the East a fortnight later, according to
present arrangements.

MESSAGERIES MARITIMES CO., Agents.

PACIFIC TRAVELLERS

(CONTINUED FROM PAGE 1.)

Messdames: McCoy, Jones (2), Curlew, Laing,
Nelson, Kane, Fowles, Bradshaw, Wickstead,
Matthews, McKell, Stuart, Shipway, Misses:
Singleton (2), Robinson, Everett, Knox, Steward,
Mulvihill, Taylor, Shipway, Higgs, Johnson.

PER AIRLINER "CARINTHIA" FOR N.G. ON
JAN. 31: Messrs. Cromie, Consterdine, Korn,
Garing, Rowlands, Unbank, Christie, Wilde, Mrs.
Collopy.

PER "BULOLO" FROM N.G. & PAPUA ON
JAN. 31: Messrs. Buchanan, Ball, Barnes,
Cahill, Clay, Crisp, Cull, Cording, Christie,
Chambers, Cram, Darwin, de Groen, Dwyer,
Daulton, Evans, Graham, Gollan, Good, Garvin,
Giblin, Henry, Hutchinson, Head, Horton, Joy-
cey, Kruttschnitt, Kerr, Lee, Mayger, Meares,
McCulloch, McGilvery, Mallett, O'Connor,
Plummer, Pratt, Rand, Robertson, Stewart,
Stephen, Simpson, Wurst, Wallace, Thompson,
Taylor, Rev. Lane. Messdames: Ashton, Allwood,
Bates, Coote, Croft, Cooper, Chadderton, Cham-
bers, Drost, Evans, Godson, Good, Gross, Hides,
Higgins, Kruttschnitt, Loader, Lane, Lee, Mar-
shall, Maxwell, Murray, McGilvery, Nary,
Plummer, Stuart, Russell, Streeter, Stewart,
Stephen, Trammell, Wallace, Wild, Weatherall,
Misses: Anderson, Boag, Cobb, Colebrook, Cole-
man, Cardew, Crook, Cooper, Clancy, Chandler,
Carnell, Carmichael, Davies, Everett, Fanning,
Gorrie, Hutchison, Hyde, Johnson, Kothe, Lever-
ing, Lee, Milling, McRae, Pearce, Pope, Ritchie,
Roe, Streeter, Swords, Sutton, Simons, Spicer,
Temby, Wells.

PER AIRLINER "CARINTHIA" FROM N.G.
ON FEBRUARY 2: Messrs. Wilde, Marshall,
Herron, Garing, Caddow, Strathearn, Higgins
(2), Gordon. Messdames: Collopy, De Boon. Misses
Sedgers (2), Corfe, Matthews.

PER AIRLINER "CARMANIA" FOR N.G. ON
FEB. 7: Messrs. McKenna, Travis, Marnie, Earl,
Willis.

PER "MORINDA" FROM NORFOLK AND
LORD HOWE IS ON FEB. 8: Messrs. Lawson,
Ryan, Clarke, Bigg, Buffett (3), Cottee, Lake,
Robinson, Stopp, Baker, Coyle, Chisholm, de
Mestre, Duckworth, Fenwick, Fowles, Gollan (2),
Hicks, Howell, Kirby, Stanger-Leahes, Lowey,
Mason, Richmond, Salter, Sainsbury, Sanders,
Shipway, Spike, Sturges, Taylor, Thompson,
Towers, Chapman, Monteith. Messdames: McCoy,
Bataille, Cottee, Griffith, Morgan, Rosenthal,
Clay, Coyle, Fowles, Kirby, Mason, McKell,
Payten, Shipway, Sinclair, Smith, Stuart, Woolley,
Misses: Knox, Anderson, Bataille, Hogarth, Mar-
tin, Palmer, Blackburn (2), Bruce, Clay, Cun-
ningham, Fenton, Higgs, Hines, Jenkins, Johnson,
Johnson, Lipscombe, Marlin, Martin, McKillop,
Leneghan, Mulvihill, Pender, Teece, Thompson.

PER "BULOLO" FOR PAPUA AND N.G. ON
FEB. 8: Messrs. Healy, Hitchcock, Bradford,
Cruckshanks, Bunting, Woods, Considine, Ross,
Hart, Bennett, Olsson, O'Dea, Young, Read,
Buchanan, Mozzell, Brocq, Moor, Cox, Neal,
Tofler, Babbage, Smith, Thurlow, Smith (3),
Meares, Martin, Gardiner, Norman-Russell,
Paulini, MacGregor, Devaney, Mitchell, Fryer,
Howard, Mainwaring, Grail, Cook (2), Harver,
(2), Florance, Rogerson, Agshellahear, Sefton,
Cull, Knox, Swanson, Wilton, Monaghan,
Trebelcock, Shutt, Doherty, Moon, Ashwell,
Munro, Davis, Maxwell, Monck, Hurrell, Pislak,
Hayles, Bolleau, Thomsett, Skelly, O'Farrell,
McAulney, Vagg, Wood (2), Lega, Morgan,
Lindsay, Smith, Cardwell, Prosper, Semple,
Spence, Davis, MacDonald, Crawford, Hodgson,
Messdames: Healy, Sherwin, Mason, Meares,
Woods, Ross, Champion, Shackleton, Hughes,
Skelland, Carpenter, Cromie, Schelling, Brocq,
Irving, Shaw, Ward, Chester, Tofler, Mitchell,
Livingstone, Thurlow, Minogue, Clark, Lees,
Batze, Christie, Paulini, Earl, MacGregor,
Devaney, Mitchell, Mainwaring, Grail, Thomas,
Rogerson, Beggs, Swanson, Wilton, Garrad,
Shutt, Tuckey, Doherty, Perichon, Hayles, Vagg,
Wood, Smith (2), Cardwell, Misses: Cooper, Boag,
Mason, Cairns, Hobler, Merril, Burns, Gilbert,
Spence, Slade, Lynn, Craig, Lippinwell, Vercoe,
Sharpe.

PER "MALAITA" FROM B.S.I. & N.G. ON
FEB. 10: Messrs. Barber, Boydell, Bignell, Clark,
Cornwall, Crump (2), Darlington, Harricks,
Haselden, Johnstone, Mead, Russell, Scott,
Shields, Smith (2), Wilson. Rev. Cocks. Mes-
dames: Colley, Crump, Duncan, Elgas, Harrison,
Ormsby, Ryan, Svensen, Scott (2). Misses: Baker,
Cohen, Ellis, McCluggage, Moore, Morrin, Paton,
Sanders, Tatham.

PER "AORANGI" FROM FIJI ON FEB. 10:
Messrs. Abel, Allman, Baker, Colahan, Cradick,
Crawford, Fleming, Freeman (2), Fisher, van
Gelder, Humphries, Kerkham, Keyte, King,
Lynch, McCullagh, Potts, Pratt, Rogers, Southey,
Scott, Stevenson (2), Twentyman, Walker,
Borrowdale, Cohen, Coffey, Costello (2), Free-
burn, Garnett, Johnson, Ross, Speers, Voskess,
Waring, James, Schroetter, Watson, Williams,
Messdames: Abel, Crawford, Fleming, Humphries,
Keyte, King, Lynch, McCullagh, Potts, Pratt,
Rogers, Robley, Scott, Southey, Stevenson, Tre-
wenack, Borrowdale, Corbett, Thompson, Spence,
Grainger, Johnson, Speers, Schroetter, Williams,
Misses: Abel, Allman, Cradick, King, Lynch (3),
Potts (2), Rogers, Stevenson (2), Browne,
Borrowdale, Coffey (2), Speers, Waring, Whippy.

PER "NANKIN" FOR N.G. ON FEB. 11:
Messrs. Donnor, Dix, Pickering, Tee, Karlus,
Messdames: Dix, Karlus, Mirfield, Nagel, Miss
Bennett.

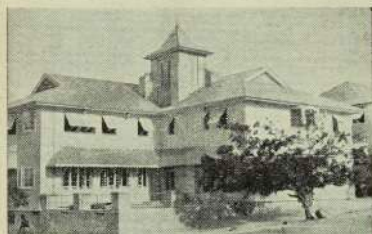
PER AIRLINER FROM N.G. ON FEB. 12:
Messrs. McDonald, Schoip, Madders, Garing, Mrs.
Speedie.

Very Rev. Father G. Lahaye, a pioneer
Marist missionary in Fiji, died in Levuka
Hospital after a short illness in the mid-
dle of January. He was 87 years of age,
and had served in the Colony for 62
years.

Mr. and Mrs. H. Geoff. Nicholls, of
Lautoka, Fiji, received many congratula-
tions on February 8 on the birth of a son.

Mr. H. A. Major, of the Suva branch of
the Bank of N.S.W., left Fiji in mid-
January on transfer to Australia.

HOTEL MORESBY



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MODERN
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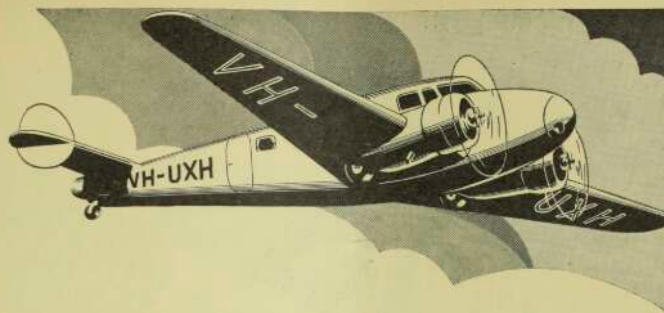
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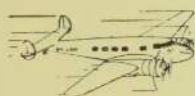
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Pacific Islands Monthly—February 15, 1939

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