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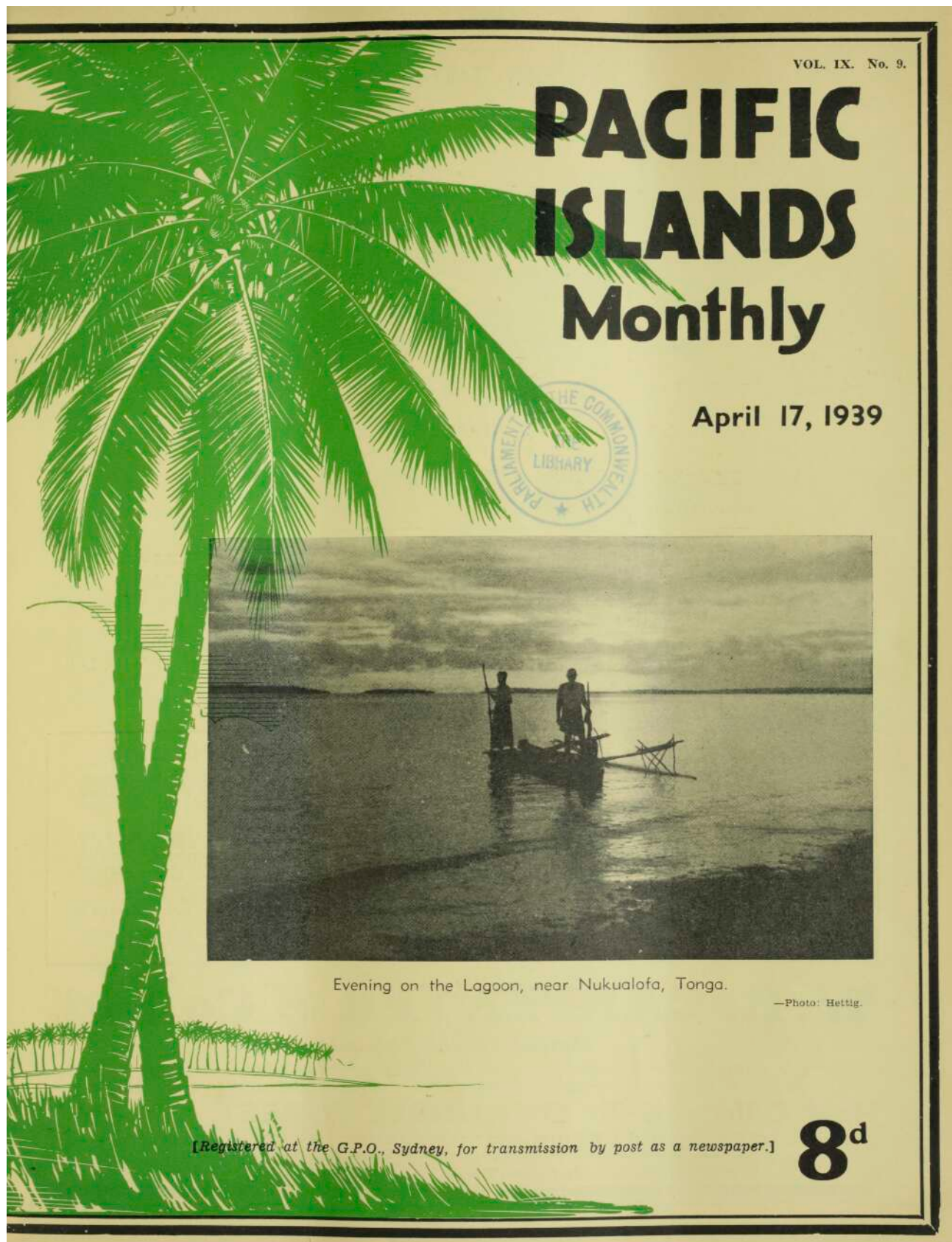
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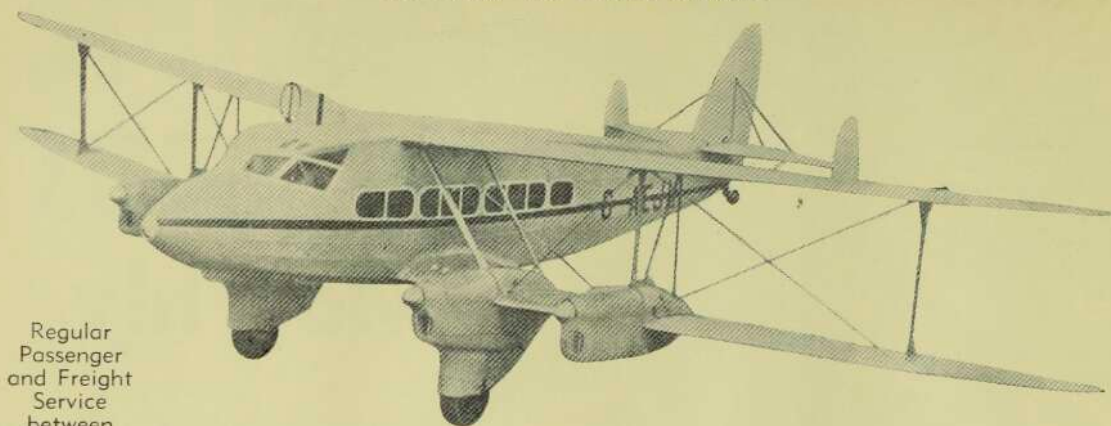
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Pacific Islands Monthly—April 17, 1939

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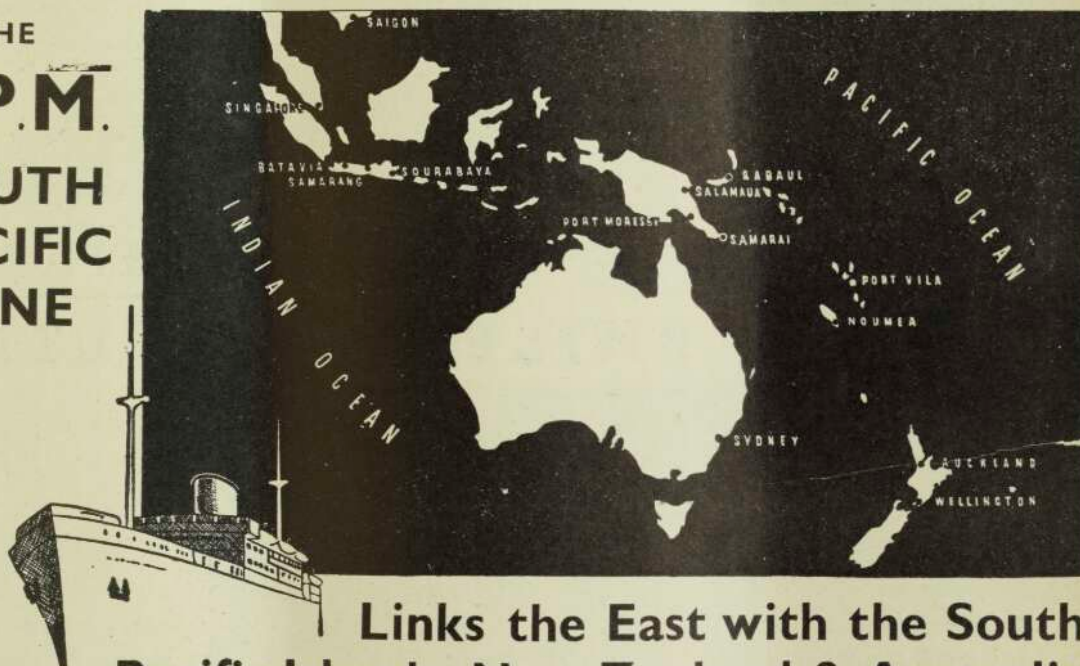
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(CONTINUED ON PAGE 76)

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How European Events Affect Japan and the Pacific

ON March 15, German troops marched into Czecho-Slovakia; and, within 48 hours, that vigorous, proud, non-Germanic nation had been overwhelmed, looted and stamped out of existence.

Hitler, at the Peace of Munich, in September, gave Britain and France his pledge that Germany sought no more territory in Europe, and that international troubles should be settled in future by conference. On March 15, coldly and deliberately, like any criminal gangster, he broke his word. For six months, the democracies had been pursuing the way of "appeasement"; confidence was returning; international trade was improving. But, on March 15, Britain and France, and the half-dozen smaller nations which cluster within the orbit of their protection, recognised finally that "dictator" did more than rhyme with "traitor"; the terms were synonymous. They knew now that the Munich agreement, grasped at so eagerly by a world hungry for peace, had been regarded by the political hoodlums of Berlin merely as a method of pulling the leg of a futile old gentleman with an umbrella. It was clear that Germany, Italy and Japan, if not checked, would proceed to seek new empire with the sword. Within a week, Germany seized Memel. On April 7 (Good Friday!) Italy over-ran Albania.

But, already, on March 15, the course of history was being changed. The reaction of the democracies was immediate, tremendous and far-reaching. In the view of Berlin, Mr. Chamberlain and his umbrella may have seemed the embodiment of futility and indecision; but the whole of the democratic world gave him honour because it recognised that he had gone to the uttermost limits to preserve peace and the international decencies. Mr. Chamberlain led the democracies to Munich. After March 15 with equal definiteness of purpose, he exchanged his umbrella for a gun, and grimly led the democracies in a frank and open recognition of the fact that the dictatorships may not be trusted; that jungle law has been let loose upon civilisation; and that our only hope of safety, while dictatorship lasts, lies in armaments and more armaments, and readiness to fight at a moment's notice.

Britain, supported by France, proceeded to arrange an Anti-Aggression Pact, for mutual protection against attack by the dictatorships. Poland joined the Pact on April 6. Roumania and Yugoslavia are hesitant. Russia remains in the background, but indicates goodwill. Belgium, Portugal, Denmark and Greece probably will support the Pact.

AND now, what? The whole world has the "jitters". Armies and armaments are banking up, in ever-increasing masses. The more crazy type of newspapers are insisting, "It is not. Will there be war, but When will the war start?"

But it not as bad as it appears. The democracies will not attack. This means that war will come only when the dictators deliberately attack a nation which the democracies insist shall remain free; and there is nothing yet to show if or when that will occur. The seizure of Czecho-Slovakia may have been sufficient to start a European war, but it came so suddenly that the democracies were not prepared to act, and it caused only the break-up of the appeasement plan, initiated at Munich. The seizure of Memel and of Albania did not set the armies moving—Memel is German, anyway, and bandit Albania long ago sold herself to Italy. Even if the Axis Powers move against Yugoslavia, nothing may happen—this is by no means a united nation, and its dismemberment might really be a contribution to peace. It is possible, however, that an attack on Greece or Roumania would cause a major war.

But Poland must be kept in existence as an independent nation; and any German move against Poland certainly will lead to disaster. Ever since Britain so quickly formed the Anti-Aggression Pact, and made it clear that the democracies would fight to protect Poland, the German newspapers have been sneering and snarling at Britain; and as the German Press is completely under the direction of the dictator and his gang, it would appear that Germany had planned a campaign against Poland, which British "interference" dislocated.

This survey suggests that, except for

one factor, the probabilities now are against a major war. Every sane man in Western Europe—and, indeed, in the world—knows that war between the Great Powers will either destroy European civilisation altogether, or put its structure so completely out of gear that life will not be worth living for many decades to come. The Axis Powers must know that they now cannot defeat a combination of Britain, France and Poland, backed by the benevolently neutral United States and Russia. They know that war will mean simply an indefinite period of frightful mutual destruction in which, after the first shock, the advantage will lie increasingly with the democracies. The dictators will go to the very brink of war, but they will not fight—unless they are mad.

And, there, we have the unknown factor? Is Hitler sane? Many things indicate that he is far from normal. If he is the monomaniac that some believe, he may yet push Germany over into the abyss. He may send his armies against an important Eastern European country and defy the democracies to do their worst; or he may at any moment try the thing that he has planned and explained in his book, and launch, without any warning, an overwhelming air attack upon London and Paris. He is incalculable and completely undependable, and while he remains in power, there can be no security. But every week that passes strengthens the position of the democracies and weakens the hold of the dictators, if only for the reason that both of them are being overtaken steadily by an economic Nemesis.

IT was necessary to sketch in the European background rather fully, before turning to the outlook in the Pacific.

If Britain and France do become embroiled in war in Europe, there will be nothing between the Japanese fleet and the Anglo-French dominions in the Pacific, except the United States warships. There are no Anglo-French naval forces worthy of the name east of Suez—Britain and France dare not send them out of European waters, so long as Hitler is running around, untied. Britain has at Singapore one of the world's strongest naval bases—and no navy to put in it. The United States have in the north-western Pacific a fleet quite capable of taking care of the Japanese. We in the South Seas believe in our hearts that the Americans will not allow the

Asiatics to seize European territories in the Southern Pacific; but we have no guarantee of what America will do.

European naval experts seem to have little respect for the Japanese fleet; and Japan's adventure in China has exposed pitilessly her military and aviation weaknesses. Her armies, for the present, are literally bogged in China; and the Chinese campaign clearly is exhausting her economic strength. Japan never has been tested in war against a first-class European Power, and if she is tested under present conditions, she may prove a less formidable opponent than has been

THIS was published in "P.I.M." in October, 1938, just after Britain, France, Germany and Italy made the Pact at Munich:—

"This seems all to the good—but Western European hopes depend absolutely upon a humbly-born person named Adolf Hitler. He is the mystery-man of the moment. If he plays the game with Mr. Chamberlain, a Western European pact may do much to ensure the peace and progress of humanity. But, for a time—two or three years, maybe—we shall not know whether Hitler is a kind of mad-man, or one of the greatest figures in history. Anglo-French opinion, at the moment, is friendly to the Germans and to Hitler; but we cannot yet forget how this man massacred the suspected anti-Nazis, on June 30, 1936, and how callously he broke his pledged word to Mussolini and to Schuschnigg last March, and seized Austria."

expected. But she can be formidable, indeed, if she has not to meet the forces of a first-class Power.

Beyond any shadow of doubt, there is some close understanding between Japan, Germany and Italy; Japan is following every move in Europe with feverish interest; and if Britain and France become deeply involved in Europe, Japan—despite her grave military preoccupation in China—will use her naval and air forces to extend Japanese dominion over British and French possessions in South-west Asia and the Pacific. Cochinchina, Hong Kong, Borneo, Malaya, Burma, India, Ceylon, Dutch East Indies, New Guinea—what an empire for the economically-embarrassed Japanese to seize and loot!

That these possibilities are no longer "the imaginings of a sensation-loving press"—as was suggested when they were first outlined in this journal five years ago—is indicated by the steps being taken hurriedly by the British and French in the Pacific. It is not wise to publish details; but much is being done and done quickly.

Even if the Americans kept out of it, it is unlikely that the Japanese would risk a thrust so far southwards as Australia and New Zealand; but New Guinea, the Solomons, Nauru, and the Gilbert and Ellice Islands would be in the danger zone, and Fiji would be at least subject to raids. Japan might not have large military forces available for occupying such countries as Cochinchina, Malaya, and the Dutch East Indies; but she could do much with light military forces, co-operating with her navy; and her warships would simply decimate all Anglo-French-Dutch commerce in the North-west Pacific and Indian Ocean.

The temper of the Japanese is perfectly plain. They are waiting and praying for a major European war. With increasing cheekiness, they have slapped the face of the British in China, have seized the great island of Hainan, in between French territory and Hong Kong; and early in April, in the most impu-

Tahiti Fire Destroys Wharf Sheds and Copra

PAPEETE, Mar. 24.

THE old, many-gabled warehouse, known as the fare machaa, and which had remained as one of the landmarks of Old Papeete, was destroyed by fire—together with the extensive sheds along the wharf and over 4,000 tons of copra—on the afternoon of March 22.

The sheds were filled to capacity with copra awaiting shipment. The day was very hot, and it is believed that the heat of the sun on the iron roof raised the temperature of the copra to spontaneous combustion.

The fire started in the copra and the whole length of the sheds was a roaring mass of flame in less than fifteen minutes.

The whole city was in danger. The new Customs House and the Office of the Captain of the Port—at the seaward end of a square, faced on one side by a part of the copra shed, and on another by the gabled warehouse—were the front of a corridor of wooden buildings extending

into the town. Hard by, the building housing the Tahiti Yacht Club, forms the corner of a solid block of wooden structures filled with every manner of inflammable merchandise.

To save the city, it was imperative to keep the fire from the buildings. Under the leadership of the Governor, Monsieur Chastenet de Gery, the people of Papeete fought a gallant twelve hours battle. His Excellency stayed in the front line, and

We are advised from Canberra that the Amalgamation Committee (see page 8) will sail for Papua and New Guinea by the "Macdhui" on May 13.

directed and aided the work until the fire was subdued. Every able bodied man was there to do his part.

There was no wind. Had there been even a breeze, such as often sweeps the



The scene of the fire—photograph by Simpson taken from the verandah of the Tahiti Yacht Club.

dent manner possible, they annexed the Spratley Islands, a French group of great strategic importance, lying between Hong Kong and Singapore. They seem to be timing their moves with those of Germany and Italy.

If there is a major war in Europe, and America does not step in to preserve the status quo in the Pacific, Britain's Asiatic empire will be in the gravest danger, while the property and even the lives of all Europeans in the Western Pacific territories will be unsafe. There is no merit in hiding the facts.

BUT the crisis probably will be past before this journal is distributed in the Pacific. If Hitler is for war, the war will come very quickly. If he avoids a major conflict, we may expect a long period of armed peace. Such a peace will be very difficult for Hitler and Mussolini for obvious economic reasons, and it will be disastrous for Japan. The immediate Japanese menace will remain so long as the present Fascist military clique holds power in Tokio. But, if there is to be no major war, the Japanese Government almost certainly will break under the double strain of maintaining the military machine in China and supporting the economic structure at home.

There is more than love of peace in the reluctance of the democracies to go to war. There is very sound strategy. It will pay them to wait.

water-front, a major part of Papeete would have been overwhelmed. As it was, the Customs House and the Port Office, together with smaller buildings, had to be demolished to prevent the spread of the fire.

GUARDING CENTRAL PACIFIC

TARAWA, Mar. 17.

AS there are indications that the United States have a covetous eye upon Fanning, Christmas and Washington Islands, the recent trip of the B.P. motor-vessel "Moamoa" had more than usual interest.

The opportunity was taken by the Acting Resident Commissioner for the Gilbert and Ellice Islands Colony (His Honour R. H. Garvey) to visit Fanning, Christmas and Washington Islands, which are included within his administration. A number of native police were taken, and Administrative Officer Leem-bruggen, with his wife and daughter, were passengers on the return trip to the Gilberts, returning thence to Ocean Island.

Administrative Officer P. D. Macdonald and wife were outward passengers, on transfer to Fanning Island, and Mr. H. E. Maude, Commissioner for Lands, accompanied the Acting R.C. on the round trip.

CENTRAL PACIFIC CHANGES UNDER CONSIDERATION

Solomons and Condominium Interests to Australia,
and Western Samoa to Colonial Office

If various attendant problems prove capable of solution, the British Colonial Office may hand the Solomon Islands, and British interests in the New Hebrides, over to Australia; and may take over the Administration of Western Samoa from New Zealand. In ordinary circumstances, these plans might need years of discussion. But, under the drive of military necessity, there may be decisions at an early date.

WHILE nothing has been said publicly, and no public announcement is likely, it is known that the future control and administration of the Solomon Islands, the New Hebrides and Western Samoa have received the consideration of the Pacific Defence Conference, which opened in Wellington, N.Z., on April 14.

The administration of the Solomons, and responsibility for Britain's share in the New Hebrides Condominium, are now the care of the British Colonial Office, acting through Sir Harry Luke, Governor of Fiji, who is also High Commissioner for the Western Pacific.

Australia, as quickly as possible, is creating in her northern waters the best defence organisation permitted by her limited resources. She is using the mainland of New Guinea and the adjoining archipelago as the eyes and ears for her navy and military aircraft. Australia should use the Solomons and New Hebrides in the same way; but, before that may be done, some arrangement with the British Colonial Office is necessary.

No one knows why Sir Harry Luke made so hurried and brief a visit to Australia, in April, just prior to the opening in Wellington of the Pacific Defence Conference, but a guess may be made. The future of the Solomons and of British New Hebrides interests must have entered into discussions of Australia's defence plans in the Central and Western Pacific.

Australia's tropical administration heretofore has been cursed with political interference and the appointment of politicians to responsible posts. This has created, among British residents in the Solomons and New Hebrides, a definite fear of Australian administration. This, in turn, must find a sympathetic echo in the British Colonial Office.

"In theory," says the latter, "the plan of handing our Solomons and New Hebrides responsibilities to Australia has much to commend it. But may we not ask for some guarantee that those territories will receive in the future the same measure of disinterested administration as in the past?"

The answer is that Australia now is planning an amalgamation of services, so as to create one self-contained tropical corps for the administration of all her tropical territories, and this is the time to provide for the Solomons and New Hebrides.

If Australia could give the British Colonial Office (a) some sort of guarantee that political appointments will cease,

and that administrators in future will be appointed from the ranks of the trained officers; and (b) a promise that there will be collaboration between the British Colonial Office and the Australian Tropical Administrative Corps—and perhaps, an exchange-of-officers system between Britain and Australia, as in the naval, military and air services—then the transfer of the British Western Pacific Islands to Australia would become possible.

WESTERN SAMOA

THE position in relation to Western Samoa is quite different. It is believed that the Colonial Office is prepared to take the Western Samoa Mandate over from New Zealand (if machinery for such a transfer exists—which is doubtful); and that New Zealand would be glad to be rid of this administrative burden, which is financially costly and politically embarrassing.

In the case of the Solomons and New Hebrides, no economic problem exists. Britain's trade in those groups already is in Australian hands. But, on the economic side, Western Samoa must mind its step. If it loses the New Zealand connection, it may lose its banana market; and, to-day, it would be in a sorry condition indeed if it were dependent wholly on the sale of its copra and cocoa, and had no substantial revenue from the disposal of its bananas in New Zealand.

However, if New Zealand, as a return for getting rid of the Samoan burden, will give an undertaking to purchase at least a certain quantity of Samoan bananas each year, it is likely that the transfer of the Mandate to the Colonial Office, together with the obligation to protect Western Samoa against aggression, will be very seriously considered.

Garrison at Pt. Moresby

40 Men Arrive With Equipment

From Our Own Correspondent

PORT MORESBY, Mar. 26.

THE pulse of Port Moresby was considerably quickened on March 24 by the arrival of 38 men and two officers of the Royal Australian Artillery. Seasoned residents gazed in half-approving wonder as the men disembarked and, instead of marching in military order to their barracks, proceeded themselves to discharge their own cargo from the "Bulolo". Lorries, light trucks, trailers, and camp gear were landed; a six-inch gun, with all its weird appurtenances; then shells, dynamite and more shells were rapidly landed and loaded on to the waiting lorries, which came suddenly to life and rushed the ammunition off to the European gaol, temporarily converted into a magazine.

Official group at the new Military Camp at Konedobu, Port Moresby. Standing, left to right: Hon. H. L. Murray (Official Secretary), and Lieutenant Cape. Seated: Hon. H. W. Champion, O.B.E. (Acting Lieutenant-Governor), and Major Chalmers (in charge of the Garrison).

Lower picture: In picturesque surroundings, at Konedobu, near Port Moresby, the Acting Lieutenant-Governor of Papua, with Major Chalmers, inspects troops of the first contingent of the Australian Military Forces to be stationed in Papua.

Photos, Gibson.



SOUTH PACIFIC AIRMAIL

P.A.A. Plans Held Up—Lack of Equipment—No Sign Yet of Noumea Service

ALTHOUGH it was announced definitely in Noumea at the end of December that a contract had been made between the French Government and Pan-American Airways, under which a P.A.A. twice-monthly service between Honolulu, Noumea and Australia would be commenced before June 30, there are indications that P.A.A. are not proceeding with the plan. The French authorities are equipping Nouville (near Noumea) as a seaplane station; but, apparently, P.A.A. are held up by lack of equipment.

The following article written by John Williams in Honolulu on March 22, throws an interesting light upon the situation.

BY JOHN WILLIAMS

THE excellent round-up of latest facts in the slow progress of trans-Pacific aviation plans in the February issue of "P.I.M." aroused a lot of interest in this air-minded section of the Pacific—particularly the statements that Pan-American Airways hope to fly to Australia via Canton Island and Noumea.

Informed circles here are interested in how Pan-American will do it because from the American point of view, the company seems to lack sufficient equipment to launch all the services that have been planned in recent years.

The company has six new Boeing clippers on its hands. The first was launched a year ago and, under government supervision, has been exhaustively tested but it is not yet in scheduled passenger service.

A Boeing left San Francisco on its first ocean-proving flight on February 22, but did not return from the round trip to Hong Kong until 21 days later: weather and mechanical difficulties delayed it six days en route.

Another Boeing left San Francisco on March 15 but so far (March 23), it has lost three days.

First passenger flight in the Boeings was set by the company for March 15, but this date has come and gone, with the Government ban still on passenger-carrying.

Public interest, naturally, was aroused by the comings and goings of the new clippers and the question was pressed: "Where will they be used?"

On March 8, the P.A.A. San Francisco office announced that four of the Boeings would go into service on the North Atlantic, to counter British and other European competition, and the remaining two would be used to augment the North Pacific service from California to the Orient.

The company spokesman added that the proposed service to the South Pacific "would be abandoned temporarily".

"New York Times" on February 26 reported that the U.S. Government, via its Civil Aeronautics Authority, had refused to allow Pan-American to use Sikorsky S-43 "baby" clippers for passenger-carrying on the company's proposed Seattle-Alaska coastal airline.

Washington's attitude now is that the American taxpayers, who foot the bill for the air services via post office subsidies,

GOVERNOR OF FIJI IN SYDNEY

THE Governor of Fiji and High Commissioner for the Western Pacific, Sir Harry Luke, paid a flying visit to Sydney in April. He arrived from New Zealand on April 6, and sailed for Wellington on April 8, to attend the Pacific Defence Conference. He was accompanied by Mr. C. W. T. Johnson, Assistant Colonial Secretary at Suva.

Sir Harry, during his brief stay, was the guest of the Governor-General of Australia, Lord Gowrie, at Admiralty House, Sydney. He conferred in Sydney with certain Australian Ministers and officials. The Australian Prime Minister, Mr. Lyons, whom he had hoped to meet, died on April 7. On that day, also, the Italians invaded Albania; and Sir Harry (who spent much of his official life in and near the Mediterranean) was intensely interested in the details of the invasion, which were trickling through, by radio and press association, when he sailed on the "Wanganella" for Wellington.

SOLOMON IS. GOLD

New Find on Guadalcanal

INTEREST in the gold discovery on Guadalcanal, British Solomon Islands has been revived by recent new discoveries.

The pioneers of the field, who have been persistent in their endeavours, in spite of many obstacles, now take a most optimistic view of the enterprise and there now appears to be good prospects of extensive development at an early date.

BURNS PHILP (S.S.) CO. LTD.

NET profit earned by Burns Philp (S.S.) Co., Ltd., during the year ended January 31, was £51,233, compared with £65,145 for the previous year. Dividend has been maintained at 6½ per cent. Markets for Islands produce receded during the year, causing a decline in spending power and restricted trading, thus reducing profits.

Gross profit earned was £184,269, compared with £203,465 in the previous year. £5,000 is being transferred to reserves. The amount carried forward is £8,979, compared with £9,621, brought into the accounts.

must be given more and better service. That is, rather than launching American planes into doubtful paying services like that to New Zealand would be, the Government wants more action on the services more likely to pay: From California to Hawaii; from New York to Europe; and from Seattle to Alaska.

On March 11 P.A.A. announced that it intended applying to the Government for permission to carry out test flights across the North Atlantic with the Boeing land-planes (dubbed stratoliners, because they would operate at 18,000 feet or so) and thus copy the experiments in flying oceans with landplanes, first tested by British Imperial Airways.

If the stratoliners stood up to it, the company probably saw this as an answer to their lack of equipment.

But on March 18 bad luck again dogged the company. During a test flight of the first stratoliner at Seattle (test flights commenced three months ago), the big 33-passenger craft went into a spin and crashed, killing ten experts aboard.

NEW SOLOMONS COMMISSIONER

Mr. W. S. Marchant, Tanganyika

MR. W. S. MARCHANT, O.B.E., Deputy Provincial Commissioner in Tanganyika, East Africa, has been appointed Resident Commissioner of the British Solomon Islands Protectorate in succession to Mr. F. N. Ashley, C.B.E.

Mr. Marchant entered the African Protectorate service in 1919 as Assistant District Commissioner in East Africa. He was appointed District Officer, Kenya, in 1926; Deputy Provincial Commissioner and Assistant Secretary in Zanzibar in October, 1935; and transferred to Tan-



Mr. F. N. Ashley.

ganyika, as Deputy Provincial Commissioner, in 1937.

Mr. Marchant will visit England before proceeding to the Solomon Islands.

Mr. F. N. Ashley will proceed on leave, prior to retirement, by the M.V. "Malaita", on April 29, and will arrive in Sydney on May 6.

Mr. Ashley, after service in Nigeria, became Resident Commissioner in the Solomons in May, 1929. He is 54 years old. Critics of his administration have sometimes been heard; but the Solomons Protectorate, in an administrative sense, is a poverty-stricken territory, and the Resident Commissioner, subject to Suva (with which there is no community of interest) can do very little. Mr. Ashley made many good friends during his 10 years in the Solomons, who will wish him happiness in his retirement.

"PHOQUE" ASHORE IN CYCLONE

IT is reported that the cyclone which occurred in New Caledonia late in March, blew the m.v. "Phoque", (owned by Soc. des Isles, and which does the regular five-weekly mail run to the Loyalty Group) ashore on the island of Uvea. She is undamaged, and the S.S. "Loyalte" (same company) has been despatched to assist in floating her again.

There was considerable damage done by the cyclone on Uvea, and some loss of native life.

REFUGEES FOR FR. OCEANIA

Arguments Against the Plan

From Our Own Correspondent

PAPEETE, Mar. 25.
IT is reported that a proposal has been advanced to settle a colony of Spanish refugees, and a colony of Jewish refugees from Germany and Austria, on islands in French Oceania.

General opinion here is that the problem of their welfare would be difficult, even if suitable sites could be discovered for their settlement. Tropical husbandry is vastly different from agriculture in the temperate zones.

To place colonies of people unlearned and inexperienced in agriculture in torrid lands, would be to invite disaster, unless a large sum were available to carry them along until they could gain experience and bring to bearing crops suitable for their sustenance.

The experience of the colony brought from Czecho-Slovakia, some years ago, and their attempted settlement in the Papenoo Valley on Tahiti, is a concrete example of the difficulty.

Representations have been made to the authorities in France urging that the project be abandoned.

Another Condominium

Britain and U.S.A. in Phoenix Islands

IT was officially announced, on April 7, in Washington, that the United States and Britain have agreed to jointly occupy and administer the islands of Canton and Enderbury, in the Phoenix Group, which both nations want as stations in pending trans-Pacific airmail services.

The islands will be reserved for use by British and American planes. The Americans will build an airport (presumably on Canton Island) but America and Britain will be jointly responsible for its maintenance.

"Paradise of the Pacific", a journal published in Honolulu, and apparently enjoying semi-official status, has been publishing a good deal of aggressive historical data, lately, to support a claim by the United States that Hull Island (in the Phoenix Group, just south of Canton) and Christmas Island, really are American territory.

This kind of argument seems pointless. No one wanted these equatorial islands, during long decades; but as British interests used them for trading and planting, they were brought under British law. They have been shown on all maps (American included) for 50 years, as British. Now, when they develop aviation value, another nation claims them because of visits made by its nationals 70 or 100 years ago.

It would be just as logical if Portugal or Holland claimed possession of New Guinea (which now has a valuable gold-field) because their navigators discovered New Guinea 350 years ago.

16 DROWNED

Shipping Disaster In Tonga

From Our Own Correspondent

NUKUALOFA, Mar. 3.
THE worst sea tragedy on record here happened on February 24. A sailing boat (Tongan owned) with 30 natives, comprising men, women and children, sailed from the island of Eua, for Kologa, a village on the eastern end of Tongatabu—a distance of 24 miles. The boat was overloaded, and a heavy sea was running.

A huge wave hit the boat amidship, and capsized her, when she was near the Hahake Coast, the island's most treacherous place for boats. Sixteen men, women and children were drowned.

Rescue parties were sent out by the Government and Europeans, but a little too late, as fourteen of those still alive had been already washed ashore by the

The photo. (by Hettig) shows the reef on the Hahake coast, where most of the 16 were drowned; in the distance, Eua Island; in foreground, Tongan swimmers, going out to search for the bodies.



huge rollers, well-known on that coast. These survivors were hurried to the Government hospital. Some of them are not expected to live being terribly cut by the sharp coral reefs.

Native divers went out looking for the bodies of the drowned, but seven bodies only have been recovered so far.

Other information shows that when the cutter capsized (about noon) two of the young members of the party swam to the shore, to obtain assistance—a distance of six or seven miles. It was not until evening that the Government launch reached the place of the accident.

Meanwhile, the up-turned boat had been smashed against the reef. Fourteen people got ashore, but sixteen were drowned.

The place where the accident happened is a very treacherous part of the ocean, as several accidents of a similar nature have occurred there with loss of life.

Some very brave work was done by the two boys who swam for assistance. They stood on the reef, in a very heavy sea, helping others to land.

SIR HUBERT MURRAY

THE Lieutenant Governor of Papua, Sir Hubert Murray, after spending a brief holiday in Australia, will return to Papua by the "Bulolo", leaving Sydney on April 26.

Mr. C. Saunders, manager of Australian Petroleum Co., Ltd., Papua, paid a visit to Melbourne in April by air.

TO DEFEND THE S. PACIFIC

Conference in Wellington, N.Z.

THE Pacific Defence Conference opened in Wellington, New Zealand, on April 14. Its purpose is to arrange a proper co-ordination of the defence organisations of Australia, New Zealand and the various British Territories in the Pacific.

Isolated announcements recently have shown what is going on. Australia has placed a new garrison at Port Darwin, and another new garrison at Port Moresby. Six-inch guns have been mounted at Port Moresby, and a military aviation station laid out near the town. Certain steps have been taken to improve the defences of Suva and other important points in Fiji. Landing places for seaplanes and aeroplanes have been laid out in Western Samoa. And a great deal of other work has been done.

All of these things represent work done by the defence officials of Great Britain, Australia and New Zealand, operating independently. It was urgently felt that there should be consultation and co-ordination of effort.

Representatives of the navies, the military establishments and the air forces of Great Britain, Australia and New Zealand, and of the Pacific Territories under the jurisdiction of the British Colonial Office, are attending the conference. Sir Harry Luke, as Governor of Fiji and High Commissioner of the Western Pacific, is the most important man there representing Pacific Territories.

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AMALGAMATION?

Inquiry About Papua and New Guinea to Commence in May

The following was included as a special supplement in the March issue of the "P.I.M."—

ON March 15, a few hours after this issue had been printed, it was announced from Canberra that the Committee to consider amalgamation proposals in relation to New Guinea and Papua would comprise:—

Mr. F. W. Eggleston (chairman). He is a Melbourne barrister; was a member of the Victorian Parliament for some years (1920-21), and held several portfolios; is chairman of the Commonwealth Grants Commission; and has written frequently on Pacific subjects.

Mr. H. Leonard Murray, representing Papua. He has been Official Secretary to the Lieut.-Governor of Papua (who is his uncle) for 22 years; is a member of that Territory's Executive and Legislative Councils; and he has had a long, close experience of the Papuan Administration.

Mr. H. O. Townsend, representing New Guinea. He is well known as Treasurer of New Guinea, since 1922, and he is a member of both Executive and Legislative Councils.

An outline of the terms of reference (Committee's instructions) shows that the Committee is to report on:—

Whether an amalgamation of the Government of the Territories of Papua and New Guinea is practicable.

Whether amalgamation will be beneficial to either or both Territories, and, if so, in what way.

If amalgamation is favoured, the form it should take.

Any special feature that should be provided for the Territory of New Guinea under the amalgamation, having regard to the provisions of the Mandate under which the Territory is administered.

Recommend a suitable site for the administrative headquarters of the combined Territories if amalgamation is favoured, or, alternatively, a site for the administrative headquarters of New Guinea if amalgamation is not favoured.

It was announced in April that the Committee would commence its inquiries in May.

So far as personnel is concerned, it is an excellent Committee—all are known as capable and experienced men. The criticism that will be made, however, is that this Committee, probably, will think too much of the purely administrative and public service side of the problem, and not enough of the future of the Territories, which necessarily embraces most important considerations affecting commerce, transport, development and settlement. These things are vital; the machinery of government is comparatively unimportant, so long as it includes good men, who will get things done and not spend public funds foolishly.

ARGUMENTS PRO AND CON

NUMEROUS letters, on the subject of the possible amalgamation of Papua and New Guinea, have reached us; but, as the ground covered will be traversed thoroughly by the Committee of Inquiry, very soon, we think it better to leave the subject alone, for the present.

Our best-informed correspondents say that they cannot see how there can be complete amalgamation. Eighty per cent. of the administrative records of the Mandated Territory must be kept, separately, so as to comply with the requirements of the mandate. The Australian High

NEW SCHOOL IN TONGA

Formally Opened By Queen

From Our Own Correspondent

NUKUALOFA, Mar. 3

THE Queen of Tonga, on February 21, formally opened the new school-house of Beulah College, which is under the Tongan Mission of the Seventh Day Adventists. A large gathering of Europeans and natives attended the dedication service.

The College is situated near the village

of Vaini, about seven miles from Nukualofa.

After the dedication service, at 10 a.m., Her Majesty and leading citizens were entertained by the Principal (Mr. A. E. Watts) at his home, pending the preparation of the feast, which commenced at 11.30.

Two long lines of native shelters were provided and accommodated about 900 people. At the head of these a special booth was provided for the Queen, in which she dined with H.B.M.'s Agent and Consul, and Mrs. Armstrong. The Queen in company with the foregoing, later inspected the new building. The male students formed a guard of honour at the entrance to the school, and a similar guard of the girl students lined the entrance to the Principal's residence.



Tonga's smiling Queen, Dame Salote, walks between lines of girl students with Principal A. E. Watts, after the formal opening of the S.D.A. new school, Beulah College, near Nukualofa.

—Photo. by Hettig

Court is of opinion (Frost v. Stevenson case) that the guardianship created under Article 22 of the Covenant must continue "until the natives are able to stand by themselves".

"Get rid of the mandate conditions," says a learned correspondent, "and then amalgamation may be seriously considered."

The present indications are that there will be an amalgamation of services, and a levelling-off of differences in administration, wherever possible; but that, while the Mandate remains, separate administrative machinery will remain also.

JAPAN SEEKS ENTRY TO NEW GUINEA

THERE are severe restrictions on the entry of Japanese Commercial travellers in New Guinea. For some time prior to his death, the Australian Prime Minister (Mr. Lyons) had been discussing the matter with the Japanese Consulate, and apparently was favourable to allowing Japanese commercial travellers freer entry to the Mandated Territory.

The Commonwealth Government, before it makes a change, would be wise to study the startling figures showing how Japanese trade, in recent years, has displaced

the trade of Britain, Australia and the United States in Samoa, Tonga, Fiji, Gilbert and Ellice, Solomons and New Caledonia.

VICE-REGAL TOURS

Sir H. Luke and Lord Galway in Central Pacific

SIR HARRY LUKE, Governor of Fiji and High Commissioner for the Western Pacific, after his return from the Pacific defence conference in New Zealand, will leave Suva about the middle of May, in a small British warship, and will visit the Solomon Islands, the Gilbert and Ellice Group, and the New Hebrides. He will be away about eight weeks.

In August, soon after the Governor's return, Fiji will receive a visit from the Governor-General of New Zealand (Lord Galway) and Lady Galway. Lord and Lady Galway are to leave New Zealand about the beginning of July, and they will visit New Zealand territories in the Pacific, including the Southern Cook Islands, Niue and Western Samoa. This tour was arranged for the winter of 1938, but was cancelled owing to an outbreak of influenza and measles in New Zealand.

TROPICALITIES

MANY ports in the Central Pacific Islands during the next few months should see the 30-ft. ketch "Hispaniola", which has been built by Mr. Geo. O'Brien, of Sydney, and in which he intends to sail across the Pacific to San Francisco, with his wife and two small sons. They say that they are in no hurry, and are prepared to spend a few weeks in any Islands port which takes their fancy.

The ketch is only 30-ft. long, but it is well designed, and carries most of the necessary amenities of life.

AN era of silliness and irresponsibility, which is rather worse than usual, has fallen upon the newspaper press of Australia; and when Sir Hubert Murray (Lieutenant-Governor of Papua) arrived here recently on his usual furlough, he was a victim of it. Sir Hubert travelled on the B.P. boat as an ordinary passenger—as he has been accustomed to do these 35 years—and as an ordinary passenger he removed himself and his luggage to the Hotel Metropole—also his headquarters for many years.

But some bright newspaper reporter heard someone refer to Sir Hubert as "His Excellency", and he deemed it his duty to point out that it was a shocking thing that a real Australian "Excellency" should be allowed to land in Sydney without a brass band to welcome him, and should be permitted to carry his own bag through the Customs shed. Other newspapers took it up, and in no time at all there was quite a clamour. Why had the Lieutenant-Governor of Papua been allowed to land in Sydney, unhonoured and unsung? One can imagine Sir Hubert, who has arrived in Sydney under similar circumstances on probably hundreds of occasions, glaring in amazement at the newspaper headings. The newspapers ran yelping to Canberra. The Minister for Territories (Mr. Harrison) said merely that it never had been customary for the Administrator of Papua or New Guinea to be met officially on arrival in Sydney. Other persons in Canberra announced that "the Territory Administrators rank as ordinary public servants when travelling abroad on furlough".

THERE are signs that the Japanese are turning seriously and savagely to the job of propaganda.

They insist that their motives and their ambitions in regard to Pacific Territories generally have been grossly misrepresented; they say that they have no sinister intention so far as other countries bordering the Pacific are concerned; and they declare that their chief purpose in life is to carry to other benighted people the fine old culture of Japan.

As part of this propaganda effort the Japanese Government shortly will commence the publication at Singapore of a propaganda newspaper, in the English language, for wide distribution in the South Pacific, including the South Pacific Islands, Australia and New Zealand. The newspaper will be staffed by Japanese journalists trained in the United States. So if residents in the Pacific Islands begin to receive an attractive journal, in which Uncle Nippon is represented as a benign old gentleman, without any teeth, whose sole purpose in life is to do good to the world and make everybody happy, they will understand what it is all about. They must not ex-

pect to find in the new Japanese journal anything about the seizure of Manchukuo or the rape of Nanking.

HOTEL licensees in Fiji run risks that their brethren in less fortunate countries never dream of. They may not serve liquor to natives unless the natives have a "permit"; but they may serve persons of mixed European and Fiji blood who enjoy European status. The catch is that many Fijian natives, who have a strong Polynesian strain, are light in colour and, when they speak English and dress as Europeans, they easily pass as half-castes.

One such man entered the Melbourne Hotel in Suva recently, and—as he spoke good English and was dressed as a European—he was served with beer by the barman, F. C. H. Irvine. But he was a Fijian; and so Irvine was brought before the police court and although he pleaded ignorance of the man's true status, and the evidence showed that he easily could have made an error, he was fined £30.

If the circumstances were as published in the "Fiji Times", we would say that the punishment did a great deal more than fit the crime—was brutal, in fact.

MINERS are miners all the world over and have a code of manners and a language of their own (says a resident of Misima, Eastern Papua). Thus in this outpost of Papua, every boy in the mine is a "bloody" something or other; and he, in turn, refers to his white boss in the same cheerfully democratic terms.

But they have gone one better in remote Mambare, and the Yodda. A number of boys there, when signing on for service, gave their names as "Silibuga", and a startled Government official began to inquire why.

"Oh, Jimmy So-and-So gave me that name", said one. Tom Such-and-Such christened another. Bill This-and-That was responsible for a third. "All same very

good name belong me", volunteered one of the boys, who was being questioned.

I agree—a more appropriate name for the Papuan at large, like the international nickname of John Bull, Pat, or Sandy, could not be found!

ANOTHER MINISTER?

Vicious Canberra System

THE sudden death of the Prime Minister of Australia (Mr. Lyons) on April 7 will be followed before the end of April by a re-arrangement of Ministerial portfolios, and it is very likely that out of this there will come another Minister in charge of the Pacific Territories. Mr. Harrison is a man of ability, and probably will receive full Ministerial rank. The charge of Pacific Territories is generally given to an Assistant Minister.

If this should happen, the Australian Pacific Territories should make a strong protest.

Under the present system the nominal administrators have very little power—everything is centred in the hands of permanent officials in Canberra, and the Minister who happens to be in charge. If he is a business-like Minister, with an orderly mind, one may expect continuity in policy and consistency in execution; but, where the Ministers are being constantly changed, according to the exigencies of politics, and when, as frequently happens, we are given ministers who are famous talkers but poor executives, the affairs of the territories suffer very seriously.

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COPRA AND POLITICS

THE first paragraph of Faure & Co.'s report on copra, issued in London at the end of March, tells the whole story:—

"Events have followed each other with such startling rapidity during March that

it is difficult to realise that it is only one month ago that we were able to report a general return of confidence and a feeling of optimism which was beginning to have a very beneficial effect on markets. Unfortunately the improved outlook has not lasted, and the international situation has again become very serious."

SEARCH FOR OIL
ABANDONEDP.O.D. Withdraws From
Papua

From Our Own Correspondent

PT. MORESBY, Mar. 24.

IT has just been announced officially that Papua Oil Developments, Ltd., (an off-shoot of the Shell group) will forthwith cease all exploratory work in Papua, and is abandoning the four areas held on permit.

Rumours have been current for some months that such a move was imminent, but the Company's officials would neither confirm nor deny the reports.

The staff has been gradually reduced for some time past. It is understood that a small office staff will be retained here to finalise the Company's affairs, but that the last of the employees will leave Papua within the next few weeks.

This leaves two big Companies (Islands Explorations Ltd., and Australian Petroleum Co. Ltd., who are linked through their directorates) and one small Company (Papuan Apinaipai Ltd.) to carry on the search.

A year ago, P.O.D. had by far the largest staff and equipment (including aeroplanes and coastal vessels) in Papua.

The managing director of Papua Oil Development Co. Ltd. stated in Melbourne on April 4 that the company had spent more than £430,000 in its search for oil in Papua since September, 1936. It had explored 31,000 square miles (one-third of the total area of Papua) but had reluctantly concluded that prospects within its four permits were unfavourable, and it had been forced to withdraw its field parties and surrender the permits.

Papua Oil Development Co. Ltd. was the first to begin an active and extensive search for oil in Papua after the revision of the laws governing the search for oil there in 1936. The company was granted permit No. 1, covering an area of about 20,000 square miles, on September 1, 1936. As the exploration progressed parts of this area were released and new areas were taken up, the company being granted permits Nos. 8, 9 and 10. The exploration work proceeded by land, water, and air. In all, 31,000 square miles were dealt with. Two aeroplanes were used, one of them, a Grumman amphibian, being among the most modern of its kind in the world. Special distributing bases and wireless stations were set up, and every party in the field was in constant communication with headquarters at Port Moresby through its own portable transmitting set.

The announcement of P.O.D.'s withdrawal caused Oil Search shares to slump on the Australian exchanges; but an announcement by the remaining Companies that they would continue to search with unabated vigour brought about some recovery in mid-April.

Papuan Apinaipai Petroleum Co. Ltd. report that their No. 3 bore is down to 733 feet. Very strong evidence of oil was found at about 430 feet, and traces of oil have been evident continuously from 375 feet onwards.

The Co.'s drillers are following out a plan of scout-boring, as recommended by the Commonwealth Oil Advisory Committee, and the site for No. 4 bore has been selected.

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ABOUT ISLANDS PEOPLE



Mr. F. C. Clapcott, who is returning to Fiji after a short visit to Sydney, is the oldest settler in the Ba District, Fiji. He joined the service of the Colonial Sugar Refining Co., in 1894, at Nausori, and transferred to Ba in the same year. After considerable service with the Company, he purchased Yala Levu Estate. Mr. Clapcott represented the Ba District, as the elected member of the Legislative Council, for six years, and he has also been closely associated with every public and sporting movement in the District for the past 45 years. In retirement, he spends the hotter period of the year in New Zealand and Australia.

Mr. H. H. Hickling has been appointed Resident Agent at Mangaia, in the Cook Group. He is a New Zealand teacher who for the past seven years has been on loan to the Government of Fiji. After going to Fiji, he was for some time assistant master at Victoria College, near Suva, and then was successively headmaster of the schools at Lau and Loni.

Monsieur Harelle, formerly well-known in New Caledonia as a Captain in the Police Force, head of the Department of Native Affairs, and Chief Inspector of Public Works, has been appointed Director at Port Vila of the Societe Francaise des Nouvelles Hebrides, in place of Monsieur Vibert. He is expected to arrive in New Hebrides from France by the next "Eridan".

Mr. Edward James Cairn, who in 1881-2 made two collecting trips to the Huon Gulf and Astrolabe Ranges in New Guinea for British and Australian museums, died recently in Sydney, aged 85.

Rev. H. P. K. and Mrs. Gordon, of Melbourne, are undergoing training at the George Brown Missionary College, Haberfield, N.S.W., prior to departing for Papua to serve with the Methodist Mission.

Mr. V. A. Pratt, of Tobera Plantation, New Britain, T.N.G., arrived in Sydney from the Mandated Territory on March 23 by the "Tanda" on a short business trip.

Dr. D. C. MacPherson, of Suva, Fiji, returned to the Colony by the "Aorangi" on March 30 after a lengthy visit to Europe.

Mr. T. Cooper, of New Britain Timbers, Ltd., New Guinea, arrived in Australia by the March "Tanda".

Dr. Phyllis Kaberry, a young Australian anthropologist, who returned from England recently, left Sydney in April for New Guinea to live for a year in the midst of an unstudied tribe of natives. She will study their culture under the terms of a fellowship granted by the Australian Research Council. She is going to West New Guinea, north of the Sepik River. Her first stop will be Wewak, whence she will travel by cargo plane to the Government station at Maprik.

Rev. C. Doley, who for some years was engaged in missionary activities in Fiji for the Methodist Mission, has been appointed Secretary for Overseas Missions in Western Australia.

Miss S. D. Fitzherbert, Matron at the Girls' Grammar School Hostel, Suva, returned to Fiji by the "Aorangi" on March 30, after a holiday in America.

Mr. C. Bates, of the District Services staff of the N.G. Administration, returned to Rabaul by the March "Tanda", after a holiday in the East.

Captain and Mrs. Roberts, of New Britain Timbers, Ltd., arrived in Australia from Rabaul, N.G., in March by the "Tanda".

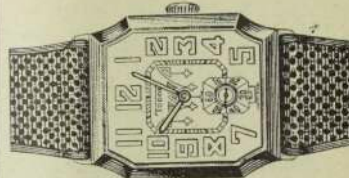
Rev. Mother Marie Alexis, who spent 37 years in New Hebrides, mostly at the French Hospital in Vila, recently left the Condominium en route to France.

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ISLANDS BOUND



Mrs. J. Irvine sailed from Sydney by the March "Bulolo" for Lae, New Guinea, where she will spend some time with Mr. and Mrs. D. W. Baldie.



Mr. C. I. H. Campbell, together with Mrs. Campbell, returned to Bougainville, T.N.G., by the "Malaita" on April 1, after a year's holiday in Australia.



Mrs. D. Lamond, with her baby, left Sydney for Rabaul, N.G., by the "Bulolo" in mid-March, after several months' vacation in Australia. Her husband is employed at Carpenter's desiccated coconut factory, Pondo, New Britain.



Rev. H. S. Hipkin, of the Melanesian Mission at Gela, B.S.I., sailed from Sydney by the "Malaita" on April 1, after long leave spent in England.



TOP.—Mrs. Lea Ashton, and her mother, Mrs. E. F. Bunting, sailed from Sydney for Samarai, Papua, by the "Macdhui" on April 6, after five months' in Australia. Mrs. Ashton will spend five weeks at Samarai before proceeding to Wau, T.N.G., where her husband has mining interests.
BELOW.—Mr. and Mrs. W. C. Groves and their children, Wilma, Valerie, and Rosemary, departed from Sydney for Tulagi, Solomon Islands, by the "Malaita" on April 1. Mr. Groves will advise the B.S.I. Administration on educational matters.

B.S.I. GIRL'S PRETTY WEDDING



On March 11, Miss Jean Sim, only child of Mr. and Mrs. J. Sim, late of the British Solomon Islands, was married to Mr. P. S. Wilson, second son of Mr. and Mrs. F. J. Wilson, of Chatswood, Sydney, and of Messrs. Gilchrist Watt and Sanderson. The bride was attended by two bridesmaids, Miss Nelse Lord and Miss Barbara Wilson—sister of

the bridegroom—and a flower girl, Miss Gweneth Fraser. The bridegroom was supported by Mr. Maxwell Wilson (brother) and Mr. Bruce Minell. There were several Solomon Islands people at the reception.

The photograph shows the bride, with her attendants.

—Photo: Monje Luke.

Monsieur Santot, French Resident Commissioner in the New Hebrides, departed from Marseilles, France, on March 6 by the "Eridan" for Vila, where he is due about April 19.

Mr. Ian Bruce Chalmers, eldest son of Mr. and Mrs. N. S. Chalmers, of Suva, Fiji, recently married **Miss Joan Goodwin**, of Milford, N.Z., at St. Andrew's Presbyterian Church, Suva.

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Morobe Road

Bitoi Route Selected After Long Fight

AFTER an intensive campaign in Sydney and Canberra by Mr. H. T. Allan, president of the New Guinea Mining Association, the Australian Prime Minister, on March 30, announced that the Wau-Salamaua road would be built, by the Bitoi route, at a cost of between £180,000 and £200,000.

Mr. Allan was faced in February with

a blank wall of Ministerial muddling and ineptitude. The road was promised in July, 1938; but, up to mid-March, nothing had been done. The Territories Minister, Mr. Harrison, had nothing to do with it. For some reason, this road matter had been left in the hands of the former Minister, Mr. Hughes; and, when it comes to talking a great deal, and doing nothing, Mr. Hughes wins a blue ribbon.

Mr. Allan appealed to Ministers, and got nowhere; he saw the newspapers and secured publicity for his shocking treatment, but apparently achieved nothing; and finally, at the end of March, he ad-

ressed to all Federal members an "open letter", in which he dealt with the subject with the gloves off, and appealed for their aid.

This brought quick results, as stated above. Cabinet, of course, will say indignantly that Mr. Allan's activities did not influence its announcement. Morobe readers can accept our assurance that if Mr. Allan had not been on the job, the politicians would gladly have forgotten the Wau-Salamaua road.

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As is shown by the above diagram (taken from Mr. Allan's "open letter"), four routes were examined. Routes B and C were rejected. The Administration engineer, Mr. C. Ross Field, was very doubtful about the practicability of Route A which, though only 50 miles, rises to 5,000 feet, and includes some five miles of extremely difficult country. He apparently favoured Route D, because it could be built, on a practicable route, for £200,000, and would open up agricultural and timber country. But it was 118 miles; and Wau-Edie Creek interests demanded the 50-miles route, on grounds of freight cost alone. Finally, Mr. Field agreed that Route A could be accepted, at a cost of between £180,000 and £200,000.

But uncertainty about the routes would have resulted in indefinite postponement if Mr. Allan had not been ceaselessly on the job.

A loan of £150,000 has been already agreed to. The balance of the money needed will be provided by the New Guinea Administration. A toll will be levied on users of the road to provide interest and repay £150,000 in 15 years.

It is understood that tenders will be called about July next for the construction of the road, in sections. Work could be commenced, very soon, and simultaneously, at the Wau and Salamaua ends; but careful and expert surveys will be necessary before contracts can be let for the middle sections, which will be in the high mountain gorges.

If there is no time-lag (a big "if" in New Guinea), the road should be completed by the end of 1940.

ADVICE was received on April 6 that the Taylor patrol, which has been in unexplored country in the Sepik region of New Guinea for the past year (see page 44), has returned to its base at Wabag. Mr. Taylor is waiting there for Patrol Officer Black's party, which has been away in the south-west region.

POMARE V.

Notable Event in Papeete

From Our Own Correspondent

PAPEETE, Mar. 10. THE social event of the year at Papeete has been the soiree de gala for the erection of a monument to King Pomare V., under the presidency and honour of His Excellency, Monsieur



Pomare V., last reigning Sovereign of Tahiti.

Chastenet De Gery, held at the Theatre Moderne on March 4.

The first number of the programme was a prologue depicting the days of the old kingdom, in which the high chief Terieroitai represented the king. Two venerable elders—Punua-Arii-Taie (80 years of age) and Mahina (81 years of age)—sat at the right and left hand of the king, forming a stately tableau.

The varied programme was most interesting and the performance of a high standard of excellence.

The presence of Punua-Arii-Taie was of historic interest, as it was he who raised the flag of France on the flag-staff at the quay at Papeete when the island passed to France, in 1880, at the time Pomare V. ceded his kingdom.

NAURU'S BABY CENTRE
OPENED

From Our Own Correspondent

NAURU, Mar. 22. THE new wing on the Government Hospital at Nauru was opened on March 15 by the Administrator's wife, Mrs. F. R. Chalmers. This section will be used entirely for the welfare of Nauruan babies and their mothers.

While the site has been, and probably always will be, a matter of controversy and criticism by European residents, the new wing undoubtedly serves a good purpose. It is brightly painted, airy, and with European designed cots for the children. Another feature is the replacement of Nauruan boy orderlies by native girls. Whether they will prove efficient has yet to be seen, but they certainly look clean and neat with their little white caps and green uniforms.

"NUTFALL" STILL UNSOLVED

DR. J. PHILLIPS, an English entomologist, who arrived in Sydney on March 26, after spending three years on the Lever Bros.' Plantations in the Solomon Islands, said that a bug called *Amblypelta cocophaga*, was causing serious losses in the coconut plantations. "It bores holes through the stem of the nut," he said, "and when it is only half matured the nut falls to the ground. It is a dead loss to the planter."

About a year ago Dr. Phillips introduced a tiny parasite, which it was hoped would stop the pest. It has not thrived, however, and other means are now being sought. Dr. Phillips is returning to his home in England.

FIJI SCOUTS FOR N.Z.

THE Fiji Contingent of Boy Scouts, who will visit the New Zealand Centennial Jamboree, will comprise 5 Europeans and about 20 Fijians and 20 Indians. The Indians will wear European scout dress, with turbans, and the Fijians, of course, will retain their distinctive sulus.

Mr. A. H. Marlow, who is a scout commissioner in Fiji, was in New Zealand in March, and he stated that the Fijian boys would erect their own bure, or thatched house, would dance the traditional dances of the Islands, demonstrate the famous kava ceremony, and entertain their guests with distinctive Fijian foods.

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 An advertisement for Tooheys Flag Ale. It features a large, dark flag with the words "Tooheys FLAG ALE" in white, bold letters. A bottle of Tooheys Flag Ale is shown on the right, with a label that matches the flag. The bottle is tilted, and a stream of liquid is shown coming out of the top. The background is dark with some light rays emanating from behind the flag.

Nursing Sister N. Winterbottom, of the M.M. hospital at Ugi, Solomon Islands, arrived in Sydney by the "Malaita" on March 26 for a short holiday.

Miss Shirley Harford arrived in Sydney from Papua by the March "Bulolo". She recently resigned from the Samarai branch of Burns, Philp and Co. Ltd., after two years' service.

Miss B. Schwabe, who spent three months as relieving sister at the Samarai European Hospital, Eastern Papua, returned to Australia by the "Bulolo" last month.

FAUMUINA

Secures Coveted Samoan Title of Mataafa

From Our Own Correspondent

APIA, Mar. 20.
AFTER a hearing of several weeks at Mulinu'u, with evidence by numerous native witnesses, the Samoan Land and Title Commission, composed of European and Samoan commissioners,

under the presidency of His Honour Chief Judge Harley, awarded the title of Mataafa, the former Royal family of Samoa, to High Chief Faumuina Fiaame, who is Inspector of the Samoan Police.



High Chief Faumuina Fiaame, new holder of the Mataafa title, with his wife, in front of their home at Lepea.

—Tattersall, photo.

The title was also claimed by Joane, son of the former holder of the Mataafa title, for the High Chief Fonoti, another member of the Mataafa clan.

Serious trouble was expected during and after the hearing of the case, and the police took precautions to prevent the carrying of knives and shotguns by adherents of the rival factions. As a result, a serious clash was averted. The Joane-Fonoti faction have the right to appeal to New Zealand against the verdict of the Commission.

The new High Chief Mataafa is of striking personality, 6ft. 5 ins. in height, and very powerfully built. He speaks excellent English, and his home at Lepea is an attraction for tourists and visitors to Samoa. Here, many distinguished guests have left souvenirs and mementos of their visit to the hospitable High Chief. For a number of years, the latter occupied the position of President of the Samoan Nationalist Mau Movement.

Mr. R. Eaten, Acting Deputy Registrar of the Fiji Supreme Court, arrived in Australia on leave by the March "Niagara".

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Pineapple Hams in Seed, any weight	1/8 lb.
Tooth's Lime Juice Cordial, 26oz.	1/8 bot. 19/6 doz.
Arnott's Savoury Dainty Biscuits, No. 2 tin	2/4 tin
Local Dutch Cheese, 4lb. balls	1/4 lb.
Nestle's Pure Reduced Cream, 4oz.	3/9 doz.
Rosa Custard Powder, 16oz.	1/- pkt. 1/3 tin
Rosa Pure Coffee, Sealed Jars, 8oz.	1/3 each 14/6 doz.
Rosa Pure Coffee, Sealed Jars, 16oz.	2/4 each 27/- doz.
Rosa Mixed Coffee, Sealed Jars, 8oz.	1/1½ each 13/- doz.
Rosa Mixed Coffee, Sealed Jars, 16oz.	2/- each 23/6 doz.
C. & B. Herrings in Sauce, 7oz.	8d. tin 7/6 doz.
C. & B. Herrings in Sauce, 14oz.	10½d tin 10/- doz.
Haricot Beans, loose	3½d lb. 3/3 doz.
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The Copra Market in Europe

By Our Special Correspondent

LONDON, Mar. 31.
A FEATURE of last month was the good trade to consumers, and producers have been able to market fairly good quantities. This demand, however, has recently shown signs of falling off. A factor which may have contributed to the decline of the last few days is the final figure of this season's whale oil catch, which is somewhat better than was first anticipated. The total catch is estimated at 450,000 tons.

Events on the Continent, in Czechoslovakia and elsewhere, have also been a disturbing factor and do not make for confidence. At the moment of writing, there are indications that we may see even lower levels for copra, but as far as the political horizon is concerned, this, of course, applies equally to other commodities.

Palm Kernels.—Owing to the relatively low price, supplies of palm kernels in West Africa, during the last few months, have been below normal. A rise of 10/- per ton, however, brought out sellers, and shipments are again becoming normal. Palm kernel oil is worthy of notice because it is a competitive article and largely interchangeable with copra oil.

Germany, the biggest European importer of copra, has continued to buy her normal requirements in the usual channels. On the other hand, since last October, she has considerably reduced her purchases of other oil-seeds such as groundnuts. The well-known London firm, H. M. Faure and Company, attributes this to the fact that Germany is short of foreign exchange. Her average imports of groundnuts, which are usually about 300,000 tons, have nearly all to be paid for in sterling.

This shortage of exchange probably accounts for her being compelled to import larger quantities of soya beans on a barter basis from Japan.

For some time the general outlook for oil-seeds will, of course, be largely affected by the international situation, as is the case with other commodities.

BRITISH IN NEW HEBRIDES

Strangers in a Queer, Three-Dimensional Administration

ELSEWHERE in this issue, there are references to the Condominium of the New Hebrides, mostly humorous.

But there is a serious side to this extraordinary administration. There is so much muddle and waste and inefficiency that really it is time that the British and French authorities examined the situation. Here, compiled from a series of letters and articles, sent to the "P.I.M.", are some questions that should be answered:

Why have the Administration surpluses been hoarded so carefully during the past two years?

Why is the electric light supply contract being given to a French Company?

Why is the water supply contract for Vila likely to be given to French contractors and French material being used?

Why do the British not have a Consultative Commission to discuss the budget, as the French do?

Why should there not be only two Administrative Services in a two-Power Condominium, instead of three?

Why do the nationals of the 3rd Service (i.e., the Condominium) have different pay, leave and other conditions, to the officers of their own national service?

Why are the Condominium officials still being paid half their salaries in francs at 124 to the £, when the exchange rate is 177 to 180?

Why is nothing being done for the British settlers, for the taxes they pay? Why no roads for them? Why no assistance or advice with regard to produce pests? Why no doctors for them? Why are they being allowed to die voiceless, like strangers in a foreign country, while a British Administration is part and parcel of the Condominium Government of the New Hebrides?

Is the British Administration's attitude towards its own nationals calculated—so that they are made to feel like foreigners, in an unfriendly land—or is it merely the result of official indifference?

Mr. H. Erskine, formerly Native Labour Overseer at Kulolo, has joined the N.G. Administration as a Medical Assistant.

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THAT COUGH

tortures

THE CHILD!

It makes the mother wince every time she hears it. Despite the fact that she uses a cod liver oil mixture, knowing well that there is nothing better than cod liver oil to rebuild a weakened constitution, the child gets no better—she cannot understand why.

The trouble is that many children cannot take cod liver oil in ordinary form—their digestions are not strong enough, and the health-giving vitamins "A" and "D" are not assimilated. Such children need Scott's Emulsion, which provides Cod Liver Oil in its most digestible form. Eminent Research Chemists have definitely proved that every drop of Scott's is completely digested within 30 minutes.

COUGH COMPLETELY GONE

"I feel I must tell you of the good Scott's Emulsion has done my six-years old boy. He could not lose a dreadful cough. I was very worried and decided to try your Emulsion. After the first bottle I noticed a big improvement in my child and with the second the cough was completely gone. He is looking so well now, and has gained weight."

L.M., Gipps Street, Paddington, N.S.W.

Now you know why Scott's is the one and only Emulsion to give your child. Start him on a course of it to-day. Notice how quickly that cough is eased and cured, and his general condition improved. Give your boy a chance to meet his fellows on equal terms.

Scott's Emulsion rebuilds worn tissues, makes the bones stronger, restores vitality. Your child will quickly lose that feeling of lassitude, will want to romp and play, and after games come home happy and healthily hungry. Get Scott's—the Cod Liver Oil Tonic Emulsion that never fails.

ALL CHEMISTS AND STORES, 2/9 AND 5/- PER BOTTLE



SCOTT'S Emulsion

TO DEAL WITH INFECTIOUS DISEASES

From Our Own Correspondent

PAPEETE, Mar. 8.
"TE VEA MAOHI", in its February issue, publishes the full text of new regulations governing the isolation and quarantine of contagious and infectious diseases.

Heretofore the control of such maladies has been very difficult, because of the native custom of assembling relatives and friends (often from remote districts), to aid in the care of sick persons. They scatter to their several homes, carrying the infection with them. The disease then flares up in all parts of the island and is often transmitted on schooners to other islands of the colony.

The new regulations have perfected an organisation to prevent a recurrence of epidemics of this nature.

Responsibility has been placed upon Administrators, chiefs of districts and magistrates of settlements to report the incidence of disease to the Chief of the Medical Service and to the Governor, and to enforce rigidly the measures prescrib-

ed by the regulations, as to isolation, quarantine, disinfection and so forth.

The publication of these regulations (which are very comprehensive and clear as to the reasons and necessity for their institution and enforcement) by "Te Vea Maohi", in the native language, will enlighten and instruct the native Tahitian.

Steamships Trading Co. Buys Papua's Oldest Plantation

From Our Own Correspondent

PORT MORESBY, Apr. 2.
STEAMSHIPS Trading Company, Ltd., has bought Doini coconut plantation, near Samarai, Eastern Papua. Doini was the property of the late A. H. Bunting and the Hon. J. G. Nelsson jointly, and is the oldest plantation in the Territory. It is the third large copra plantation bought by the Company within recent years.

Mr. Roderick R. McLennan has resigned from the New Guinea Public Service.

APIA HURRICANE

Disaster of 50 Years Ago

From Our Own Correspondent

APIA, Mar. 25.
ON March 16, 1939, half a century had passed since the disastrous hurricane swept Apia Harbour, in 1889, and caused the total loss of two German and two American warships, and damage to one German and one American warship (which were beached) while 150 German and American sailors lost their lives. Only the British cruiser "Calliope" (Captain Kane, with a crew of 300) escaped to sea, through splendid seamanship, without loss of life.

The fast-disappearing wreck of the German warship "Adler", on the reef opposite the Catholic Cathedral, Apia, remains as a memento mori, well-known to tourists and visitors to the island capital.

HOW "CALLIOPE" ESCAPED

A Survivor's Story

HERE is the story of how H.M.S. "Calliope" escaped from the cyclone, as told to the "New Zealand Herald" by Mr. R. Jeffers, of Auckland. Mr. Jeffers was a signal-boy aboard the "Calliope" at the time. The "Calliope" is still alive—she is in use on the Mersey, in England, as a training ship for cadets.

"At 4 o'clock in the morning", Mr. Jeffers said, "the wind suddenly veered round into the harbour, causing an extraordinarily heavy sea. When daylight broke we found that the German gunboat 'Eber' and a number of small craft were missing from their anchorages. The 'Eber' had dragged her anchors and foundered on the reef with a loss of seven officers and 73 others.

"The seas continued to increase in fury. We had a succession of narrow escapes as other ships got into difficulties. The German gunboat 'Olga' dragged her anchors, went ahead under her engines, and before anything could be done bore down on us, raking our starboard side. Under the impact the foreyard was sprung and all the ship's boats were carried away.

AMERICAN SHIP'S FATE

"About this time we noticed that the American ship 'Nipsic' had run aground. Shortly afterward the American warship 'Vandalia' dragged her anchors and came down on us, dragging across our bows. The 'Calliope's' jib-boom entered her quarter galley and broke off, to-

R. M. Hardy's Wonderful Discovery

The greatest health tonic of the age.

HARDY'S will banish forever all stomach troubles. Read the following testimonials:

6 Walter Street,
 Paddington,
 Sydney, N.S.W.

Dear Sir,—I feel I must write my appreciation of your wonderful cure for stomach troubles. For years I have been a constant sufferer from chronic indigestion, and at times I have been unable to attend work. But since taking Hardy's powders I have made a great improvement and can now sit down and enjoy a good meal without any after effects, and I can thank you for being in my present job; and also for a good appetite. I am now in the best of health.

Yours gratefully,

(Sgd.) RICHARD JUDGE.



Mr. Richard Judge.

HARDY'S The Much Talked About Remedy.



Mrs. L. Pickham.

Mr. Hardy.

Dear Sir,—I feel self-conscious I must come along and recommend you on your wonderful indigestion discovery as it has worked miracles on me. I suffered for months before my last baby was born and never thought I would eat again, but thanks to "Hardy's" I am now a new person, can eat anything with safety. Kindly publish this to save other expectant mothers from months of agony.

Thanking you once again for your soothing remedy.

Yours truly,

(Sgd.) Mrs. L. PICKHAM.

HARDY'S is a scientific discovery containing vital mineral and vegetable ingredients.

Strengthen your nerves, blot out that depressed feeling and brain fog, by taking a course of HARDY'S 5oz. tin 2/6, 10oz. tin 3/9—from all Chemists and Stores throughout Australia, New Zealand and the Pacific Islands.

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 (Siss-tex). Gently soothes, tones, cleans and heals, raw sore kidneys. In 15 minutes Cystex starts refreshing your blood. Brings new health, youth and vitality in 48 hours. Guaranteed to end your troubles in 8 days or money back. Price 4/-, from all Stores and Chemists. SCHAPFER & CO., 189 Clarence Street, Sydney.



Top: The "Adler", photographed as she lay smashed on the reef, 50 years ago.
Lower: The wreck of the "Adler" as it lies on the reef in front of Apia, to-day.

gether with portion of the figurehead. The 'Vandalia' then pulled away, drifted inshore and went down close to the beach with the loss of four officers and 43 men. The German vessel 'Adler', which also dragged her anchors, turned over on the reef and two officers and 23 men were drowned".

It was immediately after this that Captain Kane decided to steam for the open sea. He said afterward that two courses lay open to him—an attempt to reach safety outside the turmoil of the

harbour or an effort to beach his ship on a sandy place where the rescue of those on board would be comparatively easy. He slipped his cables and called for every ounce of steam and every revolution of the screw.

FIGHT FOR THE OPEN SEA

The "Calliope" made it, although at one time it seemed certain that she would be flung against the American warship "Trenton". Even when this was avoided the crews of both ships stood with bated

breath until the "Calliope" went past, and then cheered each other.

"I wonder", said Captain Kane in Sydney, later, "how the machinery and the rudder stood it. It was as pretty a thing and as lucky an escape as could well be imagined".

For 24 hours the "Calliope" steamed seaward and made no more than 26 miles in the whole time. When it was considered safe to re-enter Apia, on the following Tuesday, the "Calliope" steamed in again and obtained some coal. She then went to Sydney for docking and repairs and after that left for England, where she eventually arrived in April, 1890, and paid off finally on May 1. She was then transferred to reserve.



KOLYNOS
lasts *TWICE* as
long because you
use only half as
much on your
brush!

Kolynos is a concentrated dental cream made from the dental prescription of Dr. N. S. Jenkins. You need only half an inch on your brush—just half as much as ordinary tooth pastes. That's why Kolynos lasts twice as long. That half inch of Kolynos multiplies itself 25 times inside your mouth. It bursts into a glorious foam that surges into every pit, fissure and crevice, and cleans and purifies in one action.

Restore your teeth to gleaming whiteness . . . keep them cleaner than ever before . . . and save money at the same time. Get a tube to-day. At all chemists and stores, medium size 1/5; large 2/6.

1/2 INCH ON
DRY BRUSH
IS ENOUGH

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(REGD.)

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Situated in delightful locality . . . 4 mins. from City.

MODERN BUILDING OF 4 STORIES, WITH ELEVATORS, AND
INCORPORATING THE LATEST INNOVATIONS DESIGNED FOR THE
COMFORT AND CONVENIENCE OF DISCERNING GUESTS.

100 RICHLY FURNISHED ROOMS . . . MANY WITH PRIVATE SHOWERS

HOT AND COLD WATER AND TELEPHONES ALL ROOMS

BILLIARDS AND ROOF GARDEN

CUISINE UNDER DIRECTION OF FIRST-CLASS CHEF.

TARIFF: From 3 gns. p.w. inclusive.

Proprietor: F. J. BERNE

Telephone: FL 2771 (3 lines)

Mr. David Stewart, sales manager for Messrs. Holbrooks (Australasia), Ltd., will leave by the "Macdhui" on May 13, on his periodical visit to the principal centres in Papua and New Guinea.

Mr. G. Roberts, of Salamaua, arrived in Melbourne from New Guinea by the March "Neptuna" to join his wife on furlough. He is a member of the staff of Burns, Philp and Co. Ltd.

Mr. William Holland, Inspector of Police for Tavua and Ba districts, Fiji, is at present en route to England on leave.

Mr. Frank A. Waterman, who recently rejoined the Commonwealth Public Service after being Chief Accountant at Nauru for 14 years, has been appointed Commonwealth Auditor in New Guinea.

WHY NOT A HILL STATION?

Tahiti Has Everything But the Energy

From Our Own Correspondent

EVERY now and again, we hear of a proposal to establish a residence settlement in the mountains of Tahiti.

There is much talk of the folly of sweltering the year around on the hot coastal plain, when a cool and salubrious climate exists at our very doors. But nothing has ever come of it and, doubt-

less, nothing ever will; for the going and coming would involve a certain amount of walking and climbing.

No one on Tahiti does any walking or climbing nowadays.

Papeete is a community that could be circumambulated in less than an hour. To cover the average distance between the main residence district and the shops on the water-front would take not over ten minutes. So great a distance would exhaust the average householder to a quaking shell, empty of all vitality, if accomplished on foot; so the expedition is always undertaken by motor car.

To be sure, as in every community, there are a few contumacious conservatives who cling to the old order, and refuse to conform to the march of progress.

These continue to walk and climb and go hunting after wild pig in the fastnesses of the mountains, to bring back tales of high valleys and glens as lovely as the Vale of Tempe, and cool and bracing as the temperate zone.

Such an expedition was taken some months ago by Messrs. J. and Y. Malarde, and a small party of guides, and Messrs. Malarde are delighting the readers of the "Bulletin de la Societe des Etudes Oceaniques" with a serial describing their "Fifteen Days in the Mountains".

The first and only attempt to establish a settlement in the mountains was in the latter years of the nineteenth century; when a villa was erected for the Governor of the Colony on the Rupe Plateau, which is overlooked by Mount Aorai (the second highest mountain of Tahiti) and La Diademe. One other house was built nearby.

The place was never much frequented, although a good road leads inland to the end of the Fautaua Valley, where the path of ascent begins.

The only one who inhabited the place was an old gendarme who acted as caretaker and amused himself by raising strawberries and tending a vegetable garden. After the gendarme passed, the place was left to itself, the houses crumbled to ruins, and the plateau returned to the custody of Nature.

Years ago, when people still navigated on their legs instead of on wheels, we tried to stir up some interest in establishing some Chinese gardeners on one of the high plateaux, to cultivate strawberries, peaches and other fruits that, in these latitudes, appear only in tins.

No one became enthusiastic and so our neighbours continue to eat strawberries and plums and peaches out of tins, as they will surely continue to take voyages of from four to ten thousand miles in quest of a climate they could have at home were they willing to expend the small exertion necessary to establish a mountain settlement on Tahiti.

The New Guinea Administration recently accepted the tenders of Cheung Thin, of Rabaul, for the following new buildings: Two new wards at Bitolova native hospital (£1,070), Assistant District Officer's quarters, Gasmata (£1,270) and Sub-District Office, Gasmata (£500).

The Salamaua Trading Company Ltd., New Guinea, has been voluntarily wound up, according to a notice in the N.G. Government "Gazette".



City comforts for island homes....

ELECTRICITY brings every city comfort to you make your source of electricity supply Clyde Home Lighting Batteries and you will enjoy the maximum of light, life and power.

Clyde Batteries are chosen for the Royal Australian Navy, the Commonwealth Postal and Telegraphic service, and many other public services.

Clyde Home Lighting Batteries are unsurpassed If you are replacing your batteries, enquire about Clyde's trade-in for replacement arrangement which give you new batteries for little more than the cost of the plates.

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HOME LIGHTING BATTERIES

THE CLYDE ENGINEERING CO. LTD.,
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Island Agents: Burns, Philp & Co., Ltd.,
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END MINERAL STARVATION *as thousands have*
—and you end the Cause of

JUMPY NERVES BRAIN-FAG *and that "Depressed Feeling"*



Lack of Confidence, Headaches, Nervous Indigestion, Sleeplessness, Listlessness, Anaemia, Nerve Pains and other similar nervous constitutional disorders.

Nerves, lack of "pep", poor appetite and run-down feeling are due to insufficient vital mineral elements in the diet. Bidomak, by providing these important mineral elements, replenishes starved nerve cells and tissues, nourishes the blood, calms the nerves and helps restore perfect health. You'll be amazed, as thousands are, at the difference made by the iron, sodium, potassium, phosphates, glycerophosphates and sucrose which Bidomak provides. It is pleasant and safe for even the youngest child to take—contains no dangerous drugs, opiates or narcotics. Get Bidomak to-day.

Read these Dramatic Reports of Health Regained!

Nervous Breakdown Ended

"I was suffering from a severe nervous breakdown, so started taking Bidomak. I have found such benefit and feel so much better that I thought I would let you know how pleased I am. I have only had two bottles, but the result is wonderful. I had not slept at nights for months, but now have a good refreshing sleep, which helps such a lot during the next day."
(Signed) Mrs. E.A., Morilake, N.S.W.

COULDN'T SLEEP OR EAT

"For the past 12 months I suffered from weakness, fits of the blues, insomnia, loss of appetite and nervousness. After taking BIDOMAK for three weeks, I feel a new person. My nerves have benefited 100 per cent. Every night I knock off work feeling happy and content, even though I am camped on my own in the bush."
(Signed) J.G., Emmorville, N.S.W. 4/6/38.



Scientific Control

Manufactured in one of the most up-to-date, hygienic Laboratories in the Southern Hemisphere, to which is attached a fully qualified Doctor of Medicine, and under the control of Chemists who were trained in the most modern and largest English Laboratories in the world.

Bidomak is equal to the highest of the high standards required by the British Pharmacopoeia.

BIDOMAK

"The Tonic of the Century"



Bidomak is a product of the Douglas Drug Co., Sydney, Adelaide, Melbourne, Brisbane and Perth. Sole Agents for Tasmania: L. Fairthorne and Son Pty., Ltd. New Zealand Distributors: Q-Tol-Fluenzol Laboratories, Wellington.

Mr. P. O'Meara, formerly chief accountant with Greenwood and Laws Ltd., Wau, arrived in Australia from New Guinea by the "Macdhui" on March 28. He has accepted a position at Singapore, in the Straits Settlement.

FOR TROPICAL FEVERS

Malaria and other forms of tropical fevers are quickly and safely relieved by Genuine Vincent's A.P.C. tablets or powders. The action of Vincent's is to reduce fever and bring about a refreshing, healthful relaxation of the nerves.

Also for the prevention of fevers, Vincent's A.P.C. has been tested and proved in hot countries over many years. You can take Vincent's regularly and frequently for unlimited periods without any harmful effects whatever. Vincent's A.P.C. do not affect the heart.

Use Genuine Vincent's A.P.C.'s freely and safely for the relief of all nerve and muscular pains. They are definitely superior, their formula having been originated by the Medical Superintendent and Chief Dispenser of Australia's largest public hospital.



FOR SAFETY'S SAKE, SAY "VINCENT'S".

PROVINCIAL OFFICER'S UNHAPPY LAPSE

ONE year's imprisonment was the sentence imposed by the Chief Justice of Fiji, in March, upon A. F. J. White, late Provincial Commissioner at Ra, when a jury found him guilty of the theft of £155, public funds which had been placed in his care.

The jury recommended mercy "on account of the stupid nature of the offence". Apparently, it was hard to believe that White had intended to steal—yet undoubtedly he had misappropriated the money. He was in England, on leave, when the muddle was found, and returned immediately to Fiji to meet the charge.

White is a young man, only 32, and he had risen rapidly. This incident puts an end to what had promised to be a valuable Colonial Service career. He was educated at Trinity College, Dublin, and served in the Solomon Islands from 1930 to 1934.

When asked by the Judge if he had anything to say why sentence should not be passed upon him, White replied: "No, I've been well and truly tried. I am not guilty of these offences. That is all I can say. The prosecution was done very, very fairly."

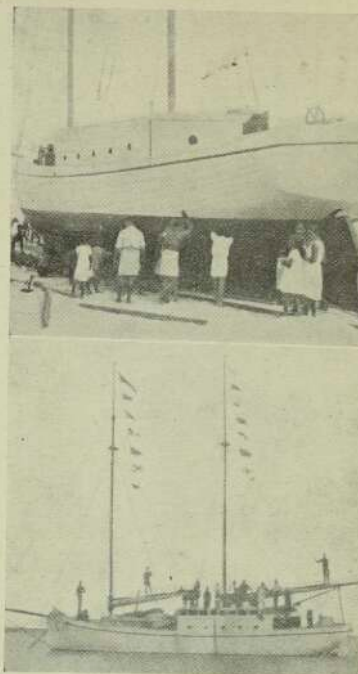
£475,200 FOR OIL SEARCH

AN expenditure of £475,200 in a search for oil in Australia, New Zealand, and New Guinea has been made by the Vacuum Oil Co. Pty. Ltd. A brochure issued by the company points out that it has spent this amount during the past 20 years.

Associated with other interests in a £1,000,000 organisation, it is concentrating on New Guinea and Papua. "The search has gone on", states the brochure, "in an area nearly 4,000 miles by 3,000 miles—from the Sepik River, New Guinea, to South Cape, Tasmania".

Mandated New Guinea Sugar Plantations Development Ltd. has gone into voluntary liquidation. A meeting of the Co. was held in Brisbane, Queensland, in April to examine the winding-up proceedings.

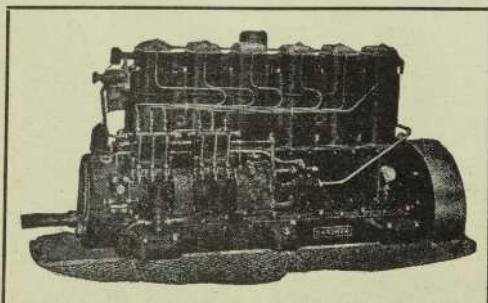
New Mission Vessel In Gilberts



THESE photographs show a new vessel of 40 tons, built at Abemama, Gilbert Islands, for the Sacred Heart Mission by Mr. W. Reiher. The little ship is powered with a Gardner engine, 54 P.S. design, and will be used by the Mission in carrying cargo and passengers and generally maintaining communications within the group.

Mr. Sidney Herbert Ray, who was linguistic expert with the Cambridge Anthropological Expedition in 1896 to New Guinea, Torres Strait, and Borneo, died recently in England at the age of 80. He was the author of the monumental "Grammar of Melanesian Languages".

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RELIABLE & ECONOMICAL

We would be pleased to submit Catalogues and Drawings—and the advice of our Engineers is available on Marine, Stationary and Transport Installations.

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SYDNEY

"GUBA" FOR IMPERIAL JOB

Pioneer Airmail Flight Across South Indian Ocean

THE large, powerful flying-boat "Guba", owned by Mr. Richard Archbold, an American millionaire, and which during the past year has become familiar to residents of Northern New Guinea and Papua, has been chartered by the Australian Government to make a survey flight across the Indian Ocean, from North-West Australia to Equatorial Africa in the vicinity of Mombasa.

This is a new route for flying-boats. The flying-boat service now operating between England and Australia runs in a direct line across the Mediterranean, Arabia and India, and via the East Indies to Australia. It is feared, however, that in the event of European war this route would be seriously interrupted and, therefore, Australia is co-operating with the Government of Britain in seeking an alternative route.

The proposed alternative route is across the South Indian Ocean, via Cocos Island, Diego Garcia Island and the Seychelles Islands to Mombasa, on the East Coast of Africa; then directly across Africa to the Guinea Coast; and then up the Western Coast of Africa and the coast of Portugal to England.

Mr. Archbold for several months has been in Hollandia (Dutch New Guinea) in charge of an expedition on behalf of the American Museum of Natural History. His expedition flew from San Francisco

to New Guinea by the "Guba" in a few days; and communication has since been maintained between Hollandia and Port Moresby and Australia by means of the "Guba".

It appears that the expedition will leave Hollandia in the "Guba" late in May and come directly to Australia. There, a number of Australians connected with the proposed survey flight will be picked up, and the "Guba" will leave in June for the South Indian Ocean and East Africa. It is understood that the Australians will leave her in Africa, and Mr. Archbold and his associates will then fly across Africa and across the South Atlantic to the United States, and home.

VEGETABLE RAIDS

What Australia Is Doing To New Guinea

From Our Own Correspondent

RABAUL, Mar. 20.
SINCE the drought and bush-fires in Australia, which were responsible for a shortage of fresh vegetables in that country, it is noticeable that overseas vessels, arriving at Rabaul from Australia make a point of taking on large stocks of vegetables. As a result, complaints have been made by Rabaul householders that they are unable to obtain their usual stocks of lettuces, beans, bananas, pineapples, etc.

It has been pointed out that the Administration, after considerable persuasion, enticed the natives to grow these vegetables, even providing the seed in the

first instance, and it is not a fair thing for wealthy shipping companies to make considerable raids on this produce, because it is cheaper than in Australia. Meanwhile, Rabaul householders are compelled to go without the fresh food which is so essential in a tropic country.

Rev. H. S. Hipkin returned to Gela, B.S.I., where he is engaged in mission work for the Melanesian Mission, by the "Malaita" on April 1, after spending long leave in England.

Your Suit

ready in a few hours

Make your selection from our patterns (gladly sent on request). Then when your steamer arrives, our representative will conduct you to our premises for a "try-on". A few hours later, your Suit will be ready—Hand Tailored to measure.

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Coleman MANTLES

The Coleman factories have specialized in making Mantles for Petrol and Kerosene pressure Lanterns and Lamps for almost 40 years. The materials selected are the finest obtainable and subject to constant laboratory research work, thus assuring you of quality mantles.

Coleman Mantles are positively moisture-proof, and will not discolor, or shrink in any climate, although kept in stock for many months.

Tests made by independent laboratories prove that Coleman Mantles are stronger, give more light and last longer.

Be sure to use Coleman Mantles on Coleman and other makes of pressure type lanterns and lamps.



Illustration shows a few of the many types of Coleman Mantles available.

DISTRIBUTORS IN THE PACIFIC ISLANDS—

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.

Rev. C. F. Gribble, M.A., who has been appointed Principal of the Methodist Tubou College in Tonga, is spending a few months in Melbourne studying educational methods before proceeding to his new post at Nukualofa.

Judge H. F. Ayson, C.M.G., Resident Commissioner in the Cook Islands, reached New Zealand from Rarotonga by the March "Matua".

The Portent Of The Thunder

(Found in an old note-book of the late Trader Macfarlane, who was at one time a resident on Moorea, French Oceania. His grave is on Tupuai.)

THE clouds had been gathering into heavy masses of a dull leaden hue and slowly drifting up from the north since early morning. Now, the lowest of them occasionally swooped down upon Rotui and obscured the summit with swirling, eddying wreaths of vapor, rising again and showing the sharp outline of the mountain, with its lace-like fringe of trees, marvellously clear and distinct against the blackness beyond.

The surf broke on the reef with an apparent sullen tone to its roar, rising in a line of inky blackness and curling over to break—not, as usual, in a mass of sparkling brightness, which pained the eye with its brilliance, but in foam, to which the clouds had lent some of their blackness, till it, too, appeared sombre in hue. The ocean beyond, also gaining its

colour from the clouds, gradually became darker, till it was difficult to distinguish the dividing line of the horizon. Occasionally faint flashes of lightning lit up momentarily the distant masses of cloud while the sullen rumble of thunder could now and then be heard.

A thin white line on the ocean, behind which the clouds seemed to merge themselves in the sea, showed, at last, where the squall, the precursor of the storm, was coming; and the long fronds of the coconuts began to ripple in the first light gusts. The squall reached the reef which, suddenly, was apparently obliterated, and it could then be seen that, close upon the heels of the wind, was a wall of rain, utterly impossible to see through. The lightning had by this time increased in brilliance, while the thunder changed its rumble to a roar.

Then the squall reached us, and the ripple of the coconuts changed to a complaining sound, as the leaves thrashed around, while the long trunks bent to the fury of the wind, and then to the rain. The rattle of it on the roof was almost louder than the thunder, which kept up peal after peal, with hardly an interval between.

"Well, Tarie", I said, "This seems to be quite a little thunder shower".

"Yes", she said, seriously. "Some one of the family of the kings (high chiefs) is dead".

"Why?" said I. "Does a prince die every time there is a thunderstorm?"

"Now", she said, "You want to laugh at me. But if you listen I will tell you, and you will learn some more that you did not learn in Meriti. You have been here a long time now, and have you ever seen a storm like this before? No, I know you have not. Sometimes there is thunder, but not much; but, when it comes like this, to-day, then we know that a child of the kings is dead.

"It has always been so. Long before the white men came it was so, and it will still be so while any of the kings are left in Tahiti. When Pomare V. died I was in Huahine, and a storm like this came there, only it was a worse storm than this and a very old man there said: 'This is a storm of the kings. When the next ship comes from Tahiti, they will tell you that Pomare is dead'. And he bought black cloth and made himself a black pareu and a black shirt, and he made his wife and daughter cut off their hair and make themselves black clothes, for he was a fetil (relation) of the king. And, true, when a ship did come, they said that Pomare had died on that day the old man said he did".

Pomare V. died on June 12, 1891.

In confirmation of this native belief, there was a local happening of the same character in Papeete in January, 1901, which is worth recording. An earthquake and a veritable tornado struck the little town. Two women of mature age, each the mother of many children, were together in one of their homes. One was a pure native, the other a half-caste, with British blood in her veins. They talked of the portent in the presence of one who related the story to the writer; and from its great severity, they were certain that some very great personage in the world had died. The half-caste was fully convinced that it must be the greatest ruler of that day, Beretania's Queen.

It was so. Queen Victoria died on January 22, 1901.

—W. W. BOLTON.

FOR SALE

AUX. MOTOR KETCH "Goodwill" Reg. No. 1 of 1906

Built by R. Davis, Sydney. Gross tonnage 41.89, net 29.17. Length o/a 67 ft. Beam 16ft. Carries 40 tons cargo. Draws 6ft. loaded. 50 H.P. Kelvin Engine (heavy duty). Kerosene, Marine. Speed without sails 7½ knots. Copper sheathed. Recently slipped. Commonwealth survey. Ready for sea, complete with Sails, Anchors, Chains, Running Gear and two Dinghies. Price, £1,000 cash. Delivery T.I.

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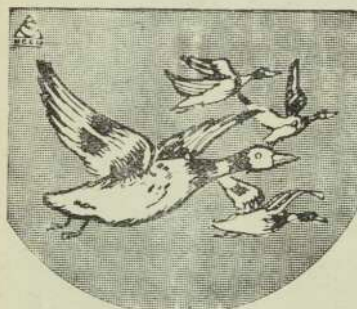
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Heavy Loads—without Excessive Pressure or Recoil—combined with High Velocity, Long Range and Hard Hitting, make them the outstanding cartridges for duck shooters.



DQ1/8—D

Obtainable All Ammunition Dealers

6-in. GUNS FOR PT. MORESBY

From Our Own Correspondent.

PT. MORESBY, Mar. 20.
THE new road giving access to the battery site on Paga Hill, overlooking Port Moresby, has been put through well on schedule time.

The road is well-planned, following the contours of the hill at a regular gradient of 1 in 15. The work entailed a great deal of blasting in hard rock, and has been carried out entirely by prison labour.

Although a good deal remains to be done in the way of widening and surfacing before the job can be considered complete, the road is already far enough advanced to permit the transport of the six-inch guns that are to be delivered here at the end of the month.

NORFOLK AND LORD HOWE SERVICE

THE Chief Secretary of New South Wales, who has control over Lord Howe Island, has been in communication with Lord Howe Island and Norfolk Island residents with a view to providing them with a better passenger service with Sydney. The service at present is carried out by the old Burns, Philp steamer "Morinda", and the accommodation is neither frequent nor good. Against that, however, it has been pointed out that the ordinary traffic between Sydney and the two islands is very small and does not justify a better service; while the tourist traffic between Australia and the islands, while considerable, is entirely seasonal.

TO AN OLD-TIMER

IN memoriam: William Simpson, died at Samarai, March 9, 1939.

The night comes on, and so it's time to go.
Now on the hills the blueness dims to grey,
The black-etched palms are still, and far away

The tide sings on the reef. Old Man, you know

It all: the sunset and the dawn, the glow

Of splendid youth, when every changing day

Brings gifts, handclaspings of friends, the lonely way

By tangled track and swamp, the broken flow

Of rapids, and the opal seas. And yet

It's well to cast the load of weary years.

To ease the pack, and rest, while old friends tell

Their stories of the struggle and the sweat.

And, since they pass, the laughter and the tears,

It's time to go. The night comes on—sleep well!

—F.

Samarai, Papua.

Two of Britain's premier oil companies have merged their aviation interests—Vacuum Oil Co. Ltd. and Anglo-American Oil Co. Ltd. The new company is called Intava Ltd., a contraction of International Aviation Associates. Vacuum Oil Co. will distribute Intava aviation products in the South Seas.

Rabaul Goes Ahead**New Burns, Philp Store**

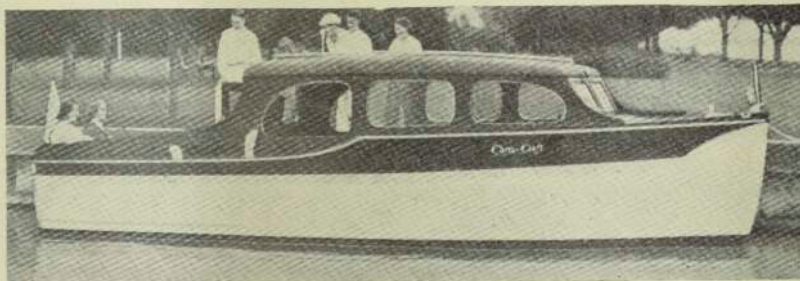
From Our Own Correspondent.

RABAU, Mar. 30.
DESPITE the fact that Rabaul is supposed to be, more or less, an abandoned town—from a political point of view—there are numerous signs of building development, and local organisations are spending considerable time and money in improving their interests.

The town swimming-baths scheme, for which over £1,000 was raised in pre-emption days, is now going ahead and the contractors are busy on the concrete pool. On Sunday last the golf course was re-opened by the Administrator (Sir Walter McNicoll) and the full nine holes are now in play. All the fairways have been cleaned of pumice and debris, the result of the 1937 catastrophe, and ornamental and shade trees have been planted bordering them. The putting areas are a picture of smooth, green grass.

Chinese firms have erected several large business buildings and a new soda-water factory is in hand. The new store of Burns, Philp and Co., Ltd., will be opened in a few days. It has been rebuilt on the site of the store burnt down at the end of 1937. Several new residences for Europeans are being erected.

Mr. Derek Tangye, a journalist on the staff of the London "Daily Mirror", reached New Zealand in March from Fiji and Tahiti, where he had been gathering material for newspaper articles.

1939 Important New Year Announcement

We present for approval a new 26-ft. Australian built Chris Craft, family Cruiser, as a standard model for 1939. Experience, the greatest teacher of all, has guided us in producing this new Cruiser built under Chris Craft license, with all the Chris Craft inherent characteristics which guarantees its construction, fast, sturdy, suitable for all waters and all needs, this exceptionally fine boat brings the joys of cruising within the reach of all at a surprisingly low price. Cabin lines are low and rakish, a 8ft. 7in. beam ensures smooth, level riding and affords extra cabin room. The interior is beautiful beyond belief with berths for four people, galley, ice-chest, toilet, lots of storage lockers, and controls in the cabin affording the helmsman a clear unobstructed view. It is a real thrill to be aboard a ship like this. Power is furnished by a 95 H.P. 6 Cylinder direct drive Chris Craft Engine, speed from 17 m.p.h. Price: £875.

Trade in your Old Boat. One-third Deposit—Balance up to two years.

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Let your next Boat or Engine be Chris Craft. 105 Models to choose from.

Mr. H. Halstead has been appointed an Inspector of Police in Fiji. He formerly was in the Police Force of British Guiana.

Miss Joyce Colledge, of New Zealand, took charge of the London Missionary Society's Girls' School at Metoreia, Papua, early in March.

Monsieur Pierre Laborde, director of the New Caledonian newspaper, "France Australe", died recently in Noumea.

Right Rev. S. Davies, Bishop of Carpentaria, returned to Thursday Island in mid-March by the "Marella" from Australia.

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REV. R. L. TURNER

37 Years' Mission Work in Papua

REV. ROBERT L. TURNER, of the London Missionary Society, arrived in Australia by the "Bulolo", in March, on his way to England, having retired after 37 years in the service of the Society as a missionary in Papua. He is accompanied by Mrs. Turner, who has been with him in Papua for the last 23 years.

Invited by a newspaper reporter in Brisbane to express his opinion about the Papuan administration, Mr. Turner said that the Government had done a great deal to pacify the natives, and he made some vivid comparisons between conditions as they are now and as they were in 1902. He said, however, that some magistrates were far too ready to support their native police even if, as often happens to Papuans, the police have perjured themselves and are in the wrong. Few magistrates take the trouble to enforce the regulations, which provide that native children shall attend a school where English is taught.

New President

Pacific Islands Club

THE new president of the Pacific Islands Club in Sydney is Mr. A. J. Marshall, the young Australian author and zoologist who, though born as recently as 1911, has made a world-wide reputation as an authority on the South Seas. Mr. Marshall was elected unopposed in succession to Dr. H. Ian Hogbin, who held the office for two years.

Mr. Marshall was zoologist attached to the Oxford University Expedition to the



Mr. A. J. Marshall, scientist and author, president of the Pacific Islands Club for 1939-40.

New Hebrides in 1933-34; 1936 was spent in Dutch and Mandated New Guinea, and in 1937 he accompanied the Australian Arctic Expedition to north-west Spitsbergen. He is author of "The Black Musketeers", a popular and exceedingly frank account of historical happenings in the New Hebrides; and of "The Men, and Birds of Paradise", which received recently a most favourable reception from the world's press. He also is the author of numerous scientific papers. He is an honorary member of the Oxford Exploration Club, a member of the Arctic Club (England), and honorary ornithologist to the Australian Museum, Sydney.

The Club's officers for 1939-40 will be: Chieftainess, Mrs. Alfred Page (Lefagaoalii); vice-chieftainess, Miss Eva Blacklock; treasurer, Mr. F. W. Hennings; secretary, Mr. Eric Ramsden; auditor, Mr. W. T. Rabone; council, Mr. W. Taylor (N.Z. Trade Commissioner), Captain F. Middenwavy, Mrs. I. H. Meredith, Mr. A. E. Crisp, Mr. F. D. McCarthy, Dr. Hogbin and Mr. Len Freeman.

Miss Lesley Wickham, B.A., of the Queensland Education Department, has been accepted by the Australian Board of Missions for work in Papua.

Rev. A. I. Buxton, L.Th., of N.S.W., has been accepted by the Methodist Mission for service in Fiji. He probably will be stationed at Levuka.

OFTEN BUTTERED NEVER BETTERED

CRISP, LIGHT BISCUITS which bring out the flavour of cheese and add a new attractiveness to fresh or stewed fruit.

A delicious supplement to ham or paste or other tasty savoury, and still an epicurean delight, served simply with fresh butter.

The rich excellence of these famous Biscuits is the result of 67 years of specialisation.

They are packed in air-tight tins or packets for picnic convenience.

Arnott's

FAMOUS

SAO BISCUITS

ALWAYS ASK YOUR GROCER FOR ARNOTT'S!

A26

JAPAN IN THE GILBERTS

Ruthless Attack on Australian Trade

From Our Own Correspondent.

TARAWA, Mar. 11. THE Japanese motor-ship "Seikai Maru" called on February 20 at Tarawa, the port of entry for the Gilbert and Ellice Islands Colony, to "enter-inward" through the Customs Department for the purpose of trading at Butaritari, one of the northern islands of the Group, where a powerful Japanese merchant firm (Nanyo Boyeki Kaisha, Ltd.) with headquarters in Tokyo, have a well-established trading branch.

This firm is a serious competitor against the existing Australian merchant and shipping interests in the Colony, particularly in respect to copra trading.

The fact that Nanyo Boyeki Kaisha, Ltd., have for a considerable time offered £2 per ton more than the ruling buying rates for native copra in the Gilberts is responsible for widespread conviction that the company's trading operations are subsidised by the Japanese Government, with a view to obtaining a firmer foothold in the Pacific by "peaceful penetration" methods.

The present state of the copra market leaves Australian-owned copra-trading concerns no profitable margin on the buying-price set by Japanese competitors.

END OF A DREAM

Sunday Island Needed for Aviation

SUNDAY ISLAND, in the Kermadec Group, north of New Zealand, is practically on the direct line between Auckland and Fiji, and, therefore, will have value in the future in connection with trans-Pacific airmails. This fact has spelled the end of a dream.

Some three years ago, a number of people, mostly in New Zealand, took shares in a syndicate which was to transform Sunday Island into a Pacific Paradise, with a colony living a happy, free life, isolated from the worries of civilisation. However, New Zealand found that it wanted Sunday Island as a meteorological station, to report weather for aeroplanes. The island has been taken over, the syndicate has broken up, and a portion of their money has been returned to the shareholders.

Sunday Island is a beautiful and fertile place, hilly, with green meadows alternating with luxuriant forests. It has a comparatively cool and pleasant situation, and many attempts have been made during the last 50 years to establish colonies there. But almost invariably each colony has been finally defeated by the thing which originally attracted it—namely, isolation. There is no harbour there—not even a sheltered anchorage. The island is right in the path of great seas, which sweep in from the east or west, and it is rarely that a ship may lie off the coast and land a boat.

Sunday Island has shown that the majority of people, who believe that they crave that kind of existence, become deadly sick of it in time and will use every effort to get back to association with their fellow men.

PAY DAY A NIGHTMARE UNTIL—



Are You TIRED in the Mornings?

Is your work getting more and more irksome? Find it hard to concentrate? Feel heavy and depressed . . . tired out . . . even in the mornings? Then you, too, are probably suffering from "Night-Starvation". Have you ever realised that while you sleep, energy is used up keeping your heart and lungs at work? Breathing alone takes 20,000 muscular efforts! And energy *must* be replaced—or you wake tired, and just drag around all day.

Horlicks taken last thing at night, guards against "Night-Starvation". It replaces the

energy you use up while you sleep, and builds new reserves of vitality. You wake refreshed, *alive*, and ready for work or play. Start taking Horlicks regularly last thing at night. It makes a delicious cold drink in summer—but remember to use the Horlicks Mixer.

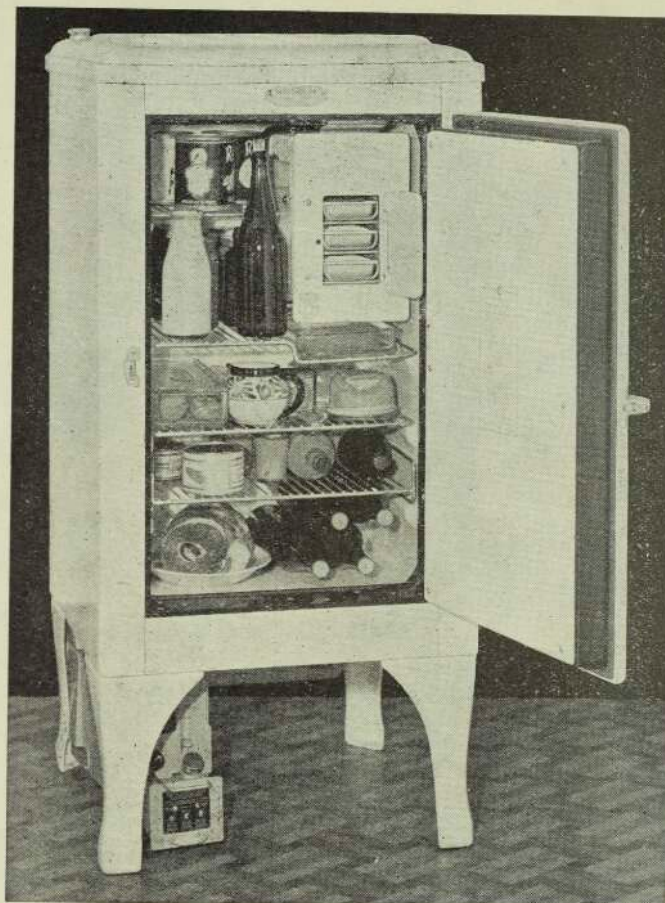
Ask your chemist or storekeeper to-day for a bottle of Horlicks (14½ oz. size costs 3/- in all main towns throughout the British Pacific Islands.)



HORLICKS FOR GROWING CHILDREN

Modern Refrigeration for the South Sea Islands
The **ELECTROLUX** KEROSENE OPERATED
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Capacity
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(as illustrated)
Capacity 4 cubic feet.

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Capacity
5.5 cubic feet.

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W. R. Carpenter & Coy. (Solomon Is.) Pty. Ltd.—Tulagi, British Solomon Islands.

On Chong & Company Pty. Ltd.—Buteritari, Gilbert & Ellice Islands.

Representation in Papua and New Hebrides.

LAND IN CENTRAL N. GUINEA

Is There Room for Colonists?

Letter to the Editor

REFERENCES are often made, both in your journal and the Australian papers, to the possibility of large numbers of white men colonising the "central plateaus of New Guinea", and in your December and February issues you suggest that refugees settle there.

Apparently, these "central plateaus of New Guinea" mean the plateaus at the head of the Purari River, on which lie the Administrative posts of Mt. Hagen, Chimbu and Bena Bena, and the plateau around the Ramu post, as these are the only areas about which any body of information is available.

The point overlooked by the people who put forward these suggestions is that in this stretch of country there are already about 100,000 natives, and over much of the area there is no surplus agricultural land.

In parts of the Wahgi Valley there are more natives living on each square mile than would be possible with white farmers.

I am, etc.,

FACTS.

Madang, T.N.G.
20/3/1939.

EDITORIAL NOTE: This is interesting and useful information. Other people have stated that, while there is a large native population on the central plateaus, "there is plenty of room for new colonists, and for any likely increase in the native population".

The fact of the matter is that, although the Ramu-Purari-Mt. Hagen area has been open to the Administration officials since 1923-34, there is an extraordinary paucity of information about the character of the country, the quality and number of the natives, the natural resources of the districts, and so on. One searches in vain through the Administrator's annual reports, and through the un-indexed "New Guinea Handbook", published in 1937, for any helpful data. Perhaps the new "Commission of Inquiry" will succeed in digging up something about Central New Guinea out of the official archives.

DEATH OF MR. PHILLIP PALMER

MR. PHILLIP PALMER, a very old resident of the British Solomon Islands, died at his plantation, St. George's Island, on February 13.

Before going to the Islands Mr. Palmer held an Imperial Service post in Africa, where a brother also served with distinction. Of two brothers in England, one held the rank of Captain in the Royal Navy, while the other, Dr. Palmer, Mus. D., is well-known in the musical world. Mr. Palmer's wife, who predeceased him, was a sister of the late Mr. Norman Wheatley, of Roviana Lagoon. He leaves two sons, Phillip and Ernest, both residents of the Protectorate. During the Great War, Mr. Palmer enlisted from the Islands and served with non-commissioned rank in the A.I.F.—M.

Cruises To South Pacific Islands

LED by the Australian Apostolic Delegate (Dr. Panico), a Catholic party of 500 will visit the South Sea Islands in September, in the "Katoomba", leaving Sydney on September 26. The voyage will take 22 days.

They will go first to Tonga, where they will stay for two days, then on to Fiji and the New Hebrides, Noumea and Reunion Island.

The "Katoomba" is expected to leave Melbourne on April 26 on a month's cruise to North Queensland and New Guinea ports, including Rabaul, arranged by the Methodist Overseas Mission Board.

The "Maunganui", carrying 600 passen-

gers from Australia and New Zealand, will leave Auckland early in July and will visit Rarotonga, Raiatea, Papeete, Moorea, Apia, Vavau and Nukualofa, in that order. The cruise will last a month.

In August, the "Maunganui" will run a cruise from New Zealand to Tongan, Samoan and Fijian ports.

Mr. R. Hicks, of the New Guinea Police Force, married **Miss Norma Lloydell**, of Sydney, at Manus in March.

Rev. M. Baer has taken charge of the Lutheran Mission's school at Wasutieng, New Guinea, during the absence on furlough of **Rev. J. Herrlinger**, who has gone to Germany with his wife and their four children.

Sparkling
refreshment
from pure
Malt and
Hops



**FOSTER'S
LAGER**



Pen friends in any of the Pacific Islands are sought by Mrs. Ethel Borden, 732 E. Newall St., Flint, Michigan, U.S.A.

Another wanderer in the person of Captain Schmidt, of Miami, Florida, arrived here in February, on board his 44-ton "Southern Cross" (says our Papeete correspondent). The vessel—a two master, with small auxiliary, built by Captain Schmidt himself—is a strange looking craft, but evidently seaworthy.

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TWO N.G. RECRUITERS IN COURT

From Our Own Correspondent

RABAU, Mar. 30.
ON March 13, Eustace Helton and Reginald Stephens appeared before Chief Judge Phillips in the Supreme Court charged with depriving two natives of their liberty. A verdict of not guilty was returned on March 30, and the two men were discharged.

The incident was said to have occurred during a recruiting trip last January in the vicinity of Maprik, Sepik District, when a Tutitul (native government official) and one of the recruiters' servants were alleged to have detained against their will two natives, who subsequently escaped during an attack by hostile natives. During the hearing, one of the two natives concerned admitted that he had been willing to proceed with the party and that he had made no objections to a piece of native rope being fastened around his wrist, tying him to a native guide.

ISLANDS TRAVELLERS



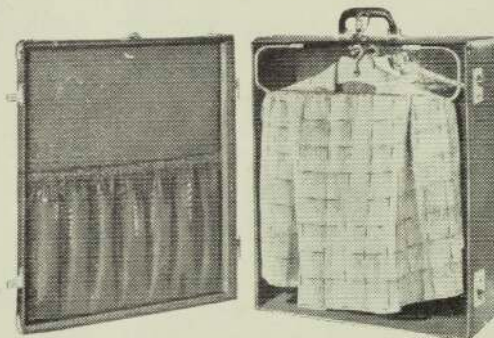
TOP.—Left: Mrs. L. Cutler sailed from Sydney for Suva, Fiji, by the "Niagara" on March 16. She was accompanied by her husband, who is on transfer to the Suva branch of the Pacific Insurance Company. Right: Rev. Maurice Frater, well-known Presbyterian missionary in the New Hebrides, returned to his station at Paama, by the "Pierre Loti" on March 25, after four months' holiday in Victoria and N.S.W.

SECOND ROW.—Mr. and Mrs. S. A. Ryan left Sydney by the March "Monterey" for Suva, where they will stay for a time as guests of Mr. and Mrs. Dan Costello, well-known Fiji residents.

BOTTOM.—Left: Mr. F. J. Bannister, together with Mrs. Bannister, arrived in Sydney from Vila, New Hebrides, by the last "Pierre Loti". Mr. Bannister, who is a planter and trader on Tanna Island, intends to spend six months' holiday in Sydney. Right: Mr. Nicholas Hagen, a well-known identity of Noumea, paid a short business visit to Sydney in March, arriving by the "Pierre Loti" on March 14.

Mr. K. Garden, a Guinea Airways' pilot, at Lae, T.N.G., was in Sydney on leave early in April.

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P.O. Box 6, Tulagi, B.S.I.

"Tongans in Trousers and Top Hats"

Letter to the Editor

THE article by Mr. Julian Dashwood under the above title in your issue of March is a good example of that bias of which he complains in missionary books, and which, he says, "will obtrude like a film over the whole book".

I freely admit that there is some justification for criticism of early missionary work on the ground of its mistakes. But the same difficulty which Mr. Dashwood detects in missionary writing—"In some (missionary books) it is almost impossible to separate the truth from his (the author's) prejudices which cement his writing"—is to be detected in the article under discussion. Even Mr. Dashwood's apparent fairness in going to the London Missionary Society's records for his information is spurious. Mr. Dashwood does not hesitate to use those records in his own way and for his own purposes.

For instance Mr. Dashwood suggests that the whole tenor of the speech by Dr. Haweis at Spa Fields Chapel on September 22, 1795, favoured uneducated men for missionary service. I give a categorical denial to that statement. I have carefully read the speech referred to, again, and I declare that no one who reads in an unbiased way could possibly put that construction on it.

Mr. Dashwood quotes as an example of "incredulous stupidity in the selection of those to undertake the work" the fact that one of the missionaries on the "Duff"—Mr. Cover—brought along a small boy in the last stages of consumption. He does not add this consideration, that the lad's disease was apparently so advanced that whether the Covers sailed on the "Duff" or stayed behind, he had but a short time to live and, therefore, that it was quite natural and understandable that the parents should take him to be with them for the short time that life would last.

As for the conflicting views of the character of the Tahitians, the truth most probably lies somewhere between the denunciation of the early missionaries and the adulation of the early non-missionary visitors. But Mr. Dashwood does not help us here with his grossly unfair method of placing over against a missionary observation of 1797 a non-missionary observation of 1880.

Mr. Dashwood quotes Mr. Moss, the British Resident on Rarotonga, who, in the course of a report in 1891, wrote: "Women are said to have been exposed in dark holes". I should like to have some substantial proof of the truth of such a statement before I accepted it even from a British Resident, and "women are said to have been exposed" is no proof. Even in a Court of law hearsay is not accepted as evidence.

I deplore equally with Mr. Dashwood the introduction of European clothing for South Sea Islanders, and any appeal to fear of punishment in the after life as a motive for accepting Christianity. Even so, Mr. Dashwood's closing paragraph is a species of subtle question-begging that is not worthy of good journalism.

The truth about early missionary effort in the South Sea Islands, as indeed about other movements, is desirable, and I for one would welcome it. Mr. Dashwood's article is as helpful in this direction as biased missionary records. He skilfully picks possible grounds of legiti-

mate criticism and as skilfully neglects grounds for commendation, while he uses such material as his bias towards discredit leads him to select to belittle the work of a great Society.

That the early missionary made what may rightly be called mistakes, by those of us who look from the perspective of this day, is undeniable. But who shall blame them? Mr. Dashwood, apparently. Well, he may have his censoriousness. For my part, I will see the weakness of early missionaries, and their strength, their failures and their achievements, their frailties and their nobilities. And I will place over against Mr. Dashwood's estimate of the work of missionaries in the South Seas the estimate of that shrewd judge of men and movements, and that wise administrator, Sir Hubert Murray, who said:—

"Even with us, one finds an occasional tendency to belittle Christian Missions, and to regard the labour of missionaries, and even their sufferings, with an indifference bordering upon contempt. It is surely high time that this feeling should be dispelled, for British Colonial Administrators have, without exception, expressed their high appreciation of the assistance which they have received from Missions of all denominations."

I am, etc.,

H. LEONARD HURST.

Secretary, London Missionary Society,
250 Pitt Street, Sydney.

Miss Ann Whiting, of Adelaide, S.A., was married to Mr. William Fleming, of the Public Works Department, Rabaul, New Guinea, on March 9 in the Methodist Church. Mr. Guy Broad gave the bride away and Mr. A. J. Strathearn, of Adelaide, acted as best-man, Miss Doreen Cox was bridesmaid. A reception was held afterwards in the visitors' lounge of the New Guinea Club, when 100 guests drank the health of the happy couple.

Miss Norah Brighouse, daughter of the well-known Samoan planter, Mr. T. W. Brighouse, has announced her engagement to Mr. V. F. Tebbutt, of Auckland, New Zealand.



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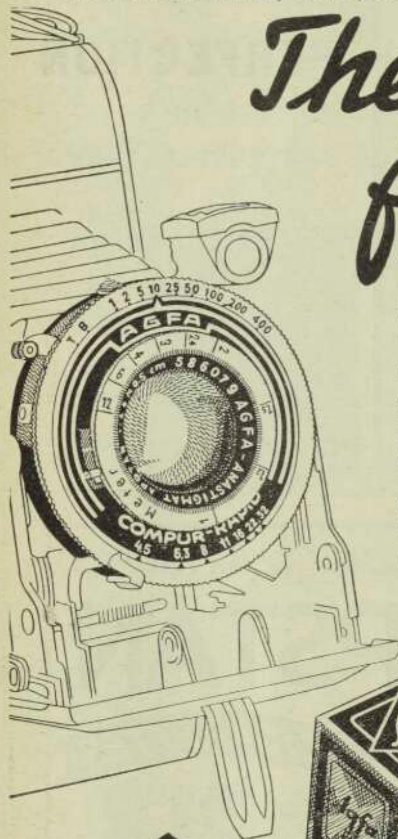
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photographs. Good definition,
reproduction of the finest
details, brilliant gradation, and
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Rabaul House Servant Problem

"Absent Without Permission"

From a Special Correspondent

RABAUL, Mar. 18.

IT is often said that many of the trials experienced by the householder in Rabaul with native servants, are not so much the fault of the servant as of the master or mistress.

The actions of the servant are said, by some, not to change, but that their actions appear more aggravating to the white person, because they themselves have changed in their attitude and outlook.

If public opinion in Rabaul is correct, native labour conditions are going from bad to worse. District Court records indicate that cases of natives "absenting themselves from their work without permission" are on the increase, and it is not at all unusual for natives to have the idea that all they have to do is to approach the authorities, make a request and have their contracts of service terminated, whether the employer is willing or not.

One such case came before the District Court on March 17, when a native servant was charged with being absent from his work without permission. Evidence for the prosecution showed that the native had repeatedly deserted his employer, for days on end; he had been returned under escort of a police-boy, and had almost immediately run away again.

The native's statement from the dock, made in his own language and translated by the Court Interpreter, was to the effect that he ran away because he was tired of working, and that he had too many jobs to do.

On being questioned by the prosecution, he said that he knew a native named Simbai and that Simbai was employed by a European. He recently met Simbai, who told him to go to this European, who would help him to terminate his contract. As a result, the deserter said he went to the house of the European where he stayed all day.

Eventually, the native was apprehended and charged. The Magistrate sentenced him to imprisonment for two weeks. After spending a fortnight in the local gaol, the employer still being deprived of his services, he will return and, in all probability, create more trouble for his employer, as a result of the encouragement given to him to terminate his contract.

These are the things—small though they may be—which aggravate the native labour position in the Mandated Territory, and call for remedial measures.

EDITORIAL NOTE: Our correspondent uses careful language. Evidently, what he is trying to say is that some European planter, near Rabaul, is encouraging natives to break their labour contracts and defy their employers. If that is so, such a European should be dealt with by the authorities, quickly and sternly.

Mr. H. B. Smith, of Savu Savu, son of one of the early Fiji pioneers, Dr. Henry Backhouse Smith, died in the Colonial War Memorial Hospital, Suva, recently, at the age of 60. He was master of an inter-island trading vessel for many years, before retiring to his plantation at Natewa Bay.

"VILA GETS THE LUXURIES"

French In Santo Demand Better Conditions

WE have received, from a French planter in the New Hebrides, some outspoken comment concerning the manner in which the public revenue there is wasted on "amenities" for Port Vila residents, while the unfortunate dwellers in the outports get nothing. The following is a translation of his letter.

The French in the New Hebrides have a Commission Consultative, elected by and from among their colonists, to advise their Resident Commissioner on budgetary expenditure. This is called, hereunder, the Advisory Council. On the British side, no such thing exists.

We have heard much of the grievances of British settlers in the Condominium. It is interesting to get the French side.

THE New Hebrides Advisory Council was called into session at Vila in such a manner that the members representing the outlying islands of the Group were not able to attend. This was a very convenient way to muzzle the free expression of opinion and advice that they might have been able to give on the budget. The outlying islands provide three-fourths of that budget, but nine-tenths of it is spent in Vila, to ensure the greater comfort of the Government Officials, business men and their employees.

We of the outer islands are not averse to Messieurs the Government Officials having water laid on to their homes, electric light, good roads, an efficient telephone service, secular schools, luxurious hospitals and hospitals in prisons for undesirables, etc.

But we who pay for all these luxurious appointments, we who have nothing—not even a yard of road over which to transport our produce and supplies, or carry our sick—we feel it intolerable that the taxes imposed upon us should be employed to maintain roads that we consider luxurious—such as that road to Erakor, whose sole use is to permit the Government officials and merchants of Vila to spend their week-ends on the beach!

We demand, and insist, that part of the receipts shall be employed in our districts, and for us, and we shall make an outcry so loud and so far-reaching that we must be heard. Preparations to this end are being made.

For the past ten years nothing has been done at Santo, the largest and, without doubt, the richest island in the Group—not a metre of road, not a navigation light—absolutely nothing.

It needed an accident before we could obtain two doctors for a population twice as large as that of Vila, where there are four (2 French, 1 English and 1 Annamite). It is true, of course, that at Vila, the administrative capital, if they have not quantity of population, they have quality!

General discontent had to blaze into flame before consideration was given to making Santo an open port; for the nomination of an official to act as postman, Customs Officer and telegraphist at the Canal de Segond; and for the construction of ferries at the Sarakata and Rene Rivers.

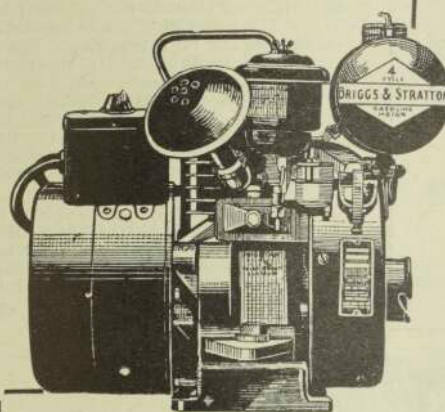
The 5 per cent. penalty (imposed on persons whose Customs duties are in

arrears, by an administration callously indifferent to the difficulties of Islands settlers) must be taken off; and there will then be no further need of a Customs agent at the Canal. The settlers will perhaps be able to go by car over good roads to the hospital, the post office, the Residency and the stores. They will in the end have an adequate medical service long overdue. They will receive their rice and indentured labour from Tonkin directly at the Canal, instead of the latter being first sent to Vila for a quarantine ridiculously inefficacious and costly.

When these improvements and projects come into being, we must first of all thank their initiator our Santo District Agent, Monsieur Laine, a New Caledonian, who during three years fighting has succeeded—the first and only one of our District Agents to do so—to do some-

thing that will be of use to us. We must also thank M. Casimir, Delegate (pro tem) of the High Commissioner, who has given us a new proof of his intelligence by his just appreciation of the high merit of his subordinate, M. Laine, in keeping him with us for three years. We regret that M. Laine is leaving on furlough. We wish him an excellent voyage and a speedy return to our midst, with just recompense for his courageous activities and clear intelligence.

Miss Helen Stuckey was married to Mr. Stuart Lade, B.A., Dip. Ed., at Ela Protestant Church, Port Moresby, in March. Mr. Lade has charge of the L.M.S. educational activities at Poreporena, Hanuabada.



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Would the person (apparently a resident of Fiji) who sent a number of manuscripts to the editor of the "Pacific Islands Monthly", with the nom de plume of "Dantalanoo" please forward name and address?

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FROGS

Discoveries By A Humorist
In Papua

BY "DAIKA"

SINCE landing here, I have had my eyes opened in the matter of frogs.

Yes, they are at times intelligent. The first night of my visit to this spot in Papua, I was invited to dinner. My host was an affable chap with a "yen" for company, and an uncontrollable thirst when he was in company. He seldom saw strangers, so he had an excuse to indulge when they did arrive.

On this particular night, we had reached the soup stage, and my host was being the perfect host, when there was a thump and a smothered "squark" from the table. It came so suddenly that I nearly choked—and there was a big green frog sitting thoughtfully in the middle of the table! All this time, my companion kept on talking, and did not even change his tone of voice.

Old Froggie slowly climbed on to the pile of sliced bread in the centre of the table, and girded his loins for a take off; but he made a miscalculation, as the bread slipped, he

landed with one leg in the salt. For about three seconds he hesitated, and then became very agitated and left before he was quite ready, with no thought of direction, and landed "ker-plump" on the floor. At some later date, he slowly climbed into a potted plant, and rested there for the rest of the night.

Dinner over, we sat round and swapped yarns, and I gave all the latest news of Port Moresby, as I knew it. All was harmony—when there was a noise like a mad Chinese with tonsillitis, and the lamp swayed and nearly over-balanced. My host merely said, "Oh, it's only a frog", and called for the cook-boy. The latter removed a half-cooked frog from the top of a very hot lamp.

I was duly installed in a house of my own, and the second night I was reading and dressed only in pyjamas when, without any warning, a cold, clammy thing landed on my bare chest and slid down inside my coat. I beat all records for a jump from a deck-chair, and I still believe that my heart stopped beating for nearly five minutes. It was only another frog.

QUITE an interesting sport was started, until someone who had not been in the place long said that we were cruel. Each man got a frog, and we all lined up on the lawn. Then, at a given signal, everyone touched a piece of cotton-wool, dipped in Sloan's Liniment, to the part of his frog where he thought it would make him jump hardest and furthest. Each competitor was allowed only to apply the liniment once; and the art was to apply it to a spot where the frog would keep jumping straight. For quite a while, we used to have the frogs turning in mid-air to see what the Dickens had hold of them. But, by degrees we became expert at it, and the best men could make a frog take-off as if shot from a gun, and keep moving for 25 yards in a straight line. Much was the excitement when two frogs were taking jump for jump, and nearing the winning-post.

After the kind-hearted gent. with the life membership ticket in the R.S.P.C.A. had done his good work, and we had held a wake to all the departed frogs—and had taken several days to recover from it—one bright lad designed a new amusement. The idea was to find a worm, and give it to the frog, and time them. The winning frog was the one who first finished his worm. But the joke was that everyone had to give his worm to another competitor; and, therefore, everyone was looking for the largest worm possible to find.

It was rather gruesome sport, though, for a frog does not seem to have much inside him except space; and the worm, when about half-way down, would wriggle both ends at once. The outside end used to curl round anything in sight, and the other end would be trying to find a way out of Froggie's inside. A frog in the starved condition in which most of them were kept for this particular sport, would get quite knocked

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about. Sometimes the inside end of the worm would find a way down near his leg, and would straighten the frog's leg out. Then the frog would roll over and over until he got his innards back to somewhere near normal, and would find time to get another eighth of an inch of worm down.

Talk about the British Bulldog! In about two hundred competitions, I never saw a frog let go. Sometimes he used to go to sleep, and digest the worm already inside, and sometimes the outside piece used to twist itself off, but never did a frog lose what he had swallowed.

This went on for some time, until an ingenious youth discovered a method of "doping" the worms. By careful trials, he discovered a method of making money. After an injection by hypodermic needle he used to bring his worm along and bet on the frog that got it. It must have been an appetizing morsel to the frog, as he would work three times as hard as any of the others and always won. It went well until we woke up to the joke. Everyone had to bet on his own frog afterwards.

THEN into our midst came Mr. Pansy Blossom. Neither of these were his real names, but they will do. He had been a part of a jazz band, somewhere in Sydney, and he looked it. He had music at his finger tips—or, rather, Rythm. That was the way he said it.

He looked our evening sports over one night, and then went away, dead sick. For a long time, he was not seen out at night, and, as he lived alone, everyone began to get worried about him.

At last, he issued a general invitation to an evening's entertainment at his house. We all went and, as we were sitting around, Pansy gave us a lecture. The world, he said, had passed over the most wonderful voices for years, until he had come along. He went into raptures about tenors and sopranos and basses and, at last, he worked round to the grand finale by removing a curtain from a big, netted-in cage, on the end of his verandah.

There was the finest collection of frogs inside that I have ever seen. Pansy stood off, and made some motions in front of them and, by degrees, they came to life, with sundry croaks.

Then they broke out into the National Anthem. We all stood up and looked silly. Every frog sounded

his note at exactly the right time, and with exactly the right amount of feeling. Pansy conducted the orchestra with a long slim stick, which he poked through the holes in the netting at times, and a pair of tweezers which he used to pick some stuff from a tin and give to his musicians, every now and again.

The next piece was "Wahoo"—and did the frogs take a delight in swinging it! After several more short pieces the performance, closed for the night.

Pansy was a popular hero. We were all going to make a fortune with Pansy. A collection was started, and the money raised in one night, to enable the whole world to be given the privilege of hearing the world's natural songsters. The night lengthened into a grand spree. We were all millionaires, and Pansy was the richest of all.

Then one of us said he saw a snake. We had all been in that state, before, so we knew what to do. It took five of us to hold him down. It was the climate that did that to people here, of course. O.P. whisky and rum would help—but it was mainly climate. We held him down for two hours, while all the time he protested that it was a real snake he saw, and that we were mad, and not him.

At last, Pansy, to satisfy the poor devil, lifted up the curtain covering

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CORRESPONDENCE IN ENGLISH, FRENCH AND GERMAN.

his frogs, and gave a great cry. The last of his orchestra was just disappearing down the throat of a large dreamy-eyed, carpet snake.

So, friends, if ever you see a man wandering about the Papuan swamps, and he asks you if you have seen any frogs, and does not take any interest in anything else; and if you ever

come into his camp and find frogs everywhere, just remember this story. For poor old Pansy Blossom went off his head. And if ever you hear a chorus of frogs at night, just pay attention to them, and you may realise just how wonderful they would be if trained as Pansy's were.

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CHRISTMAS ON THE WATUT

BY "PETER THE HERMIT"

AN invitation had gone up-river to gather at Sid's camp on the Sunday, and celebrate.

By 12 o'clock, only two of us had arrived, and things looked glum. The local Patrol Officer had sent word from his mountain post that he had fever, and would not be along. The others, from near the 'drome, were expecting a visitor out from Wau, and were notoriously averse from walking anyway, so we feared the worst. But Sid told the "boy" to hang off with the kai-kai.

"Looks as if it's going to be another party like Hartley's," said Sid. Hartley had put on a huge Christmas spread, one year, but nobody turned up; and, in New Guinea, there are no guests to drag in from the highways and byways.

We explained our late arrival. Dick had been sharpening some picks in the blacksmith's shop, and had set fire to it, and destroyed his camp completely. We had saved most of his gear. Still, it was a big loss. Dick had got burned a bit, too.

"Shouldn't have been working on Sunday," he said, with a note of railleury in his voice which deceived nobody.

To fill in time, we started on the hors d'oeuvre. There were seven large plates of them—one for each guest expected—and we helped them down with a spot, now and again.

Talk turned on dogs, and old Speed received his due share of praise. He was recognised as the best dog on the river.

"Great old dog, but getting on now; all his teeth are broken. Yes, he's just on seven; good age for a dog in New Guinea, and the old devil has knocked himself about fighting and hunting. Wasn't he a tiger in the bush, after pigs and wallabies!" And old Speed, knowing well that he was the subject of conversation, thumped his wiry tail on the floor, and grinned up at us.

Said Sid, "What about having a look at my pups". So we went downstairs to the kennel, built under the verandah. The mother was almost a bull terrier, and the pups were just animated roly-polies, with pug noses—six of them. Each was examined with care, and its points discussed in detail, while the mother watched us anxiously.

"Should have their eyes open to-day; this is the ninth day; everything runs in nines with dogs."

BACK inside, and quite unexpectedly the Patrol Officer walked in. He had heard of the fire, and our "boys" had told him that Dick and I had gone to Wau. Thinking that Sid's party would be spoiled, he had come down, despite the fever. He was surprised to see us. "Boys will tell you anything that enters their head, as gospel."

Just back from a patrol up the river, he told us that ours was the most prosperous part of it.

"Ye Gods! What! Aw, fair go!", we came back; but he stuck to his statement.

"You can't say that, Ted. We're all broke, and if you're bust, you're bust, and that's all about it."

Time passed as a succession of hors d'oeuvre and whisky-sodas.

"The crowd from the 'drome won't come now," we decided. "The Stinson went

back to Wau over two hours ago." So the cook-boy was told, "Work 'Im kai-kai now".

Before the table was set they arrived—four of them. Two, slightly merry, had anticipated the celebration. All were saturated with perspiration, of course, so there was a great deal of bustling and shouting for "wash-washes" and clean clothes. When our host's clothes gave out his pyjamas were commandeered.

Then the dogs—there were seven of them—started to fight; five on to one, with one sitting out, very much against his will. They gave us some hectic moments, until they were hoisted out bodily.

There was much commiseration with Dick over the loss of his camp. Talked skipped from gold, to the floods, the international situation, the wireless—aptly designated "the static manufacturer"—then to some of the old identities of the river.

"If you gave 'Old Bill' an open go in the bank for half an hour he'd come out with his pockets empty; he'd still be arguing with the door-keeper at time's up".

"Once, I went up to his camp to have a yarn, and found him sitting on one of his boys. He was holding a big stone over the coon's head, stuttering with rage; 'For two pins I'd bash your brains out, b-b-but you haven't any go-damn brains!'"

We'd about recovered from that when the boy announced, "Kai-kai ready now."

"And about time, too," we came back.

IT was three o'clock, and we were all as hungry as hawks. Sid suggested another drink first—he didn't drink after kai—but he was howled down.

He was very proud of his skill at carving poultry, and this prompted him to suggest that someone else should do the job. He allowed himself to be persuaded, though.

"The host must carve, Sid."

"Your house, old feller: your job by rights."

So he planted the fork confidently deep in the nearest bird's sternum, and flourished the knife with élan.

"Never move the fork once it's in. If it's a flier take the wings off first; if it's a runner—neatly severing a leg—'take the legs; otherwise it might get away from you."

Our host didn't get much to eat, being too occupied in replenishing everybody else's plate and glass; but it was obvious that this gave him more pleasure than a full stomach. The poultry was helped out with salads and vegetables, in this case mostly home-grown. Sid was a noted gardener and cook; and the plum-duff that followed was a beauty.

After the meal, everybody abandoned the table to lie about on the fine patch of couch grass in front of the house; to yarn and smoke and consume an occasional glass of beer. Sid and Dick gave a very poor display of wrestling, which left Dick with raw patches instead of blisters on his arms and hands.

We took a few snapshots to perpetuate the occasion and then, for an hour, discussed the desirability of an immediate departure for home. The Patrol Officer had brought his bed, and Rob, who was a bit the worse for wear, decided to stay the night. The rest of us eventually meandered off after many "cheerios", at five o'clock.

We gradually strung out along the

rough track: four men; three "boys"; and five dogs. Soon the sweat began to stream, though the evening was cool. Talk is not appreciated on the road in mountain country, so all "The Politician" got in reply to his observations were a few breath-saving grunts. So on we went till the "turn-off", where Dick and I left the main track. Dick went on down to the camp, but I sat on the side of the road to see the last man pass.

To-morrow, I was leaving the river for ever and I fel—and so did the others, I know—that Sid's celebration was more a farewell party for me. "I hope the gods smile on you, old friends."

The tail of the line shows up. Bill sat down and rolled a smoke, though it was almost dark and the road ahead was dangerous. We sat there, silent, each reluctant to make the final gesture, while the dark crept closer and closer around us. At last Bill threw the butt away and rose wearily on stiffened joints.

"Aw, well, suppose I'd better get along. So long, Peter."

"Cheerio, Bill."

He ambled mellowly away, and I turned down the spur that led to the camp.

A light burst out in the house ahead. The cooking fires were glittering at the "boys" houses. It was full night.

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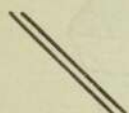


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SAMOA PREPARES

Airports And A Defence Force

From Our Own Correspondent

APIA, Mar. 20.
THE establishment of airports in Western Samoa has now been decided on, and two separate landing places for sea and land planes respectively have been selected and surveyed.

The landing-place for land planes will be on the Vailele Plantation of the Government-owned New Zealand Reparation Estates, near Fagali Beach, about 5 miles east of Apia. Several thousand coconut palms are to be cut down on the old former German plantation.

For seaplanes, the stretch of the coast near Mulifanua, 20 miles west of Apia, has been found most suitable, and at present beacons are being erected and other preparations made.

It is not known at present, whether the airport is to be used for commercial aircraft only, or whether military and naval planes are to be stationed here also.

The American naval base at Pago Pago and Rose Island is to be considerably expanded, especially for the use of aircraft. American Samoa is the southern pivot of the American naval defence line, Alaska-Hawaii-Samoa.

The formation of a European Volunteer Force for the defence of Western Samoa has been authorised. An armed force is to be raised among British residents of the Territory for the purposes of internal police, and the defence of Samoa. A shipment of rifles, machine-guns and ammunition has arrived.

Tennis Standard of Gilbert Islands Natives

From Our Own Correspondent

TARAWA, Feb. 20.
A TENNIS tournament, natives versus Europeans, was played during January on the Government Court at Tarawa. The visitors were students of the Bairiki Boys' School, in charge of the Director of Education, Captain F. G. L. Holland.

Under Captain Holland's capable coaching the school has developed a high standard of tennis, and the native team was successful in all matches contested.

A native team of four met eight European players, the matches consisting of four sets of singles and two sets of doubles, in which, as stated, the natives carried off all the honours. The European players were: Singles matches—Capt. E. W. Harness, Capt. J. Cummings, Messrs. C. F. Jackson and W. G. Jackson. Doubles matches—Dr. F. E. Montague and Mr. D. C. I. Wernham; Dr. K. R. Steenson and Mrs. Harness.

The Bairiki Boys' School now hold both cricket and tennis "ashes".

Mr. G. Langdale, Administrative Officer at Canton Island, arrived at Tarawa (Gilbert Islands) per the Royal Colonial Ship "Nimanoa", and stayed for a few days as the guest of Captain E. W. and Mrs. Harness, while awaiting opportunity to proceed on leave to New Zealand. He continued his voyage as far as Ocean Island per "Nimanoa" in early February (says our Tarawa correspondent).

A FAMILIAR CORNER OF SUVA



Left.—The head office in Suva of Messrs. Morris, Hedstrom, Limited, one of the well-known "Big Firms" in Fiji, with branches throughout the Colony.

Right.—A familiar sight to Suva visitors: "The Venice of Fiji"—a tidal canal that flows alongside Morris, Hedstrom's establishment, as seen from the bridge.



—Vacuum Oil Co. Photos.

LAST OF CHINESE PIONEERS

Two Old Men In Samoa

From Our Own Correspondent

APIA, Mar. 8.
ONE of the last of a band of Chinese pioneer settlers, who arrived in Samoa some 50 years ago, died recently, in the person of Mr. Paul Ah Kiau, at the advanced age of 84 years. Ah Kiau, a native of Hong Kong, left his home at the age of 15 and, after wanderings in various parts of the world, enlisted as a cabin-boy on the ill-fated U.S. warship "Trenton", which met her doom during the hurricane in Apia Harbour 50 years ago. As one of the few survivors of his ship, Ah Kiau decided to leave the Navy and settle in Samoa, where

he entered business as a trader, first in Apia and later, at Alamagoto.

There is now only one of the Chinese original settlers alive—Ah Yen, who is nearly 90, and who lost his eyesight some years ago.

Mr. E. R. Bevington, Administrative Officer at Beru, Gilbert Islands, who recently proceeded to Australia on brief leave to be married returned to the Gilberts accompanied by his wife, in February, travelling via Ocean Island and Tarawa, on return to his station.

Rev. Athol J. Brooks, of N.S.W., is a new recruit for the Methodist Mission. He probably will be stationed in the Bwaidoga circuit, Papua.

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Spread some cutlets lightly with butter, dip into Holbrooks Mustard Sauce, cover with breadcrumbs and fry in hot fat.

When making gravy add one dessertspoon Holbrooks Mustard Sauce.

Holbrooks Mustard Sauce with toasted ham or bacon sandwiches.

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

MS-1



Monsieur Geslin left France by the March "Eridan" for Noumea, where he will join the Magisterial Service of New Caledonia, replacing Monsieur Cochin, who now is in Tahiti.

Archdeacon H. Mayo Harris, Vicar of Holy Trinity Pro-Cathedral, Suva, reached New Zealand in mid-March by the "Arawa" from Fiji. He recently was in Suva Hospital, but his health now is much improved.

Mr. Gavin Lawrie, who settled in New Zealand after he retired from the Fiji Civil Service at the end of 1935, having served for over 40 years in the Public Works Department, died in Auckland in March, aged 77. Joining the Works Department as a carpenter in 1895, he rose to be foreman of the Water Supply in Suva. Altogether, Mr. Lawrie spent 70 years in the Colony.

AUSTRALIA'S RUBBER SUPPLIES

And What the Islands Can Do

The President of the Planters' Association of Papua, Mr. G. A. Loudon, in a letter to "Sydney Morning Herald" in March, dealt with the rubber situation.

MR. ION L. IDRIESS has drawn attention to the possibility of Papua, New Guinea and parts of Australia producing Australia's rubber requirements. I do not think it would be possible to produce rubber in Australia, owing to the high rate of wages, which would make costs prohibitive. I am sure rubber could be grown in the Queensland sugar belt just as satisfactorily as in Papua or the East, but the cost of tapping it would be excessive.

The Planters' Association of Papua, backed by Sir Hubert Murray and the Papuan Government, have for many years endeavoured to obtain assistance from the Commonwealth Government to establish the rubber industry, on such a footing that it would attract the necessary capital to increase its areas under rubber, so that eventually it would be able to supply the whole of the rubber requirements of Australia and later New Zealand.

The late Minister for Customs, Colonel T. White, carried out a very thorough investigation of the rubber industry in Papua and obtained permission from the Commonwealth Cabinet to appoint a Costs Commission to enquire into the costs of the industry and what assistance the industry might require in the event of a serious slump in the London market price, below the cost of production. Unfortunately Colonel T. White retired from the Cabinet and matters seem to have been dropped, but planters in Papua feel sure that Ministers realise the importance of the rubber industry and the necessity to increase production within the Commonwealth of Australia, viz., Papua and New Guinea, also the resultant increase in population to carry on the industry.

As President of the Planters' Association of Papua, I would like to state:—

- (1) Papua has produced and sold in London and Australia first-class rubber for the last 25 years. For many years some of the Papuan plantations produced inner tube rubber—a very refined product, for which they received 3d. per lb. more than the top price in London.
- (2) The quality after tests over many years has proved equal to that of any other rubber producing country.
- (3) The costs of production now compare very favourably with costs in the East.
- (4) We have rubber lands and labour available to produce all Australia's requirements.
- (5) Papua and New Guinea have vast agricultural areas unoccupied. If industry and population are not speeded up, what right have we to hold such valuable property?

I have been somewhat amused to read of Australia's preparations for defence and war. The sole thought seems to be the construction of building and equipment. No thought appears to have been

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given to the essential products, of which rubber is the most important. You cannot have an air force or military transport without rubber.

Planters in Papua and New Guinea realise the precarious position they are in, and that they may be invaded by an Eastern power at any moment. They realise that if they are to protect the islands and their homes they must have population and that population will not come unless industry is increased.

Planters in Papua and New Guinea realise their position, but do the people of Australia? Do they know that, if Japan blockaded the Malay States and the Dutch East Indies, industry in Australia would be without rubber, tea, coffee, hemp and binder twine, kapok and many other tropical products. All these could be grown in Papua and New Guinea, and make Australia independent.

Mr. Idriess states that Australia imported 20,000 tons of rubber in 1937 at a cost of £2,667,000. We add to this by stating that Papua's proportion of the above tonnage was about 1,000 tons.

Dr. P. J. Monaghan, Chief Medical Officer in Western Samoa, reached New Zealand by the March "Matua" from Apia to spend several months' furlough.

Mr. J. C. M. Scott, manager of Burns Philp (South Sea) Co., Ltd., at Makambo, headquarters of B.P. in the Solomon Islands, reached Sydney on furlough by the "Malaita" on March 26.

CONDITION OF N. HEBRIDES NATIVES

Part Played By The Missions

Letter to the Editor

MR. NOTTAGE has strayed from the original point at issue, and appears to be trying to work up a controversy over insignificant details and use it as propaganda as well.

My original protest was against a plain statement made by a certain person, to wit, "that the missionaries were the only people who did anything for the natives"—the implication being that all others were an inhumane set, who took no interest in the natives beyond what they could make out of them.

I can speak for the British, and also for a good many Frenchmen whom I know. It is high time such a foul generalisation was challenged.

I made no comparisons, nor wished to do so, nor did I deny the missions any credit. Each has his appointed sphere which need not clash. My point has been conceded so there the matter ends.

Mr. Nottage has appointed himself the champion of the missions—though no champion is needed—but is all the time thinking only in terms of the particular mission to which he belongs. I would remind this gentleman, therefore, that there are several other bodies working in the group, quite as entitled to the term "mission" as his own, each trying to do its best, but not necessarily along the same lines as the one Mr. Nottage has in his mind.

I am not going to permit the original

discussion to degenerate into a senseless argument. I have seen enough of the futility of this course, in the past.

If, in the years gone by, missionaries, traders and planters had shown more wisdom, and tried to find a common basis on which they could agree, instead of the endless wrangling on the points where they disagreed, I am quite certain the position British interests are in at present within the group, would have been far better, and the natives would have been correspondingly better off.

Quite a lot could have been done by bringing united pressure to bear in the right quarters to gain substantial concessions and benefits common to all, natives included. Instead, we have allowed our differences and antagonisms to be adroitly exploited, and, by the age-old method of playing one side off against the other, the authorities have dodged their responsibilities and given us nothing, and our position is now far worse than it was thirty years ago.

In any case, so far as the writer is concerned, the correspondence is finished.

I am, etc.,

EWEN CORLETTE.

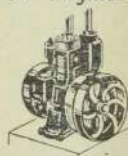
New Hebrides.
20/2/1939.

Mrs. Gregory Bateson, well-known as Dr. Margaret Mead, the anthropologist, arrived in Sydney early in March, after carrying out research work in the Dutch East Indies. She left for U.S.A., where she is assistant curator of Ethnology at the American Museum of Natural History, by the "Niagara" on March 16.

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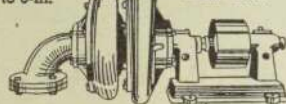


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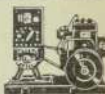
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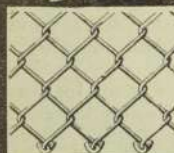
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NAURU CLAIMS FIRST ELECTRIC ORGAN

ON February 26, there took place in the Protestant Church, Nauru, the inauguration and dedication of the new electric Hammond organ. Those present included the Administrator and Mrs. F. R. Chalmers, the acting manager of the B.P.C. (Mr. R. B. Kirk) and numerous Europeans from the staffs of the Administration and the British Phosphate Commissioners. The organ was dedicated by the Rev. Clifford L. Welen (Resident L.M.S. Minister).

It is believed that this is the first Hammond organ to be installed in the Pacific Islands.

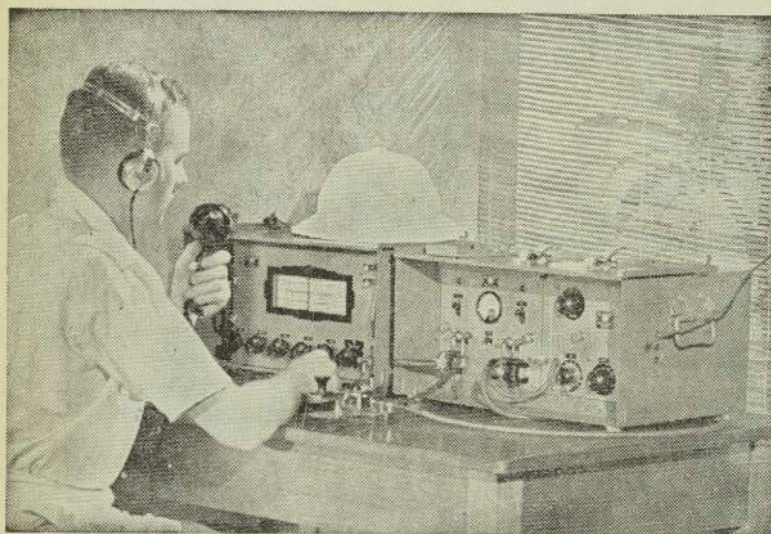
What Kerosene Now Gives To The Isolated Islands Home

The Following Article and Illustrations are supplied by the Shell Company, distributors of Pennant Kerosene.

A FEW years ago, the prospect of an enforced stay in a place not served by gas and electricity was viewed with mixed feelings by those accustomed to city comforts. "There will be no refrigeration, no decent lighting, no cooking ranges, no room heaters."

To-day, the picture is different. The use of kerosene has been extended in a remarkable fashion. Further, the develop-

ment of kerosene-burning appliances has been technically so sound that the equipment now on the market provides certain definite advantages in reliability and economy in operation. Refrigerators, radiators, cooking ranges, hot water sys-



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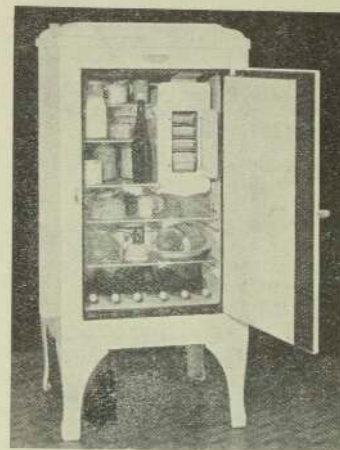
The equipment is particularly suitable for use by Government administration out-posts, survey and mining parties, light-houses, forestry observation towers, island plantations, cattle stations, patrol launches or small trading schooners, etc.

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



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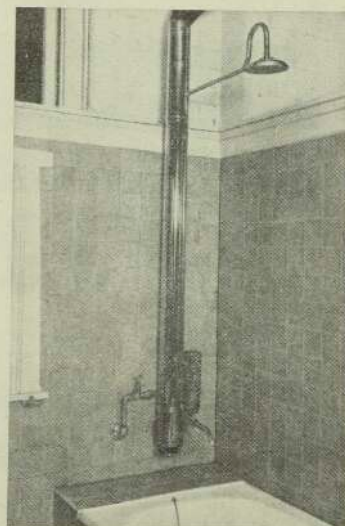
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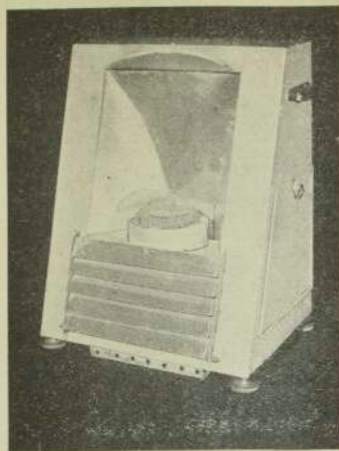
A Refrigerator operated by Kerosene.

tems—all operated by kerosene—are now available and are proving popular.

Kerosene operated refrigerators may now be used by people far removed from civilisation. They are made in a variety of sizes, and operation cost is low. There are no moving parts to get out of adjustment. These refrigerators are giving



A Kerosene Bath-heater.



Latest type of Kerosene Room-heater.

satisfactory results under the extreme conditions of the Islands.

Fans can be made to operate on kerosene. The cost of operation is negligible. At present, overseas manufacturers are investigating markets with a view to making kerosene-operated fans available in Australia and the South Seas.

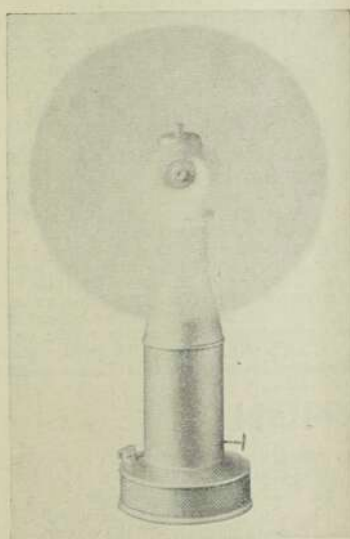
A comprehensive range of sizes and models of kerosene cooking ranges are being manufactured—from the small,

appliances for illumination purposes are now giving excellent service in isolated places.

Of all the conveniences available for domestic purposes, there is none more useful than a constant supply of hot water. There are kerosene-operated bath-heaters on the market which are safe,



A Kerosene Cooking Range.



A modern Kerosene-operated Fan.

single burner of the pressure or wick type, to large ranges complete with oven. Designs are attractive and the ranges are suitable for installation in the modern kitchen.

Great progress has been made in kerosene-burning lighting equipment. Various types of lamps are now available ranging from small domestic lamps, of the wick or pressure type, to powerful floodlight and searchlight projectors, of 20,000 candle power. Kerosene-operated

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Highly efficient kerosene-operated room-heaters, of the hot water and cabinet type, are available.

Sir Albert Ellis (New Zealand Commissioner of the British Phosphate Commission), Mr. A. S. Gaye (United Kingdom Commissioner), Mr. A. H. Gaze (general manager), and Messrs. W. V. Bott and G. J. Bridges (Islands managers for the B.P.C.) arrived in Sydney by the "Awatea" during March to attend the annual conference of the Commission in Melbourne.

Mr. J. Robertson, manager at Labasa, Fiji, for the Colonial Sugar Refining Co., was in Australia on furlough in March.

Mr. M. L. Woodyatt, formerly manager of the Bank of N.S.W. at Lautoka, Fiji, has been transferred to Australia. He was succeeded by Mr. A. J. Shrivess.

EXPLORING CENTRAL NEW GUINEA

Report by Leader of Taylor Patrol

THE following are the essential portions of a report sent to the Administrator of New Guinea by Mr. J. L. Taylor, Assistant District Officer, describing the work of the patrol which he is leading in the unexplored portion of the mainland of New Guinea. The report covers the period August 26, 1938, to January 24, 1939, and the journey from Wabag to the Sepik headwaters, and then via the May to the middle river and the mouth of the Sepik.

ON DUTCH BORDER

I crossed the watershed between the April and the Upper Strickland and arrived at the Sepik headwaters at the end of November and a few days later at Telafofin or Kelafofin. It is near the corner where boundaries between the Territories of New Guinea, Dutch New Guinea and Papua meet. There I met Patrol Officer Black. He had done splendid work in this area and was much liked

by the local people. His police and carriers were in excellent condition.

Whilst at Telafofin I decided that it would be better to come down the May River which flowed for the most part through unexplored country, instead of following the Sepik to its junction with the October, which had been done many years before by Messrs. Karius and Champion. Mr. Black accompanied me as far as the head of the May, whence he returned to Telafofin.

At Mianmin, in the Thurnwald Range, we were fiercely attacked. Until then our journey had been completely peaceful. But at Mianmin we came amongst a bush people, forest dwellers with whom we could not make friendly contact. As Black remarked, drily, "They do not encourage visitors."

ATTACK BY NATIVES

EARLY in the morning of December 17 a clever surprise attack was made upon us and a fine young man, Kwinjil, of Moge-Kwivi, received an arrow which penetrated eleven inches and entered the region of the heart. He died almost instantly at the door of my tent. Four others were wounded.

Two more attacks were made within the next hour, but the police and carriers remained perfectly steady and the attackers were driven off. We were very distressed at the loss of Kwinjil, a youngster with a bright smile and a charming manner, a favorite with everybody. After resting the wounded for a day or two we pushed on to the head of the May.

Black and I spent Christmas together and then he returned to Telafofin, en route to Wabag by the mountain trail.

LIVELY MARCHING ALONG SEPIK

I CONTINUED down the May, passing between the mountains Vierkant and Stolle. As the river flattened out and the country became swampy, I was faced with the problem of travelling by water with my carriers, who were mostly poor swimmers and some who could not swim at all. Also, the difficulty of passing native communities who, though not hostile to pinnaces or power-driven craft, would regard men on rafts as fair game.

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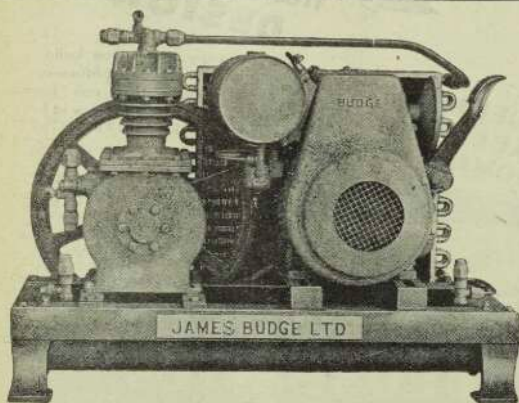
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Making friendly contact with the first of the low country people, whom we found to be steel-hungry, we bought a number of canoes and made barges. Every care was taken, but one barge collapsed, and nearly ended in disaster. Fortunately no one was lost, the barges were altered in design, and a log of light timber placed between the canoes to make the barges unsinkable.

We proceeded by water and by land (both parties keeping pace with each other) outmanoeuvred a party of highly decorated and heavily-armed warriors, and camped lower down, where it was found possible to buy more canoes and improve the barges.

The warriors stood on the high bank of the river with their arms stacked behind them and beckoned the canoe party to come in close where they might shoot down upon us. But just as the barges drew level, the land party arrived, to the amazement of the warriors.

The entire party then went forward by water. The next community met with attempted to prevent our passage downstream. Terrific excitement prevailed in the village. Heavily-armed men roared defiance and shouted for action, and some beat the water with canoe paddles, cheering as showers of spray rose and fell with each stroke. But after some parley we succeeded in passing without conflict, despite the fact that one more bellicose than the rest wished to make a naval engagement of it and attack us from canoes.

The lower May is a fine river, navigable for small craft, and flows through pleasant, well-populated forest country.

Continuing, we reached the Sepik at 2 p.m. on January 13, and came on under our own power.

The people of the upper river were friendly, though at Wogumash they were a little difficult. They refused to stand clear, and I had to threaten sterner action to make them do so, and ensure my barges against surprise attack.

My party was met by the Government vessel "Sirius" at Yessan on January 18. It was great to see her and relief to all of us to go on board and shelter from the fierce sun, which beat down upon us on the barges.

The conduct of the police and carriers has been exemplary. Ten months out, and not a grumble, even when Kwinjil was killed.

The main problem of the journey was that of supply, but this was overcome by our shell currency, which enabled the purchase of food, and by the preparation of sago flour whenever that palm appeared.

The journey from Wabag was something of a marathon and not without incident. Some fine country was passed through and some that was very rough and many thousands of new people were seen.

A lake was found in the vicinity of the meridian 142 degrees 30 minutes which may rival Killarney for beauty.

NEARLY A DISASTER

CROSSING the head of the Western April, early in October, I nearly met with disaster. There being no bridge, it became necessary to cross on a rope and pulley, the police and carriers using an improvised chair arrangement after the manner in which a breeches buoy is used in rescuing people from shipwreck, and the stores and equipment in slings. The pulley or traveller used was a pair of handcuffs.

A strong rope of cane was suspended across the river and it became necessary to test it. I then travelled over it hand over hand and leg over leg, lying horizontally under the rope. To my utter dismay, when over midstream, I discovered that I could not go forward or backward. For a few moments I hung by my legs in order to allow my arms to regain their strength, but my oiled top-boots caused me to lose my grip and I dropped like a stone into the torrent.

I knew that my police would risk their lives to get me out and that I should not go without a struggle. Being used to turbulent water, I held my breath and instinctively made for the opposite side of the stream from which I had come.

I was still under water when my hand struck something. It was Constable Karo,

who had dived almost on top of me. When he came to the surface I had reached shallow water and came up for air.

GETTING CONTROL OF INTERIOR

IT is now my intention to proceed upstream to Kamindimbit, by "Sirius", and from there by canoe to Yimas, on the Karawari. From Yimas I go south to the Maramuni and follow this stream south-westerly to its headwaters. This should bring me on to the plateau in the vicinity of the 143rd meridian.

I understand that Patrol Officer Downs has recommended the permanent establishment of a base camp at Wabag. This suggestion I endorse. It will complete the chain of stations and give us control of the area from the Markham to the Upper Korosomeri (South-West River) at the

Famous! THROUGHOUT THE PACIFIC O.S.L. WHISKY

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Mr. G. Harris and Mr. J. Keenan, cadets in the N.G. Administration, arrived in Sydney from Rabaul, by the "Bulolo" in March, to take a special course in anthropology at Sydney University.

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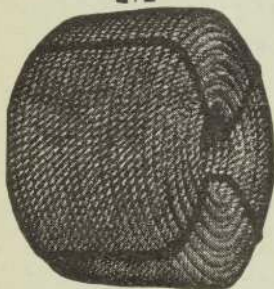
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PLANE IN CRASH AT WAU, T.N.G.



A SINGLE-ENGINE, all-metal Junker machine, owned by Guinea Airways, Ltd., piloted by Jack Robins and with mechanic Len Dobbin on board, took off from Wau aerodrome on a test flight on March 8. When about 100 feet up, the engine spluttered and finally failed. The pilot made a gallant effort to get back

to the 'drome, but could not quite reach it, and came down on a cleared area alongside. The machine alighted and ran smoothly for 20 yards, but then hit the roadway skirting the 'drome, after bounding over the storm-water gutter. The undercarriage was torn off and the plane buried its nose slightly in the road surface. Pilot and mechanic were unhurt.

On March 24, M. Henri Martinet, a chemist, flew from New Caledonia to Bundaberg (North Queensland) in a Renault plane. He later flew to Brisbane and Sydney, and then left, along the airmail route, for France. He left

Uaco, a town in the north of New Caledonia, at 6.30 a.m., intending to fly to Brisbane, but he encountered bad weather which forced him to fly blind for long periods. His machine behaved in a splendid fashion all the way.

FIJI PIONEERS

Death of Mrs. Harry Granville Carr

ON March 11, after a prolonged illness, the death occurred of Mrs. Harry Granville Carr, at Shedfield, England.

Mrs. Carr, who was born in Fiji, was the daughter of the late Hon. C. H. H. Irvine, at one time Attorney-General of Fiji. Her husband, the late Mr. Harry Granville Carr, was associated with the early and prosperous days of the sugar-planter in Fiji, where his interests were in Matanigara Estate, Ba, and in partnership with the late Mr. J. C. Doyle, in Wagadra, Nadi.

Mrs. Harry Carr leaves a family of three daughters and one son: Mrs. Salter, wife of Lieut.-Commander Salter, R.N., who resided with her mother, Mrs. L. McLeod, of Rowena; Mrs. Gorgiopolous of Athens; and the son, who resides at Lightning Ridge, N.S.W.

Mrs. Irvine, the mother of the late Mrs. Carr, whose association with Fiji dates back to Suva's early days, resides with her daughter, Mrs. J. C. Doyle, at Roseville, Sydney. Mr. Alex Irvine, of Fiji, and Mr. Richard Irvine, of Auckland, are brothers.—M.

Mr. and Mrs. C. E. Farnham, of Lae, New Guinea, have returned from an interesting holiday spent in Manila and Hong Kong.

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A CRAZY-QUILT OF EXCHANGE

Queer Currency Conditions in New Hebrides

THE following, from a resident in the New Hebrides, shows the difficulties met with in a joint (or Condominium) Government, when the two nations try each to hang on to its own varying currency. Currency does not tell half the tale, of course. An Australian visitor, motor-ing out from Vila, nearly collapsed when he found that French motorists, being French, kept to the right, while British motorists held to the left side, as is British and proper!

THE residents of Vila, sending their boys to post letters to catch the outgoing "Morinda" mail on March 2, were puzzled at the small amount of change brought back.

Inquiries at the Post Office brought the information that a new regulation had come into force on the previous day, increasing the co-efficient for converting gold franc value to paper value, from 6 to 9, bringing the exchange rate, for stamp purchases, from 150 francs to the £stg., to 225 to the £stg.

Does this mean that if you take £1 stg. to the P.O. you will get 225 francs worth of stamps for it? It does not. The Condominium Government is a business Government, the only one in the world, and doesn't do things like that. You will get only 177 to 180 francs worth, according to the normal, daily, world-exchange rate.

What it does mean is this: The Condominium Government is out to make things pay, and it has increased postal tariffs by 50 per cent. You do not buy more stamps, or bigger value stamps; you pay 90 centimes for a 10 centimes stamp, for which you previously paid 60 centimes; or 225 francs for a hypothetical £1 stg. worth of stamps, for which you previously paid 150 francs. Herein is the economy of inscribing the word "gold" on the Condominium stamps. Their value can be multiplied by any old number, thus saving paper and printing expenses,

whenever the Government wishes to raise the postage rate.

Thus, we have this position, in the world's most extraordinary Administration, the New Hebrides Condominium:

If you buy stamps, you pay 225 francs for stamps worth £1 stg.

If you are paying Customs duties, you convert your £1 stg. into 177 or 180 francs.

If you are a salaried officer of the Government, you are paid half your salary in francs, and half in £stg.; and, for this purpose, £1 stg. is calculated as equal to 124 francs.

Then, as a large part of the commerce in the New Hebrides is Australian, the £stg. is usually converted into £ Australian, at £A125 to £100 stg.

Is it any wonder that people from the New Hebrides, on furlough in Sydney, are frequently seen sitting by themselves in the parks, staring into vacancy, while their bloodless lips move silently in endless calculations!

TORRES IS. CHIEFS DEAD

TWO notable natives of the Torres Strait Islands died early in March. Maino, chief of Yam Island, was buried with elaborate native ceremony. He was a descendant of the warrior Kibisu, whose historical record is touched upon in Ion Idriess' novel, "Drums of Mer". Maino was of great service to Sir William MacGregor during the early days of Papua. He never appeared before visitors unless his breast was fully decorated with medals or other ornaments. He is believed to have been 80.

The other man was John Baud, 70, works inspector of Murray Island.

A son—Robert Harold Ernst—was born on March 16 to Mr. and Mrs. Peter Uechtritz, of Sumsum Plantation, South New Britain.

Rev. W. R. Castle is at present in New Zealand on short furlough from Arawa, New Britain, T.N.G., where he is a missionary worker with the Melanestian Mission.

Mr. H. Hirschfeldt arrived in Rabaul from Hong Kong by the March "Nep-tuna" to take over the managership of Melchers and Co. Ltd. from Mr. S. Lohmann, who will leave for the East and Germany in May.



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Yours faithfully,
(Signed) L. M. Campbell.

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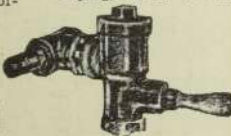
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Rev. J. G. Heath, of the Melanesian Mission station at Taroaniara, Gela, B.S.I., arrived in Sydney by the "Malaita" on March 26 on long furlough.

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N.G. PUBLIC SERVICE

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

PERMANENT STAFF TRANSFERS.

Public Health Department.—Dr. C. M. Deland, Medical Officer, Rabaul to Manus; C. M. McArthur, Medical Assistant, Rabaul to Talasea; Dr. R. W. Schuch, Medical Officer, Rabaul to Kavieng.

District Services Department.—R. R. Cole, Cadet, Rabaul to Wewak; W. B. Giles, Cadet, Rabaul to Salamaua; J. K. McCarthy, Assistant District Officer, Talasea to Rabaul; H. L. R. Niall, Assistant District Officer, Rabaul to Wewak; M. J. Pitt, Assistant District Officer, Rabaul to Talasea; H. L. Williams, Cadet, Rabaul to Madang.

Agricultural Department.—M. C. Crocker, Inspector and Instructor, Kieta to Rabaul.

TEMPORARY ENGAGEMENTS.

Government Secretary's Department.—Miss S. Page to be typist.

Treasury Department.—Miss J. Brodie to be typist.

Public Health Department.—Mrs. D. G. Phillips to be cook-housekeeper.

Public Works Department.—N. Kerby to be mechanic.

Customs Department.—J. A. Stehr to be assistant clerk.

POLICE FORCE TRANSFERS.

L. G. Dean, Warrant Officer, Rabaul to Wau; R. B. Jackson, Rabaul to Kokopo.

Mr. P. Doyle, of the N.G. Crown Law Department, reached Sydney by the March "Tanda".

RESTLESS VOLCANO

Earthquake Damage in the Solomons

THE volcano, Bagana, on the south-west coast of Bougainville (Mandated Territory), has been active since the Rabaul eruption in May, 1937.

During the past few months ashes have fallen over Kieta and the coastal area north of the town. On January 30 a mild earthquake was felt on the island while, at the same time, a severe shock was experienced in the Shortland Island Group with lesser movement through the Solomon Islands as far south as the Russell Group. The movement was felt periodically for several days and on Vella Lavella as late as March 8.

At Faisi, in the Solomons, two houses were badly wrecked and four thrown out of alignment. The copra store, bulk store and wharf as well as the Government Post Office will need rebuilding, and damage to the extent of approximately £500 is reported on the Methodist Mission Station, at Kokeqelo, in the Roviana Lagoon.

TWO DAYS ADRIFT

Wreck of Fijian Cutter

A CUTTER called "Tolonibuabua" about five tons, and owned by the Buli of Thikobia, was wrecked at Wallagilala, in the Fiji group, during the storm at the end of February.

In the cutter were seven Fijians and a Chinaman. The sails were torn away, and the vessel drifted from Thikobia to Wallagilala, where, during the height of the gale, the "Tolonibuabua" was completely smashed. The eight men were among the reefs for two days and a night, eventually reaching Wallagilala, where they remained for three weeks. Then the lighthouse tender, "Seniceva", calling at the lighthouse, took them aboard and conveyed them to Levuka.

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SCIENCE BEATS MOSQUITOES

From Our Own Correspondent

PORT MORESBY, Mar. 20.
THANKS to the precautions taken by the Medical Department under Dr. May, the plague of mosquitoes that usually troubles Port Moresby during the North-west season has failed to materialise this year. There have been a few mosquitoes about, but only enough to raise the question of whether the effort of lighting anti-mosquito coils was justified.

Samarai, on the other hand, complains that the little pests are more troublesome than for many years; and it is stated that malaria has recently been contracted on that island by residents who have never been in recognised malarial districts. Plans for further reclamation and drainage are, however, being considered, and these should put an end to troubles of this nature.

Rev. A. T. Hill, of the Melanesian Mission at Pawa, Ugi, Solomon Islands, passed through Sydney recently en route to New Zealand, where he will spend short furlough.

CENTRAL N.G. FERTILITY



An agricultural scene in the recently-discovered plateau country in New Guinea. This shows a mission plantation (S.D.A.) on the Ramu tableland. Here have been planted oranges, mandarins, passion-fruit, beans, peas and other vegetables, and they flourish exceedingly. In the foreground may be seen a prolific crop of sweet potatoes—the staple food of the people of these central tablelands. (Photo by Pastor Campbell.)

Dr. F. E. Montague, senior medical officer at Tarawa, Gilbert Islands, who was about to proceed to Australia on 8 months' vacation leave, was the guest of honour at a gathering in Tarawa in March, when he received various presents and good wishes.

Captain Hilder has taken over command of the New Guinea inter-island vessel "Maiwarra" in place of Captain McManus, who has been transferred.

New Data on Fly-Sepik Region in New Guinea

A VALUABLE contribution to geographical science is a pamphlet by Mr. Stuart Campbell, just published by the Royal Geographical Society.

Mr. Campbell is well-known in Papua as the aviator who accompanied Mr. Ward Williams on his prospecting expedition to the headwaters of the Fly River in 1936-7, and who successfully maintained communication between the isolated camp, established by Mr. Williams in the vicinity of the Star Mountains, and the outposts of civilisation near the mouth of the Fly River, in Western Papua. Mr. Campbell, in the course of his work, made an accurate and detailed map of the unknown mountainous country between the headwaters of the Fly and the headwaters of the Sepik—an area which lies around the junction of the boundaries of Papua, New Guinea, and Dutch New Guinea. Mr. Campbell made detailed notes of the character of the country and of the numerous tribes of unknown and primitive people who inhabit the plateaus and valleys, and he used this material in a lengthy address delivered before the Royal Geographical Society in London in May, 1938.

The address, together with what is probably the first detailed map of the region referred to, has been issued by the Society as a pamphlet, entitled "The Country Between the Headwaters of the Fly and Sepik Rivers, in New Guinea".

Mr. Campbell is now in practice as an engineer in Melbourne.

Captain R. Savage, of the New Guinea Treasury Department, and Mrs. Savage arrived in Victoria from Rabaul by the March "Neptuna".

ROADS AT LAST!

Activity in Port Moresby

From Our Own Correspondent

PORT MORESBY, Mar. 21.

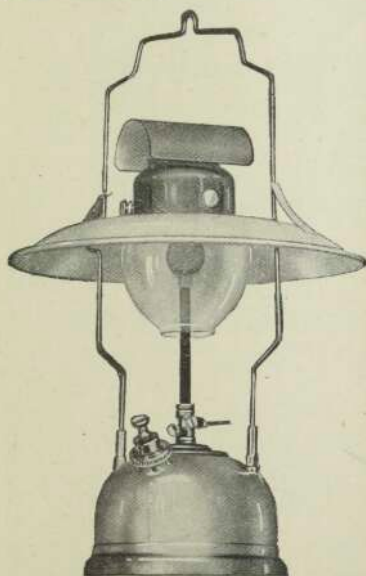
AFTER several years of ecstatic contemplation, or hypnotic trance, or perhaps the coma of despair, the Public Works Department has begun to face the urgent matter of road maintenance in and about Port Moresby.

There may have been a definite object in the policy of masterly inactivity followed for about eight years. One suggestion was that scientific research demanded data as to just how far roads could deteriorate without becoming completely impassable by modern traffic. Another supposed that the intention of the Department was to impose an elimination test with the object of discovering the world's most robust car; while a third imagined that the idea was to promote trade through the importation of spare parts and new tyres.

Whatever the reason, the Department is now busy, and good work has been done on a few stretches of roadway in the town.

One of our leading weekly newspapers complained a short time ago that all roads were hollow in the middle, forming natural water-courses, to the detriment of our Rolls-Royces and Lanchesters. Now the same paper laments that the cambered crown on the new sections results in an unpleasant slope towards the gutter on each side. Truly, it is difficult to please everybody all the time.

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"ANCRE" Cast Iron Sauce Pots.
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"ARARA" Gas Stoves.

"VESTA" Sewing Machines.
"LOHSE" Uralt Lavender.
"BREWO" Swedish Axes and Hatchets.
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WHERE THE TRADER IS BANNED

Idyllic Land of the Tuamotus

From Our Own Correspondent.

PAPEETE, Mar. 11.

IN the Tuamotu Archipelago is an island which cares for itself. Schooners of two masts do not call there, because a one-masted boat, built by the islanders themselves, carries to Papeete all the copra, cut and sun-dried on the atoll.

When it returns, the boat of one mast (because those who navigate it are men of honour) brings sugar, rice, flour, lumber and odds and ends of merchandise, the purchase of which has been entrusted to the captain.

They have an agricultural association of which only the elders and owners of land on the island are members. In Papeete is a representative of that association, who cares for the books of accounting of its transactions. Each member pays faithfully his due to the society each month; for they are satisfied that if they remain united in this association they will be saved from the hands of merchants and so escape falling into debt; because they are not clear in mind how they would be able to straighten out debts and the end would be that they would be summoned to the court at Papeete and their lands seized, as is the requirement of the law.

They are wise, these men of —, because they can shield themselves from traders who are most clever in tangling up the affairs of commerce. There is but one method (they have agreed) to save the lands inherited from their forefathers—have no dealing with traders and direct their affairs as though there were no traders. In — the elders are obeyed as patriarchs, and are loved and respected.

It is pleasant to witness certain of the elders of this island, when they introduce their children, grandchildren and even their great-grandchildren. They take pride in the undivided large families—one on this island numbers 33 members. None among this number is rich, but they have sufficient for themselves, and any guests who may come to their table, and they never borrow. Each member of every family is aware that, united, they have power, but a family disunited will be overtaken by poverty. For that reason they neither quarrel nor dispute, but each performs the task allotted him. They give counsel each to the other, and abide by the decision of the elder, for in him is greater wisdom.

This island is not a large land. The tonnage of copra each year is far from great; but each holder of land loves the inheritance bequeathed to him by his ancestors.

The young people once gathered before an assembly of elders from a nearby island, and some from lands more distant, and swore to hold sacred the lands of their ancestors, and never to sell nor place them in jeopardy of falling into the hands of traders. When this oath was finished they sang the ancient sagas of their land, and their leader made a prayer that the keeping of the oath they had sworn should long endure.

"Perhaps", continues the writer in "Te Vea Maohi" (from which this extract is translated), "many who read will say, 'No doubt the people of this little island never meet those of other islands, and so have become rustics'."

On the contrary, he testifies, they

come often to Papeete and, like the natives of the Austral Islands (who also come to Papeete), they have examined the thing called civilisation and are not pleased with what they have seen. The natives of these southern islands also manage their own affairs and hold the lands inherited from their ancestors as a sacred trust to be handed on undiminished to their descendants.

The present Administration of the Colony by education through "Te Vea Maohi", and by salutary laws, is doing all in its power to foster this spirit in the natives of the other islands.

BISHOP STRONG'S VISIT TO PT. MORESBY

Letter to the Editor

A PERSONAL paragraph on page 45 of the March "P.I.M.", may be construed as containing an implication that Rt. Rev. Dr. Strong (Bishop of New Guinea) neglected the people of Port Moresby when he called here on February 13 and left again by the "Bulolo" on the 15th.

In point of fact, His Lordship arrived late on the evening of the 13th and left early on the 15th, and he was in the township for one complete day only. During that brief period he was so inundated with business affairs that it was impossible for him to devote himself to social and personal matters. However, those residents who, according to your correspondent, knew nothing of his visit have only themselves to blame—the visit was announced from the pulpit at St. John's Church at Evensong on the Sunday preceding his arrival. Accordingly, a number of parishioners and friends visited His Lordship on board the "Bulolo" the night she was due to sail, and after he had completed a somewhat harrassing day's work.

I am, etc.,

E. JOHNSON,

People's Warden, St. John's Church,
Pt. Moresby, Papua,
March 29, 1939.

Mr. H. Short, manager for Messrs. Burns, Philp and Co. Ltd., in Bougainville, T.N.G., arrived in Sydney on leave by the "Malaita" on March 26.

Mr. A. H. Marlow, managing director of Fiji Builders Limited, paid a short business visit to New Zealand in March.

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Mr. and Mrs. E. A. S. Ross arrived in Australia from Port Moresby, Papua, by the March "Bulolo" on their honeymoon. The bride formerly was Miss Ida Meyers, youngest daughter of the late Mr. A. Meyers and Mrs. Ethel Meyers, of Konedobu, Papua.

Mrs. Spence, wife of Mr. Jack Spence, well-known New Guinea miner, died recently in Townsville, Queensland.

Mrs. Henry Dexter, wife of Mr. Henry Dexter, well-known in Papua, was critically ill in England early in March, and was not expected to recover. Mr. and Mrs. Dexter were married in London only a year ago and, as he expressed it in a letter at that time, they settled down to a happy old age in Kent. Many Papuans and ex-Papuans will extend their sympathy to the formerly cheery old trader of Milne Bay.

PAPUAN ATTACKED BY SHARK

From Our Own Correspondent

PT. MORESBY, Apr. 2.

THE native practice of diving for coins for the entertainment of steamer passengers resulted in a sudden tragedy on March 24.

A native boy of 14 years of age diving for a coin thrown by one of the "Bulolo's" passengers, was attacked under water by a shark, which completely severed one of his legs above the knee. The boy was rescued by members of the R.A.F., who were at work on the wharf at the time, and was immediately placed on a military lorry and conveyed to hospital, where he died soon after admission.

The P. & O. cruise liner "Strathaird", will visit Pt. Moresby, Papua, on July 1.

CINDERELLA!

How Makatea Became Richest of All

MAKATEA, one of the north-western atolls of the Tuamotu or Low Archipelago, is the nearest of them to Tahiti (120 miles) and stands somewhat apart from its neighbours. Of all the atolls of the Tuamotu Archipelago, it is the only one which rises more than 25 feet above the sea-level (excepting Oeno, at the far S.E. end of the chain). It attains a height of 230 feet, being flatish on the top, but for one small knoll.

"Toau, Apataki, Kaukura and Arutu'a form the cluster called by Cook the 'Paliser Islands' in 1774; and probably include the same that Roggeveen sighted in 1722 and named Avonstondt, Meerdere Zorg, and Goede Verwachting, though it is possible this last was Ra'iroa. His description of the next he fell in with, taken with its latitude, identifies it with Makatea: 'with a shore reef of sharp white coral, but no lagoon, in latitude 15 degrees 43 minutes'. He named it Van Verkwikking (refreshment or revival), because he obtained some purslain and scurvy-grass there.

"Ora'iroa is the Fliegen Eyland of Schouten, discovered by him in 1616. Communication between it and Tahiti was maintained before Europeans visited these seas, the canoes often using Makatea as a port of call.

"It was reputed rich in pearls and dogs' hair; but some of the fish in its lagoon were apt to be poisonous. It, too, was visited by Wilkes in 1839." (B. G. Corney.)

The navigators who followed Roggeveen in these waters seemed to have missed Makatea. "Neither Byron and Mouat, Cumming, Wallis, Cateret, nor Cook sighted Makatea at any time."

Don Joseph de Andia y Varela reports that on the outward voyage from El Callao to Tahiti, on the morning of November 6, 1774, he saw what he believed to be land which, "From the account of an Indian named Puhoro, one of those who are termed among these people 'fatere' (sic) meaning pilot, which he communicated to us after our arrival in the Island of Amat (Tahiti), so I got to know that the land of which I have just been speaking is the island of Mathea, of which the Indian in question was a native."

A footnote explains—"This refers to Makatea, pronounced by Tahitians Ma'atea.

"Andia could not have seen it, since by his own showing he was never nearer to it than 93 miles."

During the following 130 years, Makatea, standing apart from its sister islands, was a veritable Cinderella.

Traders from Papeete called there; but the commerce of Makatea was meagre, compared with that of the neighbouring atolls—rich in pearls, pearl-shell and copra.

Abundant treasure—in the form of advances and supplies of every kind—were poured into these opulent islands by merchants competing for major favours from the proprietors of these coveted products. For Makatea, there were not even crumbs from this groaning table of plenty.

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In consequence, there were no mortgages or liens against native property reposing in the strong boxes of Papeete merchants when, in 1908, a retired officer of the Navy of France, Captain Bonnet, discovered that Makatea was a vast treasure house. For nearly a century the feet of traders had been passing and re-passing over one of the richest deposits of high-grade phosphate in the world.

To record the mental and verbal reactions of those traders who were still living when the discovery was announced, would require a pen dipped deeply in the subtleties of many tongues, and a parchment fabricated of acid and fire-resisting materials.

The phosphate deposits of Makatea analyse over 80 per cent. tricalcic phosphate.

The operating company, Compagnie Francaise des Phosphates de L'Océanie, has been very successful from its beginning. Ships of many nations come to Makatea to load heavy cargoes for their far-away lands.

Cinderella, neglected and despised through the centuries, has come into her own and now reigns as queen over her once over-shadowing sisters.—A.C.R.

Mr. A. Sorrell, of Guinea Airways Ltd., Salamaua, New Guinea, married Miss Betty Baldie, of Lae, on March 11. They have made their home at Kela.

Rev. C. E. Fox, M.A., Litt. D., arrived in Sydney by the last "Malaita" from Alangaula, Ugi, B.S.I., on long leave, which he will spend in New Zealand and England.

MODERN BUILDINGS IN APIA



Photograph of the new produce store.

From Our Own Correspondent

APIA, Mar. 11.

A VERY modern structure has just been completed in Apia—Burns Philp (S.S.) Co.'s spacious produce store, at the corner of Main Beach Road and Savalalo Road, which replaces the old wooden store, destroyed 15 months ago, together with 1,000 tons of copra.

The new building, work on which was started nine months ago, is of reinforced concrete, rigid frame construction, in a style of architecture originating in Canada. The local construction work was done by Mr. J. Gaffney, builder and Mr. R. Elliott, concrete steel fixer, with a local labour staff. The store is 190 feet long and 56 feet wide, with walls 16 feet high, and it holds 2,000 tons of copra, or cocoa beans in bags.

The store was officially opened on February 28, when the Acting-Administrator, leading officials, and representatives of the Apia business community were wel-

comed by Mr. R. H. Brown, manager of Burns Philp (S.S.) Co.'s Apia branch.

Messrs. Gaffney and Elliott have been commissioned to start on another modern building—a copra store, cocoa store and large business emporium for Messrs. Morris, Hedstrom, Ltd., of Suva, adjoining the new B.P. produce store.

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NEW GOLD RECOVERY METHOD

A REVOLUTIONARY process enabling the profitable recovery of gold from the lowest-grade ores was described to the convention of the American Institute of Mining and Metallurgical Engineers in New York early in April.

The new method is based on the discovery that gold adheres to charcoal rather than being precipitated by it, as previously thought. The process consists of adding activated carbon lime to cyanide in the grinding mill. The mixture is then agitated, and the gold is finally separated from the carbon by a flotation method.

A son was born on March 24 to Mr. and Mrs. A. R. Prieb, of Rabaul, at Namanula Hospital, New Guinea. He has been christened Robin Mayne.

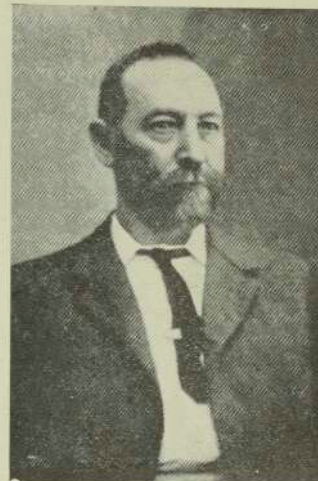
GRAND OLD MAN OF LEVUKA**90th Birthday of Captain David Robbie**

A PIONEER colonist in Fiji, Captain David Robbie, was 90 years of age on March 4, 1939. He is a resident of Levuka, well-known and highly esteemed; and members of the Ovalau Club, led by Mr. Cyril King, arranged a party of Levuka citizens in his honour. He received good wishes and congratulations from a wide circle of friends.

David Robbie was born in Forfar, Scotland; was well educated there; and became a telegraph clerk in the service of the Scottish Railway Co. But soon he

went off to sea; joined a vessel in the East Indian and Australian trade; went to the Thames Goldfield, New Zealand, in 1872; was in the N.Z. coastal trade for a while; and in 1876 he arrived in Fiji as master of the schooner "Nymph".

Then he acquired a vessel of his own, and traded through all the Central Pacific Islands—from New Hebrides to Samoa, and north to the line. In 1882, he



Captain Robbie—a photograph taken 30 years ago.

settled in Suva as manager for Kopsen & Co., ship chandlers and general merchants; and a few years later he established himself very successfully in Levuka as a general merchant. In the late eighties he established plantations in Vanua Levu, where he grew tea of high quality, as well as cocoa, coffee, vanilla and rubber. He was one of the best types of British colonists—enterprising, far-visioned and ready always to render public service. As he became wealthy he took a greater interest in public affairs. He was a Warden, and Mayor of Levuka on many occasions. He was Chairman of the Levuka School Board, President of the Levuka Chamber of Commerce and for many years he was Member representing his district in the Legislative Council. He was a foundation member of the Ovalau Club. He was Harbour Master. He was a very active supporter of all healthy sport and foremost in the promotion of regattas and in every movement made in connection with the welfare of Levuka.

Mr. L. J. Perichon, formerly of Burns, Philp and Co. Ltd., Wau, New Guinea, has been appointed manager of the new B.P. hotel at Port Moresby, Papua.

Mr. D. MacKinnon, O.B.E., who is a member of the British Solomon Islands Advisory Council, spent most of his recent furlough in Sydney in hospital. He contracted a bad attack of influenza just after he arrived in Sydney and later this developed as pneumonia, and he had a month in Lister Hospital. The rest of his leave he spent in the Blue Mountains and at Kurrajong undergoing convalescence. It has been noted that residents of the tropical islands contract influenza rather easily when they visit more temperate climes, and unless great care is taken the after-effects may be severe.

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Aerial Survey of Easter Island

THE interesting suggestion was advanced by Mr. R. W. Gosset at the March meeting of the Pacific Islands Club in Sydney that an aerial survey should be made of Easter Island. Mr. Gosset, a former resident of the Cook Islands and other parts of the Pacific, who has made a special study of Easter Island, said that such a survey would be of immeasurable value to scientists.

He pointed out that similar surveys in England had resulted in knowledge being increased of the dwellings of primitive man. "It is a fact that aerial photographs reveal much more than the naked eye," said Mr. Gosset (who was the Club's guest of honour), "and I have felt for some time that a survey of Easter Island from the air would do likewise. Despite what has been found there already, I feel that an aerial camera would provide us with more information concerning the early inhabitants and earthworks on that fascinating island."

Other visitors included Miss Margaret Herrington Carruthers, of Apia, Samoa (who contributed several Samoan songs); Mr. Alfred Stephen, who was a member of the first scientific party that investigated the guano deposits at Makatea Island; and Mr. Stuart Anderson, of the Protector of Aborigines Department, Thursday Island.

THE "TAHITIENNE"

AFTER lying idle in Auckland for several years, the two-masted schooner "Tahitiennne", one-time Islands trader, has been sold to Mr. Alex. Donald, of Auckland. He is refitting and overhauling her for use as a pleasure yacht, the purpose for which she was originally laid down 16 years ago on the Californian coast.

The "Tahitiennne" was taken to Auckland from Papeete in October, 1934, in charge of Captain W. Brander and a native crew of six. She had been intended by an American master mariner, Captain A. C. Norton, for use as a private yacht, but he died before she was completed. The hull was then bought by S. R. Maxwell and Company, Islands traders, and for some years she plied among the islands of the Eastern Pacific until the depression. Then, as a result of slackening trade, she was laid up at Papeete until it was decided to send her to Auckland for disposal.

The "Tahitiennne" is a vessel of 93 tons, with an overall length of 93 ft., a 20 ft. beam and a draught of 10 ft. 6 in. When she was put on a slip recently it was found that her timbers had withstood the long idleness remarkably well. Mr. Donald intends to retain the vessel's schooner rig, but to give her all new gear.

Mr. G. Allen, manager of the C.S.R. Company at Ba, Fiji, was in Australia at the end of March, spending furlough with his wife.

Mr. E. W. P. Chinnery, formerly head of the District Services Department in New Guinea, arrived in Sydney, en route to Melbourne, by the "Tanda" from Rabaul on March 23. He has been appointed Director of Native Affairs in the Northern Territory, with headquarters at Darwin.

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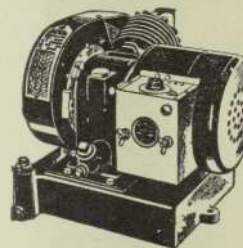
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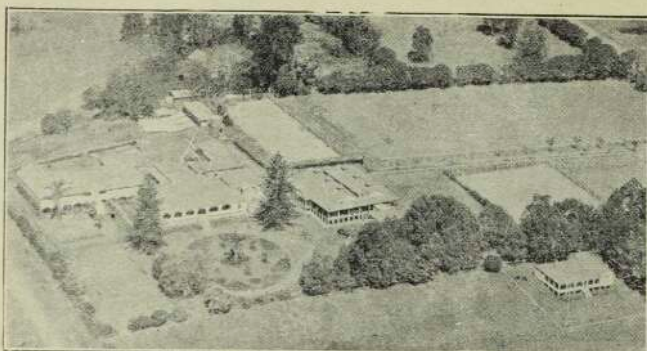
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Mrs. F. R. Isom, wife of the Melanesian Mission printer at Guadalcanal, B.S.I., returned to the Solomons by the "Malaita" on April 1, after a short visit to Sydney.

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Fashion Hints for Islands Women

By Therese

NEW fashions are bursting on us with unrivalled splendour. The approaching season will be full of glamour and attraction. Designers and manufacturers have sought inspiration from nature, using brilliant combinations of colours that we never dreamed possible. Glorious fabrics are printed or woven with lovely and exotic blooms, blending half a dozen brilliant colours with superb artistry; lames are presented in stripes and floral, veivets are patterned and plain, and the richness of their pile and the depth of colour are breath-taking.

Taffetas and layer on layer of tulle are used for crinolines with delightful effect. When several pastel shades of tulle are used, a misty rainbow effect is achieved, and rhinestones scattered here and there glisten like raindrops.

Your figure must be slim for the black taffetas evening frock with its buttons down the front and its square décolletage trimmed with ruched velvet in sea green and cherry. The skirt fits the hips snugly and is almost wide enough to be a crinoline.

Black and white is its usual sophisticated self in a frock for festive hours. Of black sheer chiffon, the dress is tucked from neck to hem line, slimly fitting the figure to the knees, then flaring widely to the hem. It is worn over a white slip, with huge white roses trailing over one shoulder and topping a shoulder-length veil of tulle with charming effect.

Grey is fast gaining popularity—in

men's eyes, a woman who wears grey is instinctively right. When she chooses misty grey chiffon made on Grecian lines worn over a gleaming satin slip, they hand her the laurel leaves which she twines in her hair.

EVENING coats are distinctive and luxurious. An evening coat of soft blue romaine is simply made with monk's sleeves and tied at the waist with a narrow girdle. Natural blue fox fur edges the floor length hem. White taffeta cloque is equally lovely, and a coat, form fitting and Edwardian, has a real leg o' mutton sleeves to give it further distinction.

The autumn sports story is a gay one. Plaids, great big bold ones, are used for jackets, blouses, skirts and ensembles. You will see plain jackets, check skirts, plain capes lined with check all in one ensemble, and they are amazingly chic, too. If stripes are properly treated they can do wonders for you. A cereal coloured (outstanding beige shade) tweed suit has a double-breasted coat and a slim short skirt, while a matching coat striped in brown is thrown over the shoulders. Worn with a new "squash" hat and good high cut Oxford in rich brown with matching gloves and bag, it reaches perfection.

Striped jersey is another fashion favourite and is ideal for two piece suits. One of blue with white stripes is zipped right up the jacket front. The skirt is

absolutely plain—and therein lies its smartness.

Silk frocks are always chic and to greet the milder weather heavier silks are presented. Boleros are still popular and are undoubtedly attractive. A navy ribbed ottoman ensemble has its short skirt cut on the cross, and adds a gay blouse and girdle of brilliantly patterned silk. The shoes that accompany it are navy, as are the gloves and little pill box hat with a jaunty feather sticking upright on one side.

Rows of faggotting trim the bodice of a clipper blue crepe frock and are repeated in the sleeves. The neckline is high and sports a narrow band of white waffle pique and a tiny tailored bow.

All interest lies in the bodice of a frock of cloque in cabbage red. The shoulders are broadened making the hips incredibly slender. Diagonal tucks, saw edged sleeves, and collar are other highlights.

BLOUSES loom large in the wardrobe, and for those who can wear them it will be a definite blouse and skirt season for sports and morning wear. A coat matching the skirt or in complete contrast, will give both blouse and skirt

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dual individuality, lengthening their hours of duty.

The waist-coat blouse is new and different. In black velvet with a green suede front, it achieves distinction worn with

a black woollen skirt and a sack coat of astrachan. A little cap of astrachan with a green feather aloft is the hat to go with it.

Shoes are cut up as high or higher than ever, but no more open toes for the streets. Lace-ups and courts vie for popularity, and the sandal is relegated to the ball-room. Suede is linked with patent leather and kid, the result being most attractive. All the new vintage shades are easily matched with shoes, and several shades of green are also procurable.

Bags are offered in infinite variety and in as many shades as the lovely materials on the market. Belt and bag sets match up with the shoes. Belts are narrow, and those that are wide at the back, narrow down in the front, or vice versa.

DRESS-MAKER jewellery for day wear has returned with a rush; so bring out the old-fashioned necklaces of your ancestors that you secretly thought looked like dog collars! They are just the thing demanded by Fashion. Rings, bracelets, and clips—produce them all and make a bold bid to be in the vanguard of Fashion. But when night falls and you don the crinoline, pearls and pastel flowers are called for.

The demand for flowers never wanes. Real and artificial, they fill a romantic role in the lives of our clothes. For day-wear there are tiny button-holes of brilliant colours to gay your tailleurs, and for evenings huge blooms make a glamorous addition to your toilette.

Mr. and Mrs. G. F. H. Gee, of Rabaul, New Guinea, received many congratulations on March 16 on the birth of a daughter—Jean Patricia.

CUPID BUSY ON OCEAN ISLAND

From Our Own Correspondent

OCEAN IS., Mar. 24.
A MATRIMONIAL record was established this month, when there were three weddings in a fortnight.

The marriage of Mr. and Mrs. F. J. Thistlewaite linked Nauru and Ocean Island, for the bride was until recently a nurse in the British Phosphate Commission's Hospital at the former island. A week later another young couple were married, Mr. and Mrs. W. L. Crichton. And the following day Mr. and Mrs. George Holt were united; the bridegroom has been employed by the B.P.C. for a number of years.

CAROLINE ISLANDS HISTORY

A REMARKABLE collection of lantern slides of native life in the Caroline Islands some 30 to 40 years ago has been presented to the Dominion Museum (Auckland) by Mrs. F. W. Christian, whose husband was the second European to explore that group. The collection is remarkably comprehensive and is of great value from an ethnological standpoint. The late Mr. Christian spent a considerable time in the Caroline Islands at a time when the natives had not been affected to any great extent by outside influences, and he came to be regarded as the leading authority on the group. His book on the Carolines is still considered a classic on the subject.

Captain A. G. Thomas has been appointed master of the Burns, Philp inter-island vessel "Mullama" which trades in New Guinea.

REG. TRADE MARK, 72,783.

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No. 1 CINNAMOLIA for Dysentery, diarrhoea and other infections of the alimentary canal. 3/- per bottle.

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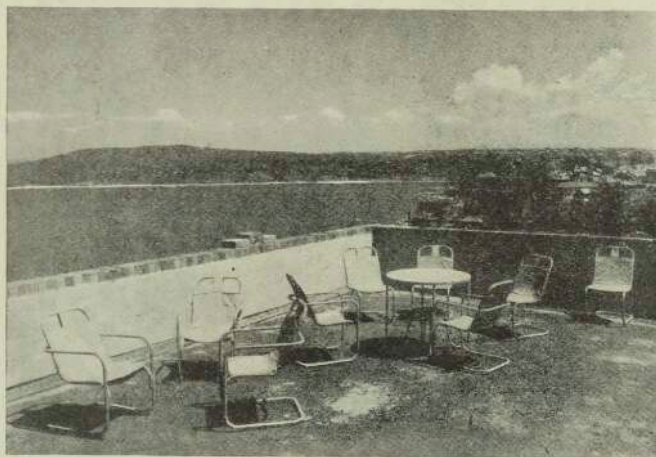
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B.S.I. PLANTATION INSPECTOR MARRIED IN SYDNEY

ONE of the best known residents of B.S.I., Mr. Allen Campbell, of Beranda, who is at present in Australia on leave, quietly married Miss Evelyn Darby, only daughter of the late Captain T. A. Darby and Mrs. Darby, of Waverley, in Sydney on March 30.

Mr. Campbell, who is the youngest son of the late Hon. James Campbell, M.L.A.,



Mr. and Mrs. Allen Campbell.

and the late Mrs. Campbell, of Elsternwick, Victoria, has been in the Western Pacific for many years as Inspector of Plantations in the Solomons and Bougainville, T.N.G., for Burns Philp (South Sea) Co. Ltd. The bride is a sister of Mr. L. Darby, of Burns, Philp and Co. Ltd., Port Moresby, Papua.

Mr. and Mrs. Campbell will leave Sydney for the Solomon Islands by the "Malaita" on May 13.

MEMORIES OF A PERILOUS N.G. VOYAGE

MEMORIES of an adventurous, ill-fated voyage from Melbourne to New Guinea in 1878 in search of gold have been recalled by the death at Metung, Gippsland, of Captain James Bull, aged 90 years.

Captain Bull was one of 17 young men who bought equal shares in the daring expedition. His death has left two survivors—Mr. Arthur Peck, of Melbourne, and Mr. Robert Herbertson, of Ormiston, Queensland.

In the "Dove", of 47 tons register, the 17 adventurers sailed to New Guinea from Melbourne in three weeks. Finding no trace of gold in the wild streams and hills where they dug and panned, they explored along the coast. Malaria attacked the whole crew; four died, and were buried at sea.

In desperate straits, the 13 survivors turned the "Dove" for home, but so badly had her wooden planks been bored by sea worms that as quickly as the crew baled the vessel filled again. As the "Dove"

was foundering another vessel arrived in time to save the crew. It took them to Japan, whence they returned to Australia.

The auxiliary ketch "Myro", in which Mr. B. E. Walters, his wife, three associates and a crew of two set out from Tulagi (Solomon Islands) for Sydney early in March, arrived eventually at Townsville. The voyage was very uncomfortable, owing to a heavy beam swell. Mrs. Walters left the vessel at Townsville, but the others decided to continue south as weather permitted and reached Sydney on April 9. The "Myro" is a two-masted schooner-rigged craft.

Mrs. Clive Brewster, wife of the well-known Major Clive B. Brewster, of Suva, Fiji, returned to the Colony by the March "Niagara" from New Zealand, after several months' holiday in the Dominion.

Dr. James Taylor, a Government Medical Officer in Fiji, has been transferred from Levuka to Nadroga.

Mr. A. M. Ryan, Postmaster at Rabaul, New Guinea, arrived in Sydney on March 23 by the "Tanda" on long leave.

Mr. J. W. Grittins, of the Colonial Secretary's Office, Fiji, is now en route to England on leave. He is accompanied by his wife.

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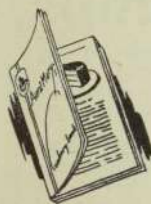
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TILLOCK & CO. PTY. LTD., SYDNEY.

SCOUTING ON OCEAN ISLAND

From Our Own Correspondent

OCEAN IS., Mar. 22.
ON March 18, the Resident Commissioner (Mr. R. H. Garvie) declared the new Native Scout Hall open. The ceremony was followed by songs from the scouts and native dances.

The story leading up to this event is interesting. In November, 1937, Bonibat, a native teacher, commenced scout work among the Banabans. Members of the B.P.C. staff became interested and the movement was put on an official basis, a troop of 12 being formed. A second troop was established last June, and the following month work began on the Scout Hall. The scouts now number 70, including a Cub pack and a Rover Crew with Mr. Garvie as District Commissioner.

Great credit for this fine progress is due to three young men of the B.P.C. staff who act as District Scoutmaster, Scoutmaster of 1st Banaba Troop, and Cubmaster respectively—Messrs. L. E. Ravenscroft, R. J. Munro and J. Stokes.

Mr. C. R. Field, Director of Public Works in New Guinea, is at present in Western Australia spending three months' furlough. He is accompanied by Mrs. Field.

Mr. A. B. Farquhar, manager of the Colonial Sugar Refining Co. Ltd., Lautoka, Fiji, arrived in Sydney from Suva by the March "Niagara".

Mr. Arthur Simpson, of Bubuleta Plantation, Papua, who had lived in the Territory for over 30 years, died in March in Samarai Hospital. He was 64 years of age.

Death of E. C. Ransome, O.B.E.

THE death occurred recently in Ipswich, England, of Mr. Edward Coleby Ransome, O.B.E., B.A., Chairman of Directors of Ransomes, Sims, and

Jefferies, Ltd., the large British manufacturers of agricultural machinery, whose products are well-known in the South Seas. He was 74 years of age.



In 1886, Mr. Ransome entered the workshops of the firm, which had been founded by his great-grandfather nearly 100 years before. He worked his way up through the various departments and branches and, on the death of his

father in 1905, he was elected managing director of the company. He became Chairman of Directors 20 years ago.

Mr. Ransome figured prominently in public life—he was twice Mayor of Ipswich and was a member of numerous Council, townplanning and agricultural committees.

A "GOODWILL" GESTURE!

A LONDON Sunday newspaper was responsible in March for the report that Japan had offered to return the Caroline and Marshall Islands to Germany, "as a goodwill gesture and as an example to other countries".

Having read thus far, one was inclined to stop and wonder whether Great Britain would be so affected by this example as possibly to change the fate of New Guinea and Western Samoa.

However, there was another paragraph. "The offer of Japan is accompanied by the condition that Germany should return the islands as soon as her other former colonies have been recovered".

One might describe it as a gesture typically Oriental!

NEW VESSEL FOR TAHITI

From Our Own Correspondent

PAPEETE, Mar. 18.

AN addition to the inter-island fleet at Papeete is the 81-tons brigantine-rigged "Florence C. Robinson".

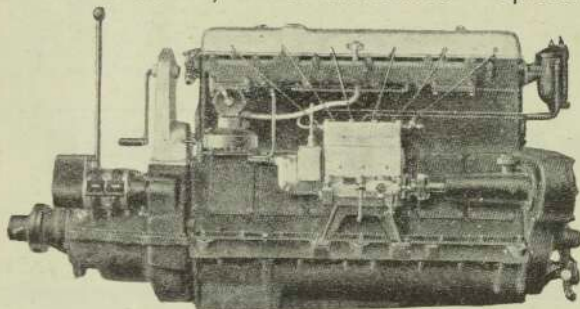
This vessel was constructed at Gloucester, Massachusetts, U.S.A., ten years ago. A large part of the material used in her construction is teak. She is powered by a 50 h.p. Diesel auxiliary engine.

The ship has been bought by a local syndicate headed by Monsieur Henri Grand.

Mr. and Mrs. W. M. Greer, of Aropea Plantation, Kieta District, New Guinea, arrived in the East late in March en route to England on holidays. During their absence, Mr. C. Doyle is in charge at Aropea.

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MINING NEWS

From Fiji

EMPEROR GOLD MINING CO., LTD.

EMPEROR GOLD MINING CO., LTD., Tavua, Fiji, advises that the figures for the last four production periods compare as follows:—

	Four weeks ended			
	Dec. 28.	Jan. 25.	Feb. 22.	Mar. 22.
Ore treated, tons	11,854	13,502	13,520	14,750
Head value, dwt.	6.8	6.2	6.13	6.31
Gold, oz., fine	3,744	3,807	3,847	4,188
Residues, dwt.	0.47	0.45	0.39	0.5

*Production suspended 24 hours owing to storm; drop in grade due to continuous rain, diluting ore with overburden.

†Concentrates stacked, pending further treatment, totalled 14½ tons, estimated to contain 160 oz. of fine gold.

The last progress report stated:—Native labour force now sufficient; outfit at Tau lime kilns averaging 6½ tons daily; pilot plant with flotation adjunct steadily improving in efficiency.

LOLOMA (FIJI) GOLD MINES, N.L.

Production figures for March showed the highest monthly throughput to date, with a record recovery of gold. The following table compares the latest yield with those since December:—

	Four weeks ended			
	Dec. 28.	Jan. 25.	Feb. 22.	Mar. 22.
Tons treated	1,655	1,795	2,305	2,355
Gold, oz. fine	2,249	2,435	3,160	3,210
Silver, oz. fine	491	502	773	563
Residue, dwt.	1.25	1.15	1.10	1.07

*Output includes retreatment of old residues, yielding 14 oz. fine gold.

†In addition, 380 tons of old residues were re-treated for a yield of 20 oz. of fine gold.

The last progress report of the Co. stated:—Headframe on Theodore shaft completed, foundations for winch and housing poured; commenced excavations for new conveyor system from Theodore shaft to mill; increased tonnage for recent periods due to improvements and adjustments to treatment plant; flotation section now running continuously; low recent yield from treatment accumulated residues due to treating low-grade section of recent production so as to give access to older and higher values.

From New Guinea

BULOLO GOLD DREDGING, LTD.

PRODUCTION of Bulolo Gold Dredging Limited's dredges in New Guinea from December to February was:—

	Dec.	Jan.	Feb.
Cubic yards	1,302,000	1,196,000	1,136,000
Bullion, oz.	27,116	17,778	14,848
Gold, fine, oz.	18,709	12,268	10,246

VALUE—

Aust. currency*	£163,704	£107,345	£89,652
Value per c. yd.	/20.1	/21.5	/18.9
Working profit	£111,851	£75,810	£63,376

*At £A8/15/- per fine ounce.

†No. 1 dredge closed down 3 weeks for installation of new digging ladder.

DAY DAWN SOUTH (N.G.) N.L.

Shareholders in Day Dawn South (New Guinea) N.L. have approved of the appointment of Mr. N. M. Barrell, chairman of directors, as liquidator, to wind up the Co.'s affairs.

Answering a shareholder at the recent extraordinary meeting in Sydney, Mr. Barrell said that the directors felt that if there had been any possibility of gold being in the lower levels of the mine, the Co. would have had no hesitation in resuming operations. Inquiries from reliable sources in New Guinea had shown, however, that there was no justification for allowing expenses to continue.

SANDY CREEK GOLD SLUICING, LTD.

Early in April the mine manager of Sandy Creek Gold Sluicing, Ltd., New Guinea, reported that the last four yields compared as follows:—

	Dec.	Jan.	Feb.	Mar.
Cubic yards	17,206	14,196	16,482	17,834
Gold, oz.	486	293	445	463.1
Per cubic yard	4/2¾	3/1	4/0½	3/10½
Working cost	1/4½	1/5½	1/5	1/5

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Ltd., reports that the clean-up for March yielded 100 oz. of gold.

During that month 57,184 yards of over-burden were removed from No. 4 elevator site, and put through the boxes.

Sluicing of over-burden at No. 5 elevator site is now in operation, and may be completed during the present month, after which the elevator will come into operation on the lower gravels. Returns should then become normal. This is the most economical method of working the deep ground on the eastern section of the property. With the arrival of pipes on the field, the pipeline will be extended across the bridge to work the terrace gravels simultaneously with the elevator.

BULOLO DEPOSITS, LTD. IN LIQUIDATION.

A meeting of shareholders in Sydney in Bulolo Deposits, Ltd., on March 29, decided to put the Co. into voluntary liquidation. The Co.'s leases on the Morobe goldfield, New Guinea, have been sold for cash to New Guinea Goldfields, Ltd., and the latter entered into possession in November, 1938. Shareholders expect to receive 11d. for each 2/- share.

NEW GUINEA GOLDFIELDS, LTD.

A progress report for December to February has been issued by the Mining Trust, Ltd., consulting engineers for New Guinea Goldfields, Ltd.:—

	Dec.	Jan.	Feb.
Edie Creek mill—			
Gold, oz., fine	1,171	944	852
Silver, oz., fine	4,312	3,730	3,365
Ore, tons	3,600	3,011	3,011
Alluvial—			
Gold, oz., fine	993	1,217	1,035
Silver, oz., fine	722	908	766
Golden Ridges mill—			
Tons treated	2,329	2,136	2,426
Gold, oz., fine	943	938	1,012
Silver, oz., fine	1,229	1,228	1,379
Operating profit—			
Edie Creek, £	3,525	2,069	680
Alluvial, £	2,960	3,884	2,644
Golden Ridges, £	1,514	1,832	2,540

ENTERPRISE OF NEW GUINEA.

Accounts of Enterprise of New Guinea Gold and Petroleum Development N.L. for the six months ended February 28, disclose a loss of £5,052. At the date of balance, current assets amounted to £5,704, including cash, £1,813. Creditors were set down at £968.

A report issued in March said:—Surprise

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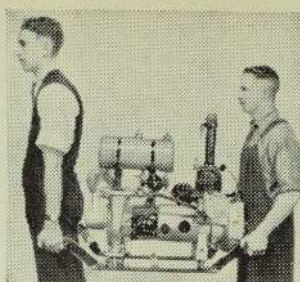
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ASSAYERS — METALLURGISTS — REFINERS
REGENT & GEORGE STS., SYDNEY.

Creek.—Large amount dead work been necessary in clearing a channel, and in constructing a diversion wall to turn Watut River through old workings. River now flowing through diversion channel. Sluicing and hydraulic elevating under way in dried river bed. Edie Creek mine.—Nos. 1 and 2 parallel lodes: Nos. 6A, 7 and 8 prospecting adits cleaned out and retimbered. Large tonnage profitable milling ore probable in these lodes. Compressed air plant out of commission several days recently owing to broken crank-shaft steam engine. Replacement installed and operating. All works proceeding satisfactorily.

From Papua

PAPUAN APINAIFI PETROLEUM CO., LTD.

PAPUAN APINAIFI PETROLEUM CO., LTD., reported late in March that the No. 3 Olapu bore had continued trouble-free and had reached a depth of 733 ft., with traces of oil throughout. The bore will be sunk as deep as possible.

It is reported that drilling conditions in this bore have been almost ideal, which is a good augury for major drilling operations, the strata encountered being similar to that in No. 1 Olapu bore, which is close to the site selected for the first major well.

The Co. has made a call of 1/- per share, making 3/6 paid, payable on April 24.

CUTHBERT'S MISIMA GOLDMINE, LTD.

A net profit of £43,701 was earned by Cuthbert's Misima Goldmine, Ltd., Eastern Papua, for the year ended December 31, 1938. This profit is shown after providing £2,791 for development, £1,500 for a bonus to staff, and writing £670 off plant. The 1937 profit was £23,481, after £3,388 development and £1,500 staff bonus had been provided, and £411 written off plant. Two dividends of 1/- each (making 20 per cent.) were paid, absorbing £30,000—the same as for 1937.

Mining operations compare:—

	1936.	1937.	1938.
Ore mined, tons	21,707	26,119	33,521
Head assay—			
Gold, dwt. to ton . . .	6.5	6.37	6.25
Silver, dwt. to ton . . .	53	47	35.71
Costs—			
Mining (inc. dev.) . . .	13/1.2	13/6.7	14/2.8
Treatment, ton	7/4.4	7/9.1	7/10.4
General	7/5	7/9.7	7/4.8
Production—			
Gold, oz.	6,375	7,407	9,537
Silver, oz.	19,008	21,387	26,707
Gold price, stg. oz. . .	7/0/3	7/0/9	7/2/6
Ore reserves—			
Positive, tons	145,500	190,091	194,496
Probable, tons	107,200	112,925	117,854

Despite the year's treatment, positive ore reserves have increased by 4,405 tons, and probable ore reserves by 4,929 tons. The ore mined was obtained from the Southern section. This is well opened up, facilitating the supply of 40,000 tons, which is the designed capacity of the treatment plant. A shortage of native labour for underground work prevented the capacity tonnage being reached last year.

A little development was carried on in the Northern section, the ore body of which will not be opened up until the latter part of this year. No work has yet begun in the sulphide zone.

Assets included cash £9,877, bullion in transit £6,900, debtors £75, prepayments £2,000, and stores £7,302. Creditors and provision for taxation are £8,377.

The last monthly production figures showed the following comparison with the two previous periods:—

	Jan.	Feb.	Mar.
Treated, tons	2,641	3,031	2,850
Bullion, oz.	2,589	2,788	2,701
Gold, fine, oz.	672	808	757
Silver, fine, oz.	1,852	1,915	1,878
Est. val. (at £A8 oz.)	£5,490	£6,574	£6,166
Value, per ton	41/7	43/5	43/4

Total development for February: 511 ft., 467 tons ore won from development, 2,564 tons from stoping, total 3,031 tons, average assay, gold 5 dwt., 20 gr., silver 26 dwt. 3 gr. per ton.

MISIMA NORTH, LIMITED.

Misima North, Ltd., Misima Island, Eastern Papua, reported on March 22, that on the Patricia lease, which is one of the original leases, dish samples show a free gold content of 2 to 6 dwt. a ton. Two samples were taken across the face of the lode, and gave a gold content by assay of 12 dwt. and 24 dwt. a ton respectively. On the new leases, an open cut has been put in 40 ft., and a tunnel is being driven. The tunnel is in 50 ft., and the engineer expected to strike the lode at the 200 ft. level about the end of March.

AUSTRALASIAN PETROLEUM CO., PTY., LTD.

Results so far obtained by Australasian Petroleum Co., Pty., Ltd., warrant the expectation of a drilling recommendation in Papua within the next few months, said the managing director of Oil Search, Ltd. (Mr. E. F. Griffin), early in April. He said that Papua Oil Development Co.'s abandonment of its oil prospecting permit had no bearing on the activities of Australasian Petroleum Co. in Papua and New Guinea. The permits originally granted to Oil Search, Ltd., in Papua, and subsequently transferred to A.P.C., were being thoroughly explored, with a view to an early beginning of a drilling campaign.

The Anglo-Iranian Oil Co., Ltd., for several years made geological surveys in both Papua and New Guinea, on ground later taken up under special permits by Oil Search, Ltd. With the knowledge so obtained, the Anglo-Iranian Oil Co., Ltd., agreed to join the Vacuum Oil Co., Pty., Ltd., and Oil Search, Ltd., to form Australasian Petroleum Co., Pty., Ltd., which established its field headquarters at Port Moresby.

In addition to its Papuan permits, A.P.C. also holds 20,000 sq. miles in New Guinea, where investigations are being carried out as quickly as possible.

YODDA GOLDFIELDS, LTD.

A statement issued by Yodda Goldfields, Limited, reports that the amount of gold won during March totalled 91 ounces 19 dwt.

GOLD MINES OF PAPUA, LTD.

Returns for the past four months from Gold Mines of Papua, Limited, at Misima Island, in Eastern Papua, show:—

	Dec.	Jan.	Feb.	Mar.
Crushed, tons ..	2,003	2,612	2,728	2,754
Gold, oz., fine ..	281	329	367	374
Silver, oz.	929	992	938	1,050
Value	£2,625	£3,000	£3,275	£3,400
Residues, gr. ..	6	6.2	7	7

Quotations For Mining Shares**FIJI.**

	Mid-Sept.	Mid-Dec.	Mid-Apr.
Emperor Mines ..	b13/	b10/	b7/11
Loloma	b24/7½	b22/	b19/6
Mt. Kasl	b4/2	b4/5/3	b4/3
Tavua Dev.	b3d	b1d	b3d
Vatu Kasla	—	s1d	s4d

NEW GUINEA

Bulolo Deposits ..	b10d	b7½d	—
Bulolo G.D.	b£7/4/	b£6/5/	b£6
Day Dawn Sth.	s2½d	b1d	—
Day Dawn (Pd.) ..	b1½d	s4½d	—
Enterprise of N.G.	b7/6	—	s25/
Guinea Gold	b15/4	b14/	b12/6
Mt. Kaindl (Pd.) ..	s6d	—	s1d
N.G.G., Ltd.	b1/8	b1/6	b1/11
Oil Search	b9/1	b8/4	b4/7
Placer Dev.	b£3/16/3	b£3/13/	s£3/10/
Sandy Ck.	b1/5	b1/3½	b1/4
Sunshine Gold ..	b8/3	b9/	b7/

PAPUA.

Cuthbert's	b16/6	b17/9	b15/
G.M. of Papua ..	s5/1	b3/6	b1/
Mandated All.	b2/	b1/9	b2/3
Oriomo Oil	b14/	b9/	s10/
Papuan Apinapi ..	b8/2	b5/	b5/6
Yodda Goldfields	b4d	b8d	b1/

BROADCAST OF COPRA PRICES

SOUTH SEAS produce prices (including copra) are broadcast weekly from Sydney as the first item in the news bulletin from A.W.A.'s world range short-wave station VK2ME each Sunday at 9 p.m., and Monday at 1.30 a.m. (9,590 kilocycles). VK2ME will transmit programmes in May on Sundays between 4 p.m. and 6 p.m. (0900—0900 G.M.T.); and on Mondays (Sydney time), operating on a 31.28 wave length between 1.30 a.m. and 3.30 a.m. (1530—1730 G.M.T.).

BUILDING BOOM IN FIJI

THE "Fiji Times" says that at present there is a building boom in Fiji, and especially in Suva. New buildings under way include Government offices, bungalows, a new cafe on Victoria Parade, and new blocks of shops and offices.

A NEW auxiliary cutter, 63½ ft. long, with an 18 ft. beam, has been built by Mr. C. Whippy at Walu Bay, Fiji, for the use of the District Commissioner of Lau.

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

a.m.	Market Reports.
6.30	National News Bulletin.
6.45	Early News Bulletin.
6.55	Physical Exercises.
7.00	Music.
7.10	Australian and Overseas News.
8.00	Music.
8.15	Music.
10.00	Daily Broadcast Service.
10.15	Close.
12.00	Time Signal and Broadcast to Schools.
p.m.	Wheat and Grain Report.
12.20	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.

(Continued on Page 67)

Run an A.C. Receiver from House-Lighting Batteries or D.C. Mains

Battery and vibrator receivers are a compromise, at the best, and cannot be as efficient as an A.C. mains radio. If you have a

house lighting plant of 32 volts or more you can use an A.C. receiver by means of

The Gilco Rotary Converter

The Gilco Rotary Converter gives you 240 volts A.C. current with a total absence of man-made static, and will run any standard A.C. receiver or radiogram, H.M.V., Tasma, Kriesler, Lekmek and all others, exactly as if you were in Sydney. Prices are from £14.

Write to us for further information regarding Gilco Converters and Radio Receivers.

UNITED RADIO DISTRIBUTORS Pty. Ltd.

234 Clarence St.
Sydney.

Cables:
URD. SYDNEY.



WHEN you've a toast to give, call for a bottle of Dewar's — the Scotch that always appeals. There is rare delight and satisfaction in the purity and mellowness of this perfectly matured aristocrat of whiskies.

DEWAR'S
The SCOTCH WHISKY



Electric Motors for driving Models, etc., work off 4 to 12 volts—wet or dry batteries. 5/6, 8/6, 10/6, 12/6. Electric Railway Engines with fender, 12 rails, 65/-, 75/-, 95/-. Transformers, 240 volts, 25/-.

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.

P.M.G. British type Morse Code Key, 19/6. Senior Buzzer, 2/6, 3/9, 4/9, 7/6. Combination Morse Code Buzzer and Sight Practice Set, 19/6, 25/-. Cross Over Switch from Light to Buzzer.

Australian Boomerangs: 3/6, 4/6, 5/6. Koala Bear Dolls: 25/-, 15/-, 9/6. Special price to traders.

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/-. Gliders, 3 sizes, the Set, 3/-.



A d just able 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.

New "Like-a-Flash" Battery Operated Radios for 1939-40. Ideal for the South Sea and Pacific Islands. Guaranteed 12 months. 4 Valve Broadcast Battery Set with Matched Dynamic Speaker. Iron Cored Transformers. Suitable for listening into far away and near broadcast programmes. Full and comprehensive range by night. £13/10/- complete. Cabinet, 30/- extra. 5 Valve Model. £16/17/6. Cabinet, 50/- extra. 6 Valve Dual Wave Radio Gramophone Combination Battery Set with R.F. Stage. 8 in. Dynamic Speaker. Push Pull Type. "B" Class Output. Provides Music for Dancing, etc., together with Dual Wave Radio Programmes. Price on Application. Please say whether Hand Wind or Electric Gramophone Motor is desired.



"Totem", a well-made little game, for Homes, Clubs, Hotels, etc. Push the starting knob and off spin the 2 reels, one the horses and other the odds — when the spin terminates the Winner and Winner's Price is clearly shown. Cheat and fool-proof, 21/-.

Billiard Balls, Resilient, faultless in running, true to angle and perfect balance; a real superior ball, unaffected by climate conditions. 1—"Dymonite" Billiard Balls, 1 1/2 in. 21/- set. 2—"Dymonite" Billiard Balls, 1-7/8 in., 25/- set. 3—"Dymonite" Billiard Balls, 2 in. 35/- set. 4—"Dymonite" Billiard Balls, 2-1/16 in., 55/- set. Postage on each set 1/-.

Just Arrived—The Magic Egg Trick, 2/6. The Mystic 10/-, 21 or 25 Note Producer, 3/6. The 2 Ass Puzzle, 1/-, Square Puzzle or the "T" Trick, 9d. each.

Pocket Telescopes, made in England, 3/11, 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.

We stock all kinds of Canvas and Canvas Goods and Wet Weather Wants for the whole family. Ask for quotes.

Permaelectric Sneaker, 5in. and 6 1/2in., 23/-. Leading Make for Battery Sets.

Amplion L1, Permaelectric 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 inside, 1/-.

Splendid Tricks and Puzzles. The T. Trick, 9d. The Square Puzzle, 9d. The 2 Asses Puzzle, 1/-.

The Magic Egg Trick, 2/6.

Lightweight Table Tennis Bats, 2/6; English Balls, 2/6 dozen. Cameras, samples, 33/-; Model, 35/-; 5.50 Models, 55/-.

Electric Bells, work right off 240 volts, 13/6; Battery Operated Electric Bells, 1/11, 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. 240 volt A.C. NOW £8/15/- CASH.



Electric Battery operated Portable Light—Wooden Case, Shade Lamp and Pull Cord Switch, 7/6.

Write for list of Radio Publications. Practical Wireless, 8/6.

CROWN AND ANCHOR SETS, 10/6.

5 Poker Dice, in box . . . 7/6 and 12/6.

In Leather Case . . . 7/6, 10/6, 12/6.

Head and Tail Dice, Sets of Five, 3/6 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-Games: "MONOPOLY" and "TOTOPLY". 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, 81/-, 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 Price Back Needles, 4/6 per 100; 2/6 per 50.

R.C.A. Victor Cutting Needles for Pre-grooved Records, 8 for 5/-.

JUST ARRIVED. Wireless chokes, coils & transformers, and how to make them. Also by the same author 60 Tested Wireless Circuits, 5/6 each copy. Author F. J. Camm. 4 in 1 Pocket Type Bakelite Screw Drivers, 2/- Electric Solder Irons, 22/6, 21/-, 15/-, 9/6.

Like-a-Flash Cigarette Selling Machines, for Wall or Counter. All Metal. Fool Proof. Small size, holds 15 packets of 6d. Cigarettes. Price, 45/- Large size, holds 24 packets of 6d. Cigarettes. Price, 55/-. Special Price, in lots of 6 and 12. Traders, write for fullest details.



Ormond British Made Highest Grade Vernier Dials, 3 inch Brown Bakelite or Metal, 8/6. "UTILITY" Short Wave Dials—World's Best, 12/6.

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 Cased Pick-up Head: 16/6.

Table Type Interesting Pin Games: 12/6, 15/-. Competition Dart Boards: 21/-. Others: 2/6, 8/11, 11/6. Competition Brass and Feathered Darts: 3 for 5/6. Table Tennis Sets: 7/6, 15/- Model Aeroplane Kits, all types. Write for leaflets. Draught Sets: 4/6, 8/6, 10/6.

Midget Single Jack 1 Hole Mounting 1/3.

"Ormond" British 00035 Single Hole Mount Variable Condensers, with 4in. Black Polished Bakelite Dial, 15/-.

NOW 7/6.

"Pilot" U.S.A. 00035 Variable Condensers, 11/6. NOW 5/6.

"Pacnet" Shockproof UX Bakelite Valve Sockets. Phosphor Bronze Fittings 1/3.

JUST LANDED—U.S.A. made collapsible type Radio Aerial, quickly and easily fits into motor car door hinge, 33/-.

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, £6/6/-.



Graphoscope 8/6. With it you can copy any Drawing or Photo up to size 6 x 4 in.

Send for fullest particulars of Radios suitable for the South Sea Islands.

Write for Pin-Game, Totem and Odds and Evens Leaflets

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. Order from this list.

"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 180 volts. 0 to 30 M.A. 2 Reading Pocket Volt Meters 7/6. 3 Reading Meters 10/6.

Emmicol 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/-, 6 v. Electric Solder Irons: 22/6. Large 50 amp. Battery Clips: 1/3 each. We stock all sizes.

"COSMOCORD" British



"Like a Flash" British make Gramophone Pickups complete Richards, just arrived 25/-

"Cosmocord" . . . 25/-

"Cosmocord" De Luxe 32/6

"Cosmocord" high definition . . . 38/6

"Cosmocord" Super de Luxe . . . 45/-

Amplion (English) . . . 28/6

Cosmocord British Crystal with Vol. Control, 48/6.

LEVENSON'S RADIO Write for Pin-Game, Totem and Odds and Evens Leaflets

GAMES, NOVELTIES AND HOBBIES

226 PITT STREET, SYDNEY

Manufacturers, Importers, and Exporters.

Branches: Radio Cheapside, 240a Pitt St. N.S.W., AUSTRALIA

Cable address: "Leveradioh." Goods forwarded V.P.P. or Sight Draft. Satisfaction and Service Guaranteed. We can supply by mail all General Merchandise at a Better Price. Quotations with pleasure. Please add freight and packing. Write for full list of interesting leaflets of Games, Hobbies, Novelties, and Electrical Goods.

7.25 News Commentary.
7.30 Australian News.
7.40 Talk.
10.30 Late News.
10.40 Late Market Reports.
11.00 Music.
11.20 Summary of Day's News.
11.30 Close.

EVERY SATURDAY

p.m.
12.40 Music.
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.
11.00 Dance Music.
12.00 Close.

EVERY SUNDAY

8.00 News Bulletin.
8.10 Sporting Session.
8.20 Musical Programme.
9.30 Summary of Week's News.
9.40 Music.
10.00 News.
10.30 "Singers of Renown".
11.00 Divine Service.
p.m.
12.15 Music.
1.30 Close.
3.00 Re-open—Talk.
3.20 Musical Programme.
6.00 Close.
6.15 Re-open.
6.30 "Adventures in Music".
7.00 Talk.
7.20 News Bulletin.
9.15 Talk on International Affairs.
10.20 News.
10.30 Close.

APRIL 23 TO MAY 20

Apr. 23 (Sun.)—7.30 p.m. Harry Bloom's Band;
8 "Romeo and Juliet"; 9.45 Piano and Violin;
10.10 Comedy Harmonists.

Apr. 24 (Mon.)—1.30 p.m. Kyneton Races; 8
Serial; 8.30 Military Band; 9 Revue; 10 Music.

Apr. 25 (Tues.)—8 p.m. Musical Comedy; 9
Piano Duo; 9.30 Talk; 9.45 Instrumental Trio.

Apr. 26 (Wed.)—1.30 p.m. Moonee Valley Races;
8 Request Items; 8.45 "Emma and 'Erbert"; 9
A.B.C. Band.

Apr. 27 (Thurs.)—8 p.m. Spivakovsky Duo; 8.30
Sketch; 9 Vocal Quartet; 9.10 Concert.

Apr. 28 (Fri.)—7.40 p.m. Talk; 8 Musical Pro-
gramme and Community Singing.

Apr. 29 (Sat.)—1.15 p.m. Race Descriptions;
8.10 Music; 9.15 Concert; 9.45 Story; 10 Variety
Show.

Apr. 30 (Sun.)—7.45 p.m. Harry Bloom's Band;
8.15 Play; 9.30 Piano and Violin; 10.10 Piano.

May 1 (Mon.)—8 p.m. Serial; 8.30 Military
Band; 9 Revue; 10 Modern Music.

May 2 (Tues.)—1.30 p.m. Warrnambool Races;
8 Music; 8.30 Male Quartet; 10 Story; 10.15
Harry Bloom's Band.

May 3 (Wed.)—1.30 Warrnambool Races; 8
Request Items; 8.45 "Emma and 'Erbert"; 9 Jim
Davidson.

May 4 (Thurs.)—1.30 p.m. Warrnambool Races;
8 Comedy; 9.45 Musical Programme.

May 5 (Fri.)—1.30 p.m. Pakenham Races; 8
Musical Programme and Community Singing.

May 6 (Sat.)—1.15 p.m. Race Descriptions; 8
till 11 Dance Music.

May 7 (Sun.)—7.30 p.m. Orchestral and Vocal
Music; 8 Play; 9.45 Violin Recital.

May 8 (Mon.)—1.30 p.m. Ascot Races; 8 Serial;
9 Revue; 10 Modern Music.

May 9 (Tues.)—1.30 p.m. Avenel Races; 8
Musical Programme and Community Singing.

May 10 (Wed.)—1.30 p.m. Bendigo Races; 8
Request Items; 8.45 "Emma and 'Erbert"; 9 Jim
Davidson.

May 11 (Thurs.)—1.30 p.m. Bendigo Races; 8
Brass Band; 8.40 Lotte Lehmann; 9.30 Music.

May 12 (Fri.)—8.50 p.m. Ballad Recital; 9
Music; 9.45 "The Choristers".

May 13 (Sat.)—1.15 p.m. Race Descriptions;
8.10 Melbourne Symphony Orchestra (George
Szell); 10 Concert.

May 14 (Sun.)—8.15 p.m. Play; 9 Vocal
Quartet; 9.30 Piano and Violin.

May 15 (Mon.)—8 p.m. Serial; 8.30 Stephen
Yorke; 9 Revue; 10 Modern Music.

May 16 (Tues.)—8.10 p.m. Lotte Lehmann;
9.15 Music; 10 Story; 10.15 Jim Davidson's Band.

May 17 (Wed.)—1.30 p.m. Geelong Races; 8

Request Items; 8.45 "Emma and 'Erbert"; 9 Male
Quartet; 10.15 Dance Music.

May 18 (Thurs.)—1.30 p.m. Description of
Barwon River Boat Races; 8.30 Play; 9 Jim
Davidson's Band.

May 19 (Fri.)—1.30 p.m. Ballarat Races; 8
Play; 8.40 Community Singing.

May 20 (Sat.)—1.15 p.m. Race Descriptions;
8.10 Professor George Szell and Edmund Kurtz
(Cellist); 9.30 Jim Davidson's Band.

Mr. S. G. Middleton has taken up his
duties as Assistant Resident Magistrate
at Port Moresby, Papua, after 12 years
on various out-stations.

Mr. A. O. Barrack, of the Fiji Govern-
ment wireless staff, returned to Suva,
Fiji, by the "Aorangi" on March 30, after
long leave.

Women on Time!

But these watches are much
more than good, reliable
time-keepers. Each is a
thing of beauty—something
to which you can be proud
to attach your gift card.
(Angus & Coote will post
one of these watches to
ANY address, and safe deliv-
ery is guaranteed).

Illustrated: No. 101.—This dainty
watch, with its modern round dial,
has a lifetime guarantee—Angus &
Coote will keep the watch move-
ment in perfect order, free of
charge, as long as the original
owner lives. In 9ct. Solid Gold
with smart black Cordette band.
£17/10/-. At £20, the 9ct. Solid
Gold Watch is fitted with a strong
Gold-filled band as illustrated.

No. A10.—Smartest little model
features pretty square dial. 15-
jewelled Swiss Lever in 10 year
Gold-filled case, 50/-; in 9ct. Solid
Gold, 90/-. Gilt Band included.

No. A12.—Gold set with
sparkling Diamonds. This
is a bracelet watch to
charm, warranted for 10
years, £40.
A lovely Chrome Model,
too, studded with bril-
liants, £7/10/-.



No. 101.
LIFETIME Watch, first cost is the only cost.
£17/10/- or £20.



No. A10.—Heavy Gold Filled, 10 year case 50/-.
9ct. Gold 90/-.



No. A12.—White Gold with Diamonds £40.
Chrome set,
with Brilliants
£7/10/-.



Ladies'
Indestructible

No. 124.
Knock-proof
Drop-proof 95/-

IDEAL FOR THE TROPICS

ANGUS & COOTE PTY. LTD.
500 GEORGE STREET, SYDNEY.

Dust-proof; Waterproof; a knock
or drop won't hurt it; it is immune
to the effects of magnetism—and
it's nicely modelled in Chrome,
with Stainless Steel Back. War-
ranted to give 25 years' service,
£1/15/- Chrome Band included.

AUSTRALIAN

BULLDOG BATTERIES

A BATTERY
FOR
EVERY
PURPOSE

- These Batteries **DO NOT LOSE CHARGE WHEN NOT IN USE . . .**
- Plates **DO NOT BUCKLE** and Terminals **DO NOT CORRODE . . .**
- Radio type are **UNCONDITIONALLY GUARANTEED FOR THREE YEARS.**

You will **SAVE MONEY** by Using **BULLDOG BATTERIES**

Write to . . .

Continental Compensations Pty. Ltd.,
422 COLLINS ST., MELBOURNE, VIC.

We also Supply—

DIESEL ENGINES OF ALL TYPES.

ISLANDS PRODUCE

Coffee

THE following quotations were obtained in Sydney in mid-April:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 24/- per cwt. (March shipment); quote No. 2: 19/7 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.—No. 1 quotations: (New season prompt shipment)—Grade "A", 58/-; grade "B", 55/6; grade "C", 53/-; Triage, 38/- No. 2 quotations: Grade "A": New season's supplies are not yet available. Last quote was 60/-; grade "B", new season, 52/-; grade "C", new season not yet available—last quote, 53/-; Triage, 38/- (drought coffee), No. 3 quotations: Grade "B", 51/-; grade "C", 42/-.

Mysore, f.a.q., April shipment, c.i.f., Sydney, per cwt. No. 1 quotations: Grade "A", 52/6;

grade "B", 49/6. No. 2 quotations: Grade "A", 59/-; grade "B", 51/-, Triage, 48/-.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—No. 1 quotation, July-Aug. shipment: 65/9 per cwt. No. 2 quotation, 68/- 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. office prices for kapok quoted in Sydney in mid-April were: Average Java, 7 27-32d. per lb., and Prime Japara, 7 7-16d. per lb.

Cocoa

Quote No. 1: New Guinea cocoa £26-28 per ton.

Quote No. 2: Accra, good fermented, April shipment, £25/10/- per ton, c.i.f., Sydney.

Cotton

London c.i.f. cotton prices during the month were: March 17, 4.89d. lb., April shipment; March 24, 4.76d. lb., April shipment; March 31, 4.56d. lb., May shipment; April 6, 4.50d. lb., May 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.

(a) Trochus shell, No. 1 grade	£70
Trochus shell, No. 2 grade	£60
Trochus shell, No. 3 grade	£44
(b) Trochus shell, No. 1 grade	£70
Trochus shell, No. 2 grade	£60
Trochus shell, No. 3 grade	£45

All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell

At the sales of Mother of Pearl Shell, held in London in March, a small supply of Torres Strait shell came forward, but was mostly withdrawn being limited above buyers' ideas of prices. Some 76 packages of fair defective pickings were sold at 77/6 (sterling) per cwt. There was no New Guinea or Cook Islands shell offered. Nearly 100 packages of Tahitian and Fijian Black Edged were put up, 20 being sold at 55/- for fair to good colour to 27/6 for small and medium.

Green Snail Shell

Green snail shell, good quality, was quoted nominally by Sydney buyers in mid-April at £50 per ton.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in mid-April:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113.

Fiji-London on basis £100 London:—

	Buying.	Selling.
	£ s. d.	£ s. d.
Telegraphic transfer	110 15 0	112 0 0
On demand	110 12 6	111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

	Australia on Papeete.	Francs to £ Australian
Average for week ended 20 3/39	138.54	
Average for week ended 27 3/39	138.53	
Average for week ended 3 4/39	138.49	
Average for week ended 11 4/39	138.47	
	Australia on Noumea	Francs to £ Australian
Average for week ended 20 3/39	138.39	
Average for week ended 27 3/39	138.38	
Average for week ended 3 4/39	138.34	
Average for week ended 11 4/39	138.32	

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

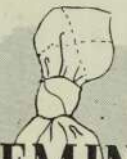
From Australia, Pt. Moresby 10/- per cent.; on Rabaul 10/- per cent.—Other New Guinea districts £1 per cent.

From Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.

Australia on Papua 10/- per cent. premium each way, equivalent to commission of 10/- per cent.; Australia on Rabaul 10/- per cent. premium.



A REMINDER

For Machinery, Electrical and General Equipment you cannot do better than place your orders with NOYES BROS.

- **MINING** Crushing Machinery, Screens, Feeders, Rock Drills, Excavators, Diesel and Crude Oil Engines, Hoists and Runways, Roller Bearings, etc.
- **ELECTRICAL EQUIPMENT** Parkinson Motors, Crompton Switchgear, Transformers, Instruments, Meters, Callender Wires & Cables, Lighting Equipment, Electric Drills.
- **STORES, FACTORIES, HOME & OFFICE** Electrical Fittings, Crompton Fans, Crompton Lamps, Floodlighting, Household Electrical Appliances, Radio Receivers and Equipment, Jos. Rodgers' Cutlery and Plateware, Cut-glass and Perfection E.P.N.S. Ware.

NOYES BROS. (SYDNEY), LTD.,

115 Clarence Street, Sydney.

11 Watt St., Newcastle.

197 Elizabeth St., Brisbane.

There is no substitute

for

TENAX
THE GENUINELY GERMICIDAL
TOILET SOAP

PREVENT TROPICAL DISEASES

You guard yourself against Typhoid, Diphtheria, Malaria, Dhobie Itch, Tinea and Surfer's Foot when you lather daily with TENAX. It is also invaluable in the cure of Tropical Skin Diseases, for TENAX contains "Ti-Trol", eleven times quicker than carbolic as a germicide, but NON-POISONOUS and NON-IRRITANT.

A PRODUCT OF AUSTRALIAN SOAPS LIMITED

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 $\frac{1}{4}$ per cent. (approx.) either way. As quoted by the Comptoir National d'Escompte de Paris, in Sydney, and the Banque de l'Indochine, Noumea. On April 12, when the Australian £ was nominally worth 140.75 francs, £100 Australian would purchase a draft in Noumea of 13,975 francs.

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A100, selling £A100/10/-.

	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

PACIFIC PEOPLE



TOP.—Left: Mr. V. Donnan, of the Colonial Sugar Refining Co. staff at Nausori, returned to Fiji by the "Niagara" on March 16, after 10

weeks' leave in Sydney. Right: Mrs. E. Warne Nicholls sailed from Sydney on March 31 by the "Mariposa" for Fiji, where her husband is a planter at Nadi with the C.S.R. Co. She had been on a holiday in Sydney.

SECOND ROW.—Left: Mr. F. W. R. Godden, general manager of Loloma (Fiji) Gold Mines, N.L., at Tavua, returned to Fiji by the "Mariposa" late in March, after several weeks' holiday in Western Australia. Right: Mr. M. M. Brodie, well-known in Suva, Fiji, as manager of the Pacific Biscuit Co. and Union Soaps, Ltd., paid a short visit to Sydney in March. He returned by the "Mariposa" on March 31.

THIRD ROW.—Mr. and Mrs. W. F. Paton, and their children, Elizabeth and Bob, returned to Ambrym, New Hebrides, by the "Morinda" on March 30, after three months' holiday in Tasmania. He is engaged in mission work on Ambrym for the Presbyterian Mission.

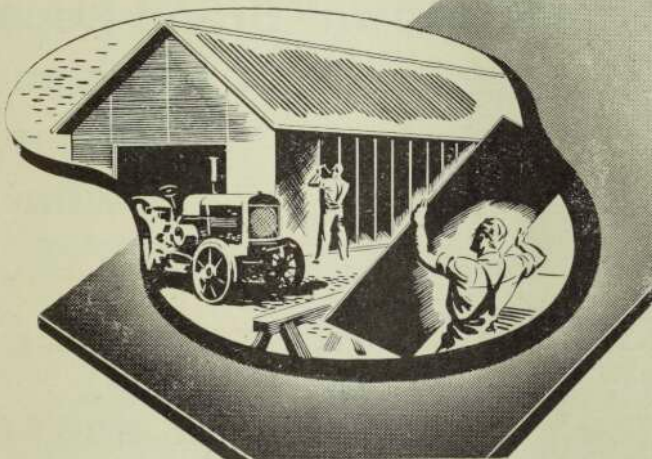
FOURTH ROW.—Left: Mr. W. Rixon, together with Mrs. Rixon, sailed from Sydney by the

"Malaita" on April 1 for Gavutu, B.S.I., where he is employed by Lever Bros. He had been on three months' furlough in Sydney. Right: Mrs. E. G. Stopp, wife of Captain Stopp, Official Secretary on Norfolk Island, returned to N.I. months' holiday in Tasmania and South Australia. She was accompanied by her husband and their son John.

BOTTOM ROW.—Left: Mr. Y. Pang Joong, managing director of Kwong Tly and Co., Ltd., Suva, returned to Fiji from Sydney by the March "Niagara" after a vacation in Hong Kong. Right: Mr. A. J. Turner sailed for Vila, New Hebrides, by the "Morinda" on March 30 to take up a position with Burns Philp (S.S.) Co., Ltd.

Miss E. Phulquar, of the Methodist Mission, returned to Fiji by the "Niagara", in March after sick leave.

MASONITE TEMPERED PRESWOOD



● Boards of Sheet-steel strength, impermeable, weatherproof—boards of Masonite Tempered Preswood! Tempered Preswood, properly applied, will never warp, crack or splinter. It is grainless and will take any grade of paint or lacquer. It is easy to work and is supplied in sheets of handy size and just the right thicknesses. For your barns, sheds and outhouses—for any type of construction which must stand up to all weathers and conditions, Masonite Tempered Preswood, the manufactured all-wood boards in 4 ft. widths up to 12 ft. in length, has a hundred advantages over natural timber. The samples will convince you.

CANE-ITE

Insulation of all buildings for the housing of stock, poultry, etc., means better health conditions and higher output. Cane-ite, the white-ant-proofed, non-warping, non-sagging cane insulation boards, provide the most inexpensive yet highly effective medium for profitable insulation.

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THE COLONIAL SUGAR REFINING CO. LTD. (Building Materials Division)*.

Harwood House, 5 O'Connell Street, Sydney.

NAME

ADDRESS

36-4.

*Please send me free sample and details of () MASONITE () CANE-ITE. MA 28-9.

Market Quotations

Copra

London Price on—	South Sea, Plantation, Sun-dried Hot-air Dried, to London Rabaul		September 29 December 1 January 5, 1934 March 30 June 15 September 7 December 28 January 4, 1935 March 1 June 7 September 6 December 6	£9 7 6 £8 12 6 £8 0 0 £7 7 6 £8 0 0 £7 12 6 £9 0 0 £9 5 0 £12 2 6 £11 15 0 £9 17 6 £12 17 6	£9 10 0 £9 0 0 £8 7 6 £8 0 0 £8 12 6 £8 15 0 £9 12 6 £10 5 0 £12 15 0 £12 7 6 £10 17 6 £14 0 0
	Per ton, c.i.f.	Per ton, c.i.f.			
January 1, 1932	£14 0 0	£14 15 0			
March 25	£14 17 6	£15 0 0			
June 17	£13 2 6	£13 5 0			
September 2	£13 17 6	£14 0 0			
December 16	£14 2 6	£14 5 0			
January 6, 1933	£13 0 0	£13 12 6			
March 3	£11 7 6	£11 10 0			
June 30	£10 17 6	£11 0 0			

Allen Taylor & Co. Ltd.

SYDNEY

Sawmillers and Wholesale Suppliers of Hardwoods for
Constructional Purposes

GIRDERS . . . PILES . . . POLES . . . SLEEPERS, Etc.

EXPORTING TO PACIFIC ISLANDS SINCE 1893

Cables: Tuxedo, Sydney

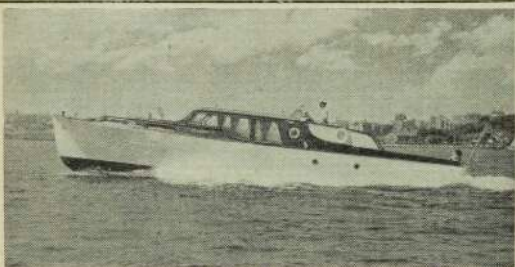
Scott's "Renown" Brand Rope,
Cordage and
Binder
TwineCable
Address:
Ropeyard,
Sydney.of Every
DescriptionMANUFACTURED AT
MASCOT, N.S.W.

By

J. SCOTT
PTY. LTD.Head Office and Store:
163 CLARENCE STREET,
SYDNEY,
N.S.W.

Rubber

London Price on—	Para. per lb.	Plantation Smoked, per lb.	London Price on—	Para. per lb.	Plantation Smoked, per lb.
January 6, 1933	4½d.	2.43d.	Sept. 4	£13 2 6	£13 10 0
July 7	5½d.	2.71d.	Dec. 4	£19 7 6	£19 7 6
December 8	4½d.	4.0½d.	Jan. 8, '37	£22 12 6	£22 12 6
January 5, 1934	4½d.	4.28d.	Mar. 5	£19 0 0	£19 0 0
July 6	5½d.	7.08d.	June 4	£15 15 0	£15 12 6
December 28	5d.	6½d.	Sept. 3	£13 5 0	£13 5 0
January 4, 1935	5d.	6½d.	Dec. 3	£12 10 0	£12 12 6
July 5	5d.	7½d.	Jan. 7, '38	£12 12 6	£12 15 0
December 6	6½d.	8½d.	Jan. 28	£11 17 6	£12 0 0
January 3, 1936	6½d.	8½d.	Feb. 4	£11 2 6	£11 10 0
June 5	9d.	7½d.	Mar. 25	£11 2 6	£11 5 0
December 4	1/-	9 1-16d.	Mar. 25	£10 17 6	£11 0 0
January 8, 1937	1/2	10½d.	Apr. 1	£10 10 0	£10 12 6
June 4	11d.	9 5-8d.	May 6	£10 17 6	£10 17 6
December 3	7½d.	7½d.	May 27	£10 0 0	£10 0 0
January 7, 1938	7½d.	7d.	June 3	£9 15 0	£9 15 0
February 4	6½d.	6½d.	July 1	£9 17 6	£9 17 6
March 4	6d.	7½d.	Aug. 5	£9 15 0	£9 15 0
April 1	5½d.	5 7-16d.	Aug. 26	£9 10 0	£9 10 0
May 6	5½d.	5½d.	Sept. 2	£9 10 0	£9 10 0
June 3	5½d.	5 9-16d.	Sept. 9	£9 5 0	£9 5 0
July 1	6½d.	7½d.	Sept. 16	£9 10 0	£9 10 0
August 5	7½d.	7 11-16d.	Sept. 23	£9 7 6	£9 7 6
September 2	7½d.	7 15-16d.	Sept. 30	£9 7 6	£9 7 6
October 7	8d.	8½d.	Oct. 7	£9 2 6	£9 2 6
November 4	8d.	8 7-16d.	Oct. 14	£9 5 0	£9 5 0



The "Penelope", recently built by Lars Halvorsen Sons Pty. Ltd., Sydney, for Mr. R. S. Harden, is fitted with twin Monel propeller shafting.

MONEL PROPELLER SHAFTS
are rigid rugged reliable

Monel possesses a combination of properties which makes it ideal for propeller shafting. It is the strongest and toughest of the non-ferrous alloys, is unaffected by fresh or salt water corrosion and is guaranteed not to rust. These properties assure years of reliable, trouble-free service.

Further information on Monel will gladly be forwarded by

WRIGHT AND COMPANY

81 CLARENCE STREET - - - - SYDNEY, N.S.W.

Monel is a registered trade mark.

Pacific Islands Monthly—April 17, 1939

December 2	7½d.	8d.
January 6, 1939	7d.	8½d.
January 13	7d.	7 15-16d.
January 20	7d.	8d.
January 27	6¾d.	7 11-16d.
February 3	6¾d.	7¾d.
February 10	6¾d.	7 11-16d.
February 17	7d.	8 1-16d.
February 24	7d.	8 3-16d.
March 3	7½d.	8 5-16d.
March 10	7½d.	8 15-16d.
March 17	7½d.	8 1-16d.
March 24	7½d.	8 1-16d.
March 31	7d.	8d.
April 6	7d.	8d.

NEW RABAUŁ AERODROME

RABAUŁ, Apr. 7.

THE airmail from Sydney, on March 31, landed for the first time on the new aerodrome, which has been constructed beside the golf-links on the outskirts of Rabaul.

The new arrangement is much appreciated. The system of landing the mails on the Talilgap aerodrome, in the hills 16 miles from Rabaul, causes waste of time, which is resented by business people who have only a few hours to answer their correspondence by the returning airmail. The new aerodrome is 1 000 yards long, and comfortably accommodates the aeroplanes of Carpenter and Co., Ltd., who carry on the service.

The construction of Talilgap aerodrome need not be regarded as a waste of money because, as was proved during the Rabaul eruption, this aerodrome is in a safe place among the hills, and available for use in the event of another volcanic upheaval making the new aerodrome useless.

Hon. E. R. Oldham, Commissioner for Lands and Agriculture in Papua, is at present in Australia on furlough.

Shipping Services in the Pacific

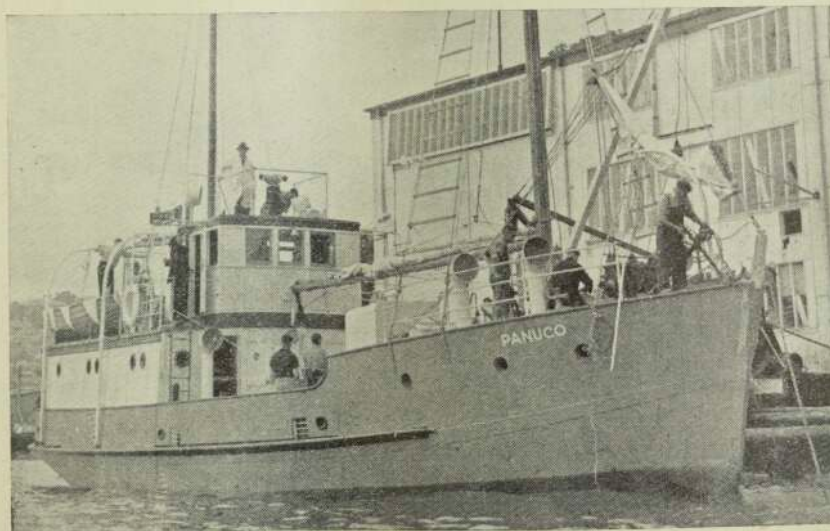
Sydney – Solomon Islands – New Guinea

Subject to alteration without notice.

		M.V. Malaita.						
Sydney	May 13	June 24	Aug. 5	Sept. 16	Oct. 28	Dec. 9		
Brisbane	May 15	June 26	Aug. 7	Sept. 18	Oct. 30	Dec. 11		
Townsville	May 18	June 29	Aug. 10	Sept. 21	Nov. 2	Dec. 14		
Calms	May 19	June 30	Aug. 11	Sept. 22	Nov. 3	Dec. 15		
Tulagi	M. 23-24	July 4-5	A. 15-16	S. 26-27	N. 7-8	D. 19-20		
Makambo								
Gavutu								
Domma	May 25	July 6	Aug. 17	Sept. 28	Nov. 9	Dec. 21		
Su'u								
Tasavarong								
Mamara	May 26	—	Aug. 18	—	Nov. 10	—		
Aruligo								
Lavoro								
Mamara	—	July 7	—	Sept. 29	—	Dec. 22		
Tasavarong								
Aruligo								
Meringe	—	July 8	—	Sept. 30	—	Dec. 23		
Hivo								
Yandina								
Banika								
Ufa	May 27	July 9	Aug. 19	Oct. 1	Nov. 11	Dec. 24		
Falami								
Younger								
Pepesala								
Lingat								
West Bay	May 28	—	Aug. 20	—	Nov. 12	—		
Somata								
Gizo	May 29	July 10	Aug. 21	Oct. 2	Nov. 13	D. 25-26		
Faisi	May 30	July 11	Aug. 22	Oct. 3	Nov. 14	Dec. 27		
Kieta	May 30	July 11	Aug. 22	Oct. 3	Nov. 14	Dec. 27		
Arigua								
Numa Numa	May 31	July 12	Aug. 23	Oct. 4	Nov. 15	Dec. 28		
Teopasino								
Soraken	June 1	July 13	Aug. 24	Oct. 5	Nov. 16	Dec. 29		
Rabaul	June 2-3	J. 14-15	A. 25-26	O. 6-7	N. 17-18	Dec. 30		
Soraken	June 4	July 16	Aug. 27	Oct. 8	Nov. 19	Dec. 31		
Kieta	June 5	July 17	Aug. 28	Oct. 9	Nov. 20	Jan. 1		
Faisi	June 6	July 18	Aug. 29	Oct. 10	Nov. 21	Jan. 2		
Gizo	June 7	July 19	Aug. 30	Oct. 11	Nov. 22	Jan. 3		
Tetipari								
Russell Is.	June 8	July 20	Aug. 31	Oct. 12	Nov. 23	Jan. 4		
Gavutu	J. 9-10	J. 21-22	Sept. 1-2	O. 13-14	N. 24-25	J. 5-6		
Makambo								
Brisbane	June 15	July 27	Sept. 7	Oct. 19	Nov. 30	Jan. 11		
Sydney	June 17	July 29	Sept. 9	Oct. 21	Dec. 2	Jan. 13		

BURNS, PHILP AND CO. LTD., AGENTS.

BUILT BY HALVORSENS for the Islands



M.V. "PANUCO"
70 ft.

Auxiliary Motor Vessel, powered by 120 H.P. Diesel Engine, built to the order of Messrs. Island Explorations, Pty., Ltd., for service in Papuan waters.

Lars Halvorsen Sons Pty., Ltd.

Boat Builders, NEUTRAL BAY,
Marine Engineers. SYDNEY.

KIDNEYS CAUSE OF MANY BACKACHES

Flush Out 15 Miles of Kidney Tubes

It is surprising how quickly many sufferers relieve nagging backache once they discover that the real cause of their trouble may be clogged kidneys.

Medical authorities agree that your kidneys contain 15 miles of tiny tubes or filters which strain the waste and acids from the blood. A healthy person should pass 3 pints a day and get rid of more than 3 pounds of waste matter.

If your kidneys don't work well, this waste stays in the body and may become poisonous, causing nagging backaches, leg pains, loss of pep and energy, getting up nights, lumbago, swollen feet and ankles, puffiness under the eyes, rheumatic pains and dizziness. It may lay you up for many months.

Don't wait! Ask your chemist for DOAN'S BACKACHE KIDNEY PILLS... used successfully the world over by millions of people suffering with backache and other kidney disorders. They give quick relief and will help flush out the 15 miles of kidney tubes. So be sure you get DOAN'S BACKACHE KIDNEY PILLS.

Sydney - N.Z. - Fiji - Samoa - Hawaii

Subject to alteration without Notice

	Mariposa.	Monterey.	Mariposa.	Monterey	Mariposa.	Monterey.	Mariposa.
Honolulu	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16
Pago Pago ..	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23	Oct. 21
Suva	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24
Auckland	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27
Sydney	May 15	June 12	July 10	Aug. 7	Sept. 4	Oct. 2	Oct. 30
Melbourne ..	M. 19-23	J. 16-19	J. 14-17	A. 11-14	S. 8-11	O. 6-9	N. 3 —
Auckland	May 26	June 23	July 21	Aug. 18	Sept. 15	Oct. 13	—
Sydney	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	—
Suva	June 1	June 29	July 27	Aug. 24	Sept. 21	Oct. 19	—
Pago Pago ..	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	—
Honolulu	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	—

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.

	Niagara.	Aorangi.	Monowai.	Niagara.	Monowai.	Aorangi.	Niagara.
Honolulu	Apr. 19	May 17	June 14	July 12	Aug. 9	Sept. 6	Oct. 4
Sydney	Apr. 28	May 26	June 23	July 21	Aug. 18	Sept. 14	Oct. 13
Auckland	May 1-2	M. 29-30	J. 26-27	J. 24-25	A. 21-22	S. 17-18	O. 16-17
Sydney, dep. .	May 6*	June 3	July 1	July 29	Aug. 26	Sept. 22	Oct. 21
Auckland	M. 15-16	J. 12-13	J. 10-11	Aug. 3*	Aug. 31	Sept. 28	Oct. 26
Sydney	May 19	June 16	July 14	Aug. 11	S. 4-5	O. 2-3	O. 30-31
Honolulu	May 26	June 23	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 3

*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

	M.V. Rabaul.	S.S. Suva.
London	Apr. 17	Apr. 19
Rabaul	Aug. 6	May 7
London	Oct. 25	May 29
M.V. Salamaua is		May 31
due to return to London		June 12
after her present		Capetown ..
South Seas voyage, on		Aug. 13
June 11.		

W. R. CARPENTER & Co. LTD.

New Hebrides Inter-Island

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.) connects every six weeks at Vila with S.S. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

M.V. Polynesien (Messageries, Maritimes Ltd.) maintains a service from Vila to northern and southern ports as well as occasional trips to Wallis and Futuna Islands. The service comprises the following:—

Northern run: Leaves Vila on May 16, calling at N'Guna, Mai, Tongoa, Diamond Bay, Ringdove, Nelson, Paama, Port Sandwich, Oraig-cove, Olal, Rhanone, Wanour, Bale Homo, Pointe Truchy, Melsissat, Namarang, Loitong, Loloque-pue, Nengire, Lone, N'Dui-N'Dui, Port Patteson, Port Olry, Hog Harbour, Bale des Requins, Bale des Tortues, Mate Wulu, Sarany, Sarautou, Surrenda, Aisse, Luganville, Malo, Barclay, Malo Pass, Bale Benier, Vao, Ouesso, Norsup, Sarmette, Rensari, Banam Bay, Ouesso, Port Sandwich, Lamap, Sakau (Maskelines) and returns to Vila on May 30.

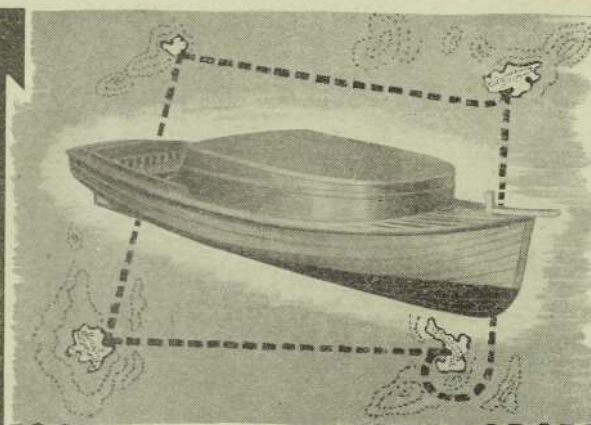
Wallis and Futuna Is.:—Leaves Vila on June 7, calling at Signave, Mata Utu, and returns to Vila on June 24.

Southern Run:—Leaves Vila on July 25, calling at Lenakel, Ibock, White Sands, Waississi, Erromanga, La Teouma, Mele, and returns to Vila on July 30.

Solomon Is. Inter-Island

A.S. Mamutu, 200 tons (Burns Philp (South Seas) Co. Ltd.), operates through the Group. She has cargo capacity for 120 tons of copra.

CHAPMAN MARINE MOTORS & LAUNCHES



FOR Inter-Island TRANSPORT

The 16ft. Chapman Coach-house Launch

Just one of 9 different Chapman models. Solidly built on sweeping lines, the Coach-house model is especially suitable for island use. The lock-up Coach-house Cabin protects the engine and provides sleeping accommodation for two. Ample storage space available. A real rough-weather craft, the Coach-house model is powered with either 3 h.p. Master or 3½ h.p. Blaxland Pup Engine.

Chapman Launches include Cabin, Coach-house and Open types in ranges from 12 ft. to 20 ft. Post coupon for FREE interesting details.

To Chapman & Sherack,
26 Clara Street, Erskineville, N.S.W.,

Gentlemen:

Please supply details and prices of Chapman Launches.

Name

P.I.M.

Sydney – Rabaul – Hong Kong

Subject to Alteration Without Notice.

	Nellore.	Tanda.	Nankin.	Nellore.	Tanda.	Nankin.	Nellore.
Hong Kong	May 5	June 3	June 30	Aug. 4	Sept. 2	Sept. 30	Nov. 3
Manila	May 8	June 6	July 3	Aug. 7	Sept. 5	Oct. 3	Nov. 6
Rabaul	May 16	June 14	July 11	Aug. 15	Sept. 13	Oct. 11	Nov. 14
Brisbane	May 24	June 20	July 17	Aug. 21	Sept. 19	Oct. 17	Nov. 20
Sydney	May 24	June 22	July 19	Aug. 23	Sept. 21	Oct. 19	Nov. 22
Melbourne	M. 29-J. 3	J. 26-Jy. 5	J. 24-A. 2	A. 28-S. 2	S. 25-O. 4	O. 23-N. 1	N. 27-D. 2
Hobart	June 5	July 7	Aug. 4	Sept. 4	Oct. 6	Nov. 3	Dec. 4
Newcastle	June 8	July 10	Aug. 7	Sept. 7	Oct. 9	Nov. 6	Dec. 7
Sydney, dep.	June 14	July 15	Aug. 12	Sept. 13	Oct. 14	Nov. 11	Dec. 13
Brisbane	June 16	July 17	Aug. 14	Sept. 15	Oct. 16	Nov. 13	Dec. 15
Rabaul	June 22	July 23	Aug. 20	Sept. 21	Oct. 22	Nov. 19	Dec. 21
Manila	July 1	Aug. 1	Aug. 29	Sept. 30	Oct. 31	Nov. 28	Dec. 30
Hong Kong	July 4	Aug. 4	Sept. 1	Oct. 3	Nov. 3	Dec. 1	Jan. 2

E. & A. STEAMSHIP CO. LTD., Agents.

U.S.A.—South Seas

A new shipping service between the Pacific coast of America and the South Sea Islands was inaugurated in January with the Norwegian motor ships Thor I. and Velox. Both vessels have accommodation for about twelve passengers. Among their ports of call are: Noumea, Townsville, Rabaul, Lae, Salamaua, and Port Moresby. The Australasian agents are Messrs. Birt and Co., Ltd., 4 Bridge Street, Sydney.

Gilbert and Ellice Islands

M.V. Moama (Burns Philp (South Sea) Co. Ltd.) and M.V. John Bolton (W. R. Carpenter and Co.) operate from Tarawa (Gilbert Islands), and connect regularly with all islands in the Gilbert and Ellice Groups.

Sydney – Noumea – New Hebrides – Indochina

Subject to alteration without notice.

			Pierre Loti.				
Sydney	June 3	June 29	July 20	Aug. 17	Sept. 7	Sept. 21	Oct. 19
Noumea	J. 7-8	Jy. 3-4	J. 24-25	A. 21-22	Sept. 11	S. 25-26	O. 23-25
Mare	June 9	July 5	July 26	Aug. 23	—	S. 28-29	Oct. 26
Vila	June 10	July 6	J. 27-28	Aug. 24	—	S. 28-29	Oct. 26
Luganville	June 11	July 7	July 29	Aug. 25	—	Sept. 30	Oct. 27
Le Dart	J. 12-13	J. 8-9	J. 30-31	A. 26-27	—	O. 1-2	Oct. 28
Norsup	June 13	July 9	July 31	Aug. 27	—	Oct. 2	—
Salgon	—	—	—	—	—	—	N. 11-13
Haiphong	—	—	—	—	—	—	N. 16-19
Zamboanga	—	—	—	—	—	—	N. 24-25
Luganville	—	—	—	—	—	—	Dec. 5
Le Dart	—	—	—	—	—	—	Dec. 6
Vila	J. 14-15	J. 10-11	A. 1-2	Aug. 28	—	Oct. 3	D. 7-8
Mare	June 16	July 12	Aug. 3	Aug. 29	—	Oct. 4	—
Noumea	J. 17-18	J. 13-14	A. 4-5	A. 30-31	Sept. 12	O. 5-6	D. 9-12
Sydney	June 22	July 18	Aug. 9	Sept. 2	Sept. 16	Oct. 10	Dec. 16

MESSAGERIES MARITIMES CO., Agents.

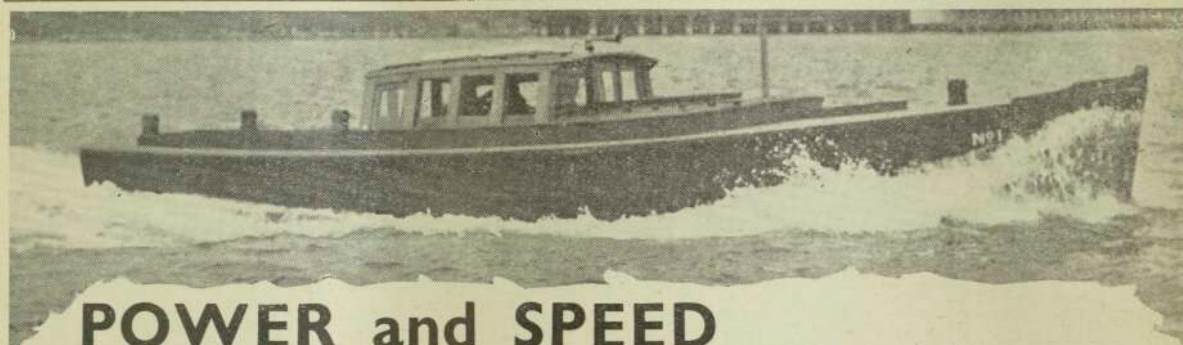
Sydney – Noumea – Tahiti Service

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. liner's run between Marseilles and Noumea, via Panama Canal.

	Sagittaire.	D'Amiens.	C. Ramel.
Papeete	M. 21-22	J. 2-3	A. 13-14
Suva (opt.)	May 29	—	Aug. 21
Vila	May 31	July 12	Aug. 23
Noumea	June 2-9	J. 14-21	A. 25-S. 2
Vila	June 12	July 24	Sept. 5
Raiatea	June 19	July 31	Sept. 12
Papeete	J. 20-22	A. 1-3	S. 13-15

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Australian Agents for Atlas-Imperial Diesels, Gray Marine Motors, Gray Diesels, Atlantic Diesels, R.N. Diesels, and Austin Marine Engines.

Sydney — New Guinea — Hong Kong

Subject to alteration without notice.

M.V. Neptuna.

Sydney	M. 26-31	Aug. 2-5	Oct. 6-11
Salamaua	June 7	Aug. 12	Oct. 18
Rabaul	June 9	Aug. 14	Oct. 20
Cebu (opt.)	June 16	Aug. 21	Oct. 27
Manila	June 19	Aug. 24	Oct. 30
Hong Kong	J. 21-25	A. 26-30	Nov. 1-5
Saigon	July 1	Sept. 5	Nov. 11
Madang	July 12	Sept. 16	Nov. 22
Salamaua	July 15	Sept. 19	Nov. 25
Rabaul	July 18	Sept. 22	Nov. 28
Sydney	July 25	S. 29-30	Dec. 5
Melbourne	July 28	Oct. 2-4	Dec. 8-11

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Sydney — Papua — New Guinea

Subject to Alteration Without Notice.

	Bulolo.	Macdhui.	Bulolo.	Macdhui.	Bulolo.	Macdhui.	Bulolo.
Sydney	Apr. 26	May 13	June 3	June 21	July 12	July 29	Aug. 19
Brisbane	Apr. 28	May 15	June 5	June 23	July 14	July 31	Aug. 21
Townsville	—	May 17	—	June 26	—	Aug. 2	—
Cairns	—	May 18	—	June 27	—	Aug. 3	—
Pt. Moresby	May 2	May 20	June 9	June 29	July 19	Aug. 5	Aug. 25
Samarai	May 3	M. 21-22	June 10	June 30	July 19	A. 6-7	Aug. 26
Rabaul	May 6-8	M. 23-24	J. 12-13	J. 2-3	J. 21-22	A. 8-9	A. 28-29
Kavieng	—	May 25	—	July 4	—	Aug. 10	—
Lindenhafen	May 7	—	June 14	—	July 23	—	Aug. 30
Salamaua }	M. 8-9	M. 26-27	J. 15-16	J. 6-7	J. 24-25	A. 11-12	A. 31-S. 1
Lae	—	—	—	—	—	—	—
Madang	May 10	May 28	June 17	July 8	July 26	Aug. 13	Sept. 2
Alexishafen, Opt.	May 10	May 29	June 17	July 8	July 26	Aug. 14	Sept. 2
Wewak }	May 11	May 29	J. 18-19	J. 9-10	July 27	—	S. 3-4
Boram	—	—	—	—	—	—	—
Madang	May 12	—	June 20	July 11	July 28	Aug. 14	Sept. 5
Finschhafen, Opt.	May 13	May 30	—	July 12	—	Aug. 15	—
Salamaua	May 31	June 21	—	July 12	—	Aug. 16	Sept. 6
Kavieng	M. 14-15	—	J. 22-23	—	J. 30-31	—	S. 7-8
Pondo	—	June 2	—	July 14	—	Aug. 18	—
Rabaul	May 16	June 3	June 24	July 15	Aug. 1	Aug. 19	Sept. 9
Salamaua	May 17	—	June 25	—	Aug. 2	—	Sept. 10
Samarai	May 19	June 5	June 27	July 17	Aug. 4	Aug. 21	Sept. 12
Pt. Moresby	May 20	June 6	June 28	July 18	Aug. 5	Aug. 22	Sept. 13
Cairns	—	June 8	—	July 20	—	Aug. 24	—
Brisbane	May 24	June 11	July 2	July 23	Aug. 9	Aug. 27	Sept. 17
Sydney	May 26	June 13	July 4	July 25	Aug. 11	Aug. 29	Sept. 19

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The three vessels of the Societe Le Nickel, Cap Tarifa (2,177 tons), Capitaine Illiaquer (2,138 tons), and Noto (2,384 tons) make irregular trips between Noumea (New Caledonia) and Sydney, Newcastle, and Port Kembla, N.S.W.

Sydney — Norfolk Is. — New Hebrides

Subject to alteration without notice.

	S.S. Morinda		
Sydney	Mar. 30	Apr. 29	May 11
Lord Howe	Apr. 1	May 1	May 13
Norfolk Is.	Apr. 3	May 3	May 15
Vila	Apr. 6	—	M. 18-19
Bushman's B.	Apr. 8	—	May 20
Malo }	Apr. 8	—	May 20
Tangoa }	—	—	—
Segond }	—	—	—
Aoba	Apr. 9	—	May 21
Hog Har.	A. 10-11	—	May 22
Norfolk Is. ..	Apr. 14	May 4	May 25
Lord Howe ..	Apr. 16	May 6	May 27
Sydney	Apr. 19	May 8	May 30

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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 ..	May 4	June 23	Aug. 11
Madang	May 16	July 5	Aug. 23
Salamaua	May 18	July 7	Aug. 25
Tulagi	M. 23-25	J. 12-14	A. 30-S. 1
Rabaul	M. 28-J. 3	J. 17-22	S. 4-7
Lorengau	June 5	July 24	Sept. 11
Hong Kong ..	June 16	Aug. 4	Sept. 22

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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.

Samoa Inter-Island Service

Operating from Pago Pago, the small vessel Tutulla makes regular trips between American Samoa and Apia, Western Samoa.

The Apia customs launch connects regularly with the Matsen liners "Monterey" and "Mariposa" at Pago Pago.

N. Zealand-Samoa-Niue

Subject to alteration without notice.

The New Zealand Government's steamer Maui Pomare (1,150 tons) is the only direct connection between N.Z., the Mandated Territory of Western Samoa and Niue Island. The vessel, which carries mails, passengers, and cargo, is controlled by the Department of External Affairs at Wellington, where application should be made concerning freights, berths, etc.

M.V. Maui Pomare.

Wellington	Apr. 18	May 16	June 13	July 11	Aug. 8	Sept. 5	Oct. 3
Apia	A. 25-27	M. 23-25	J. 20-22	J. 18-20	A. 15-17	S. 12-14	O. 10-12
Niue	Apr. 29	May 27	June 24	July 22	Aug. 19	Sept. 16	Oct. 14
Lyttelton	May 8-9	J. 5-7	Jy. 3-4	J. 31-A. 1	A. 28-29	S. 25-26	O. 23-25
Wellington	May 10	June 8	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 26

Central Pacific Services

Subject to Alteration Without Notice.

M.V. Matua.

Auckland	Apr. 18	May 4	May 18	June 1	June 15	June 29	July 13
Rarotonga	Apr. 22	—	May 22	—	June 19	—	July 17
Outer Islands	A. 23-26	—	M. 23-24	—	J. 20-21	—	J. 18-19
Rarotonga	Apr. 27	—	May 25	—	June 22	—	July 20
Nukualofa	—	M. 7-8	—	J. 4-5	—	J. 2-3	—
Apia	—	M. 9-10	—	J. 6-7	—	J. 4-5	—
Suva	—	May 13	—	June 10	—	July 8	—
Auckland	May 2	May 16	May 30	June 13	June 27	July 11	July 25

The cargo vessel "Limerick" (8,724 tons) will depart from Sydney on May 17 (approx.) for Fiji, Tahiti, and 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 "Hauraki" (7,113 tons), which will depart for Fiji and French Oceania about the middle of June. She will be followed by the "Cape Horn" early in July.

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Saigon - Java - South Seas - N.Z. - Sydney

Subject to alteration without notice.

	Maet-suycker.	Tasman.	Maet-suycker.
Saigon	May 17	June 14	July 16
Singapore	M. 19-20	J. 16-17	J. 18-19
Batavia	M. 22-24	J. 19-21	J. 21-24
Samarang	May 25	June 22	July 25
Sourabaya	May 26	June 23	July 26
Pt. Moresby	June 2	June 30	Aug. 2
Samarai	—	July 1	—
Salamaua	—	July 3	—
Rabaul	—	J. 5-6	—
Vila	June 6	—	Aug. 7
Noumea	June 7-9	—	A. 8-10
Auckland	June 12	July 13	Aug. 13
Wellington	June 17	July 19	Aug. 19
Sydney	J. 21-23	J. 24-26	A. 23-25
Pt. Moresby	June 28	July 31	Aug. 30
Sourabaya	July 5	Aug. 7	Sept. 6
Samarang	July 6	Aug. 8	Sept. 7
Batavia	July 7-10	A. 9-11	S. 8-10
Singapore	July 12	Aug. 13	Sept. 12
Saigon	July 14	Aug. 15	Sept. 14

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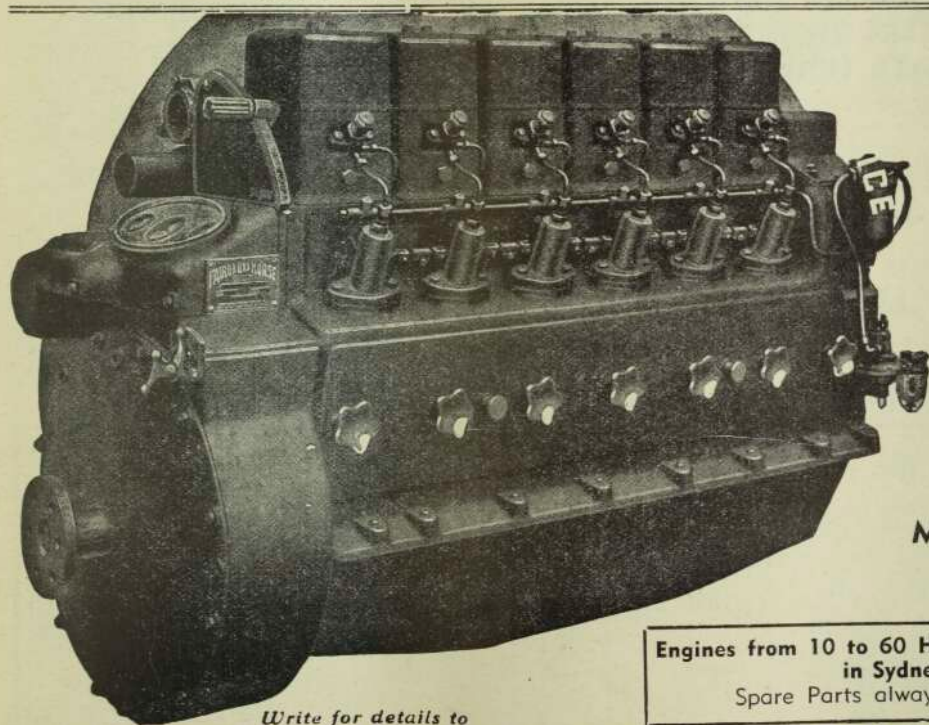
Nauru - Ocean Island

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.

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.

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PACIFIC TRAVELLERS

(CONTINUED FROM PAGE 1.)

PER "MACDHUT" FROM PAPUA & N.G. ON MARCH 27: Messrs. Brown, Batham, Conroy, Chater, Deckert, Dillon, Field, Gamlin, Jensen, Knox, Lynch, Little, Large, Lowan, Middleton, McGuinness, More, Matley, Owen, Oldham, Priebe, Sexton, Schuler, Scannell, Thomson, Williams, Wyborn, Weaver, Small, Mesdames Buckow, Cox, Chater, Field, Knightley, Lamps, Middleton, Matley, Moates, Oldham, Pheaps, Stephens, Schuler, Wright, Wyborn, Misses Abel, Field, Kirkham, Miner, Rudd, Kirby.

PER AIRLINER FOR N.G. ON MARCH 28: Messrs. Wilde, Taylor, Frazer, Pryke, Sergeeff, Collopy, Lins.

PER "MAETSUYCKER" FOR PAPUA ON MARCH 29: Messrs. Pitton, McDonald, Morgan, Yancey, Mrs. Pitton, Misses Laird, Mann.

PER "MORINDA" FROM LORD HOWE & NORFOLK IS. ON MARCH 29: Messrs. Green, Hogan, Christian (2), Clapp, Downes, Gibbons (2), Hurlstone, Jones, Le Clerc, McCoy, Quintal (2), Baxter, Campbell, Eagles, Graham, James, Morris, O'Donnell, Pearcey, Preston (2), Searby, Wales (2), Hogan, Mesdames Buffett, Downes, Hogarth, Hurlstone, Jones (2), Tindley, Baxter, Eagles, Graham, Innes, James, O'Donnell, Preston, Young, Misses Gales, Mills, Stewart, Bull, Cane, Chittick, Clifton, Dowie, Francis, Gleeson, Harvey, Hornsey, Johnson, Lawson, McCarthy, Griffen, Preston (2), Prendergast, Wooding.

PER "MORINDA" FOR LORD HOWE IS. NORFOLK IS. & N. HEBRIDES ON MARCH 30: Messrs. Brady, Beckley, Cummins, Dunn, Enright, Fenton, Fraser, Glossop, Henderson, Harris, Harper (2), Hardcastle, Helsham, Kirby, Kitching, Linton, McIntyre, Moran, McGrath, McLeod, McNamara, Paton, Rosenthal, Roberts, Stopp, Spurway, Turner, Watkins, Mesdames Couch (2), Cohrie, Coghlan, Fenton, Harris, Linton, McMaster, McIntyre, MacLeod, Paton,

Payten, Spurway, Stopp, Misses Boyd, Coghlan, Dent, Dickson, Farrell, Green, Harris, Halstead, McCudden, Mathison, Morehead, Milton, Oldham, Stephens, Turner (2), Wilkinson (2).

PER AIRLINER FROM N.G. ON MARCH 31: Messrs. Spensley, Collopy, Bell, McCallum, Hunter, Fruyterg, Menefee, Leyden, Taverne, Pallister.

PER "MALAITA" FOR B.S.I. & N.G. ON APRIL 1: Messrs. Atherton, Clout, Campbell, Darlington, Gosling, Gough, Groves, Hollingworth, Hipkin, Howse, Leitch, Richards, Rixon, Taylor, Weston, Proctor, Meiers, Smith, Thomas, Hodgess, Cooper, Mesdames Atherton, Clout, Campbell, Gosling, Groves, Hunt, Howse, Leitch, Moore, Rixon, Thomas, Taylor, Walker, Proctor, Meiers, Hodgess, Cooper, Misses Cooper, Cohen, Freeman, Gordon, Griffin, Isom, Lavery, Neylan.

PER AIRLINER FOR N.G. ON APRIL 4: Messrs. George, Leslie, Freeman, Schmidt, Misses George, Leslie, McGahn, Mrs. Fuller.

PER "MACDHUT" FOR PAPUA & N.G. ON APRIL 6: Messrs. Munro, Moffat, Reilly, Beattie, Watkins, Dewdney, English, Frank, Weatherall, Anderson, Cruickshanks, Donnelly, Jobling, Kirwan, Mulhearn, Scott (2), Mitchell, Sullivan, Murphy, Pendlebury, Frost, Dubout, Penragio, Riordan, Johnson, Flynn, Ingle, Griffiths, Stanley, Macarthur, McLaughlin, Henry, Evenson, McArthur, Thornthwaite, Eglinton, Rutter, Jackson, Weidenhofer, Pratt, Tyson, Whelan, Minehan, Vine, Arrow-Smith, Hyde, Keenan, Frayson, Krutchnitt, Head, Loynes, Sturt, Gough, Phillips, Stewart, Rosser, Atherton, Porcius, Gilchrist, Bealin, Bushby, Evennett, Parker, Hammond, Berry, Wade, Lilwall, Osborn, Owen, Jones, Clunn, Shand, Heron, Rose, Mesdames Beattie, May, Dove, Maclean, Humphries, Godson, Florence, Frank, Kirwan, Mitchell, Bunting, Ashton, Whitten, McArthur, Temple-Watts, Kent, Thornthwaite, Silk, Eglinton, Costello, Dixon, Arrow-Smith, Hyde, Lega, Krutchnitt, Carriek, Moreton, Atherton, Kennedy, Valenta, Greenham, Muddell, Perichon, Schlencker, Johns, Misses Maclean, Humphries, Holmes, Taplin, Leadbetter, Hines, Rudd, Kirby, Petrie, Loxton, Kargberry, Leslie, Quartermann, Cooper.

PER AIRLINER FROM N.G. ON APRIL 7: Messrs. Cromie, Moncur, Gleeson, Callagher, Meek, Symes, Gray, Herring, Begg.

PER "AORANGI" FROM FIJI ON APRIL 8: Messrs. Alsop, Adams, Davis, Ferrier-Watson, Griffiths, Handley (2), Irvine, Jones, Kay, Mitchell, Mumford, Mathews, Treweek, Barry, Crabbe (2), Cheng, Davis, Guy, Holland, Wathaway, Leembruggen, Leighton, March, Mardon, Thelan, Pinkerton, Taylor, Belcher, Lynch, Mesdames Davis, Ferrier-Watson, Frow, Griffiths, Mumford, Mathews, Barry, March, Pinkerton, White, Taylor, Bralley, Misses Ferrier-Watson (5), Hughes, Milne, McKay, Chapman, Taylor (2), Bralley (2).

PER AIRLINER FOR N.G. ON APRIL 11: Messrs. Begg, Scherp, Pilkington, Hay, Spensley.

Mrs. J. J. Hartly, accompanied by a very new daughter, left Sydney recently to rejoin her husband at Daru, Papua.

One of 15 natives employed in the kauri forests of Houliou, New Caledonia, was killed on March 29. He lost his footing on the slippery ground, after torrential rains, and fell, and was crushed by a falling tree.

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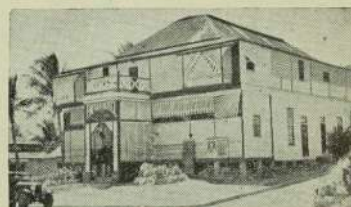
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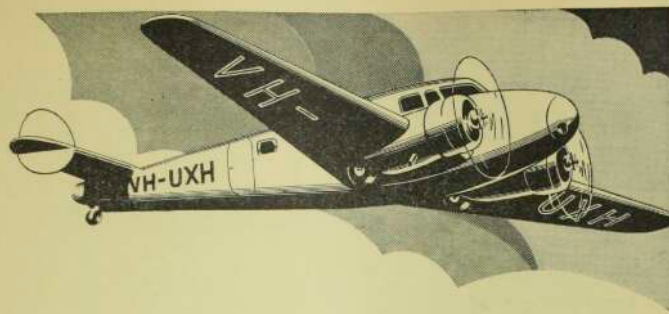
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April 17, 1939—Pacific Islands Monthly



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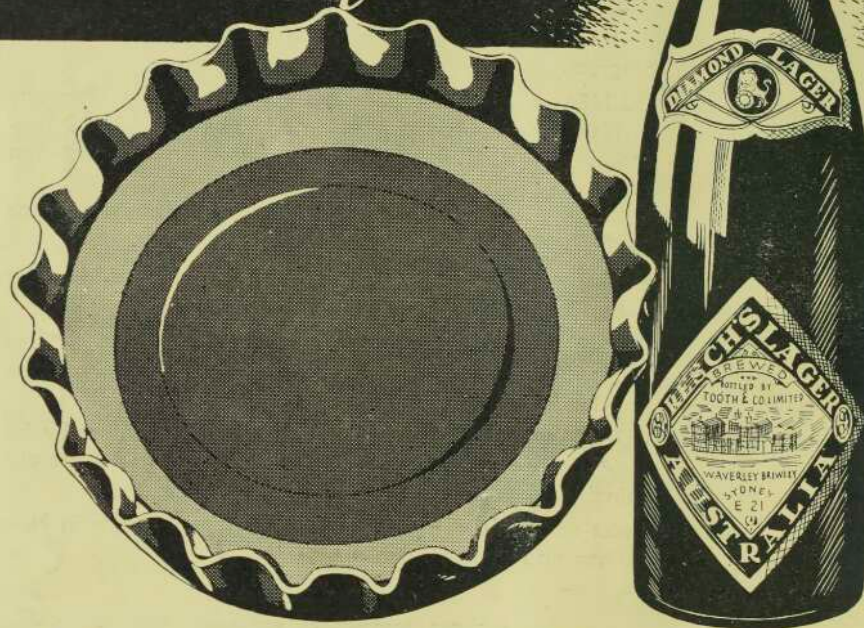
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Pacific Islands Monthly—April 17, 1939

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