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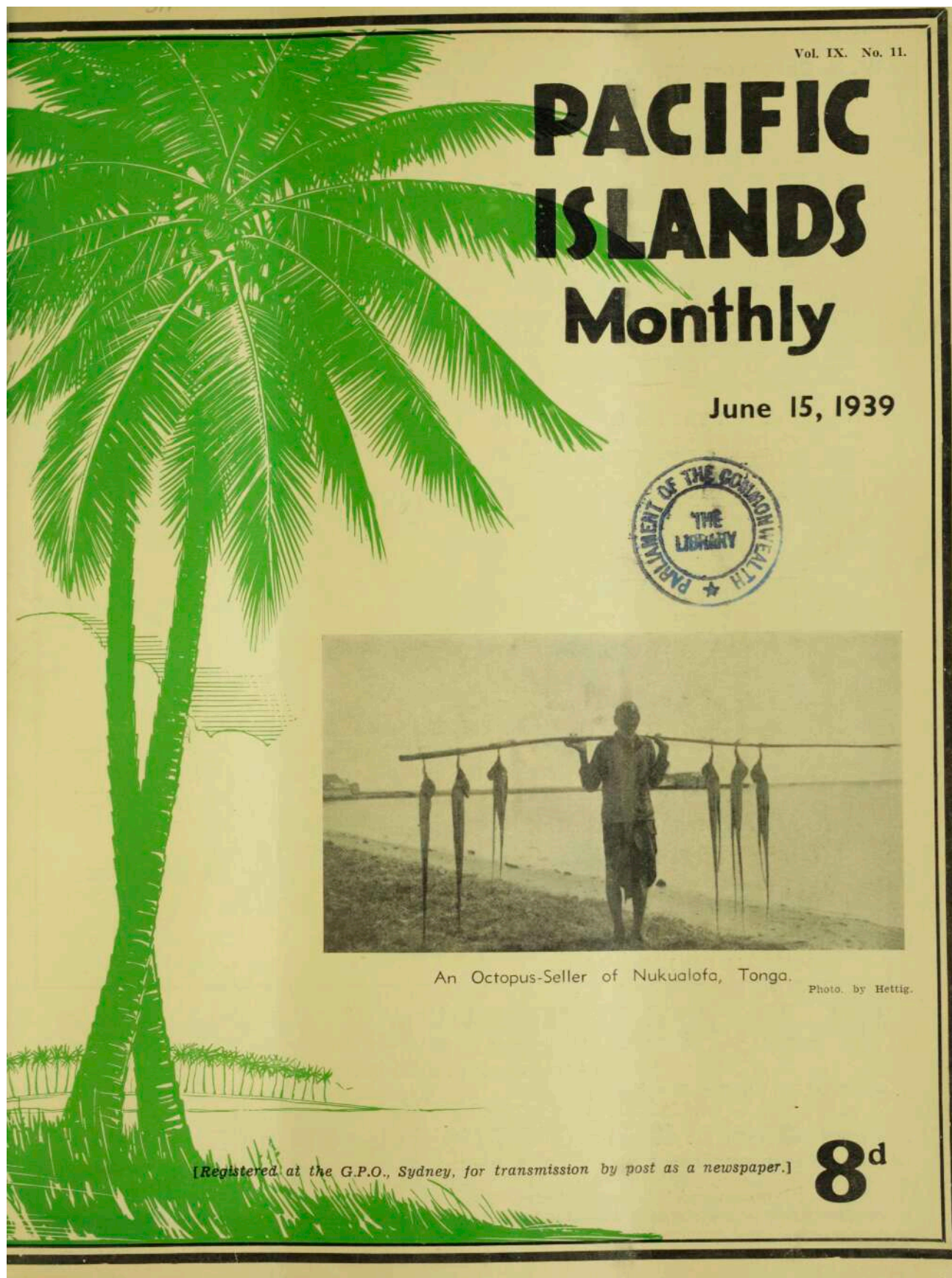
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Pacific Islands Monthly—June 15, 1939

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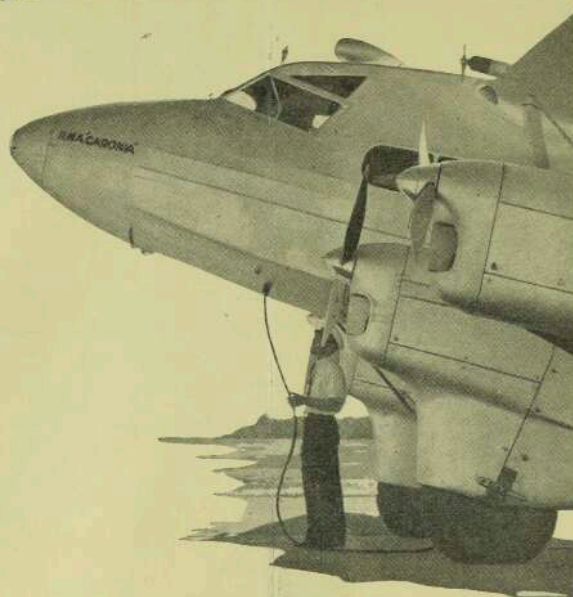
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Pacific Islands Monthly—June 15, 1939

1

PACIFIC ISLANDS TRAVELLERS

PER "NEPTUNA" WHICH REACHED SYDNEY FROM N.G. PORTS ON MAY 18: Messrs. Broadmore, O'Connell, Panley, Pennington, Collaghan, Ireland, Laws, Macqueen, Nicholl, Parkinson, Wood, Wakefield, Edwards, Evans, Lewis, Northan, Waugh, Mesdames McGlynn, Wakefield, Hemsworth, Morgan, Nicholl, Wilton, Irvine, Spinks, Kramer, Lewis. Misses Turnbull, Reid.

PER W.R.C. AIRLINER FROM N.G. ON MAY 19: Messrs. Morrel, Foreman, Smith, Cunningham, Andrews.

PER "MAETSUYCKER" FROM SYDNEY FOR PAPUA ON MAY 24: Messrs. McKitchen, Innes, Chawner, Ross, Marshall, Kennedy, Cleary, Mesdames Ross, Marshall, Miss Little.

PER "NELLORE" REACHED SYDNEY FROM N.G. ON MAY 24: Messrs. Wong, Swanson, Sih, Wilson, Burke, Newman, Mrs. Froggart, Misses Wessel, Trudinger.

PER W.R.C. AIRLINER FROM N.G. ON MAY 25: Messrs. Allica, Smith, Blackman, Wood, Zofman, Tully, Mrs. Crisp.

PER "BULOLO" WHICH REACHED SYDNEY FROM N.G. & PAPUA ON MAY 28: Messrs. Austin, Buchanan, Black (2), Bardsley, Crichton-Brown, Bentley, Bieri, Christie, Clout, Chambers, Cox, Cooper, Furlong, Paulke, Fox, Gill, Gough, Hawkins, Hart, Hancock, Hiscoc, Jacobson,

Kirton, Lambert, Lussick, Mozzell, Miller, Mittelstorb, Mitchell, Marshall, Malcolm, Rioran, Russell, Storey, Sands, Stewart, Slorach, Sanderson, Shields, Tomlinson, Webb, Wilson, Wright, Webb, Waterhouse, Mesdames Anderson, Bayliss, Bieri, Coomber, Christie, Clout, Furlong, Johnson, Miller, Marshall, Porter, Storey, Skelland, Tomlinson, Misses Anderson, Booker, Cooper, Gale, Hart, Meldrum, Mills, Rayward, Rogers, Rodda, Williamson, Todd (2).

PER W.R.C. AIRLINER FROM SYDNEY FOR N.G. ON MAY 31: Messrs. Palmer, Munro, Chaseling, Grine, Miss Mackellar.

PER "NEPTUNA" FOR N.G. PORTS ON MAY 31: Messrs. Dickson, Laws, Heath, Gregg, Brown, Moore, Dickson, Coote, Drummond Thomson, Fitzgibbons, Johnson, Savage, Roberts, Pallanza, Elwyn, Mesdames Morgan, Roberts, Heath, Moore, Dickson (2), Lechart, Coote, Drummond Thomson, Kramer, Johnson, Robinson, Roberts, Strudwick, Misses Wilson, Macpherson, King, Coote, Chudleigh.

PER W.R.C. AIRLINER FOR N.G. FROM SYDNEY ON JUNE 4: Messrs. Scharer, McCall, Dashford.

PER "BULOLO" FROM SYDNEY FOR PAPUA & N.G. ON JUNE 3: Messrs. Browne-Perkins, Clark, Smith, Hutchinson, Borgelt, Moloney, Clark, O'Hara, Flecknoe, Tuckett, Maxwell,

Oakley, Brown, Inglis, Ball, Broad, Mitchell, Ryan, O'Connell, de Groen, Jacobs, Robinson, Sinclair, Owen, Emerson, Nichols, De Russett, Drew, Robinson, Jones, Priebe, Johnston, Glass, Walker, Cosgriff, Cay, Tudor, Miller, Birks, Fancourt, Godden, Holt, Wild, Richards, Pizze, Luke, Sims, Browning, Collins, Leydon, Blau, Rogers, Morton, Cooper, Coleman, Tyler, Allen, Walshe, Brady, Hann, Hickie, Carr, Hughan, Westwood, Baker, Haley, Boyle, Houston, Burnett, Smith, Osborne, Edwards, Hassler, Scholes, Worthington, Morgan, Robson, Davies, Orr, Broad, Guest, Halford, Wells, Father Doherty, Rey, Shand, Mesdames Browne-Perkins, Clark, Watkins, Smith, Borgelt, Hurd, Clark, Williams, O'Hara, Flecknoe, Maxwell, Oakley, Brown, Gabriel, Smallwood, Broad, Benwell, Gray, Chaffer, Goodyer, McClure, O'Connell, de Groen, Robinson (2), Jones, Priebe, Glass, Dixon, Cosgriff, Hendra, Tink, Holt, Wild, Richards, Pizze, Wright, Burgen, Hutton, Browning, Edwards, Leydon, Clarke, Morton, Miller, Beer, Leyer, Carr, Williams, Low, Misses Cooper, Boag, Glasson, George, Marchant, Sullivan, Chaffer, McClure, Robinson, Hamlin, Dawes, Walters, Wright, Wines, Hooper, Sims, McDonald, Strickland, Sherry, Bensted, Greene, Vercoe, Eastwood.

PER "MORINDA" ARRIVED SYDNEY FROM LORD HOWE IS., NORFOLK IS., AND N. HEBRIDES ON JUNE 3: Messrs. Arneson, Birch, Broad, Bradbury, Clapp, Carrick, Dalgleish,

(CONTINUED ON PAGE 81.)

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Contents

	Page		Page
Pacific Island Travellers	1, 81	Samoa's Trade in 1938	20
Asiatic or Native Labour in N.G.?	2	Ban Off Papuan "Wonderland"	22
The Arming of Fiji	2	Anxiety About N.G. Finances	24
£2,000,000 Gold Output for N.G.	3	Conditions in N. Caledonia	26
Solomons Gold "Boom" Bursts	3	"Guba" on Unique Survey Flight	27
New Governor for N. Caledonia	3	Japanese Interfere With Pacific Radio	34
Copra's Yearly Average	3	Murder of Bishop Patteson	36
Some "Amalgamation" Posers	4	White Skin v. Golden Brown	39
Tongan Treasurer Gravely Censured	5	Memories of Old Samarai	40
Hawaii to Samoa in Outrigger Canoe	5	Crocodile Takes N.G. Native	47
Preparations for Trans-Pacific Air		N.G. Residents Demand Defence	49
Services	6, 30	Lighter Costs for Gold Seekers	50
Epidemic of Cruising Yachts	6	"Flying Battleships" for Papua	54
New Taxation in New Guinea?	7	N.G. Airmail Duplicated	57
Defence Activity in Papua	7	Fashion Hints for Islands Women	61
Prosperous Colony of Fiji	8	N.G. Patrol's Value Questioned	62
New Issue of Pacific Is. Year Book	9	Book Reviews	64
Tropicalities	9	Mining News	65
About Islands People	10	Future of N.G. and Samoa	67
Secrets of Japan's Mandated Islands	11	Short Wave Radio Programmes	71
Casual Blow Kills Papuan	16	Islands Produce and Exchange	73
Attack on Coconut Pests	17	Copra and Rubber Prices	74
Amalgamation Committee in N.G.	18	Shipping Services in Pacific	75
Copra Market in Europe	19	Rabaul Aerodrome & Some "Politics"	81
Banana Pool Formed in Fiji	19	Guinea Airways' Record	82

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Asiatic or Native Labour in New Guinea?—A Crisis Approaching

THE native labour problem in New Guinea is not only more serious than is generally realised; but it is steadily becoming worse, because the Administration seems unable to help the situation, and is itself contributing to the general confusion by competing with private employers for the use of available labour.

Three questions call urgently for attention by the Australian Commonwealth:

Is there an obligation upon Australia to encourage Europeans to settle in and develop the Territory of New Guinea?

If there is to be settlement and development, should the natives of New Guinea provide the necessary labour supply?

To what extent should the New Guinea Administration take responsibility for seeing that private employers secure an adequate supply of labour?

The present position is that employers now are experiencing great difficulty in obtaining labour recruits. As the combined result of the shortage of labour supplies, and the persistence with which the Administration, year after year, has increased the scale of food, shelter, clothing, etc., which must be supplied to labourers, the cost of labour in New Guinea has risen in the last ten years, and the two principal classes of employers—namely, planters and goldminers—are being correspondingly embarrassed.

For many years, the employers in New Guinea were chiefly coconut planters, and there was an ample supply of native labour for all their needs. Then came the establishment of the important gold industry, and developments since then are shown by the following figures:—

Year.	Total Indentured	Indentured on goldfield.
1928	28,253	3,215
1932	26,806	5,729
1934	30,595	9,403
1937	40,259	12,850

Ten or 15 years ago, an employer could get a labourer for a recruiting fee of £4 or £5, plus wages and cost of living. Today, it is difficult to get a boy even at a recruiting fee of £10, while extra food-stuffs, housing, wages, etc., ordered by the Government have increased other costs by 40 to 60 per cent.

EMPLOYERS of all descriptions now urgently need recruits to take the place of the labourers whose three years' contracts are expiring. Recruiters

engaged by them are out in all directions in the Territory, but they, to an increasing degree, report their inability to secure the number of men needed.

Employers are accusing the Administration of closing several parts of the Territory against recruiting; and they insist, further, that the Administration shows no sympathy whatever with the requirements of industry within the Territory. The Government is accused of competing with professional recruiters in that it sends its own parties into the bush to procure natives for its own service.

Whereas the recruiters are not allowed to use anything except verbal persuasion to induce natives to accept indentures, the Government parties follow different tactics. The officials go into villages and demand the payment of the annual head tax. When told by the chiefs that the natives have no money, it is intimated that the Government requires labourers. As a result, the chiefs arrange with the officials that a certain number of recruits shall be made available; officials hand to the head men the "hand money" of the recruits (that is the payment always made to the recruit, or his family, when he agrees to enter a labour contract), and the "hand money" is then given back to the officials to pay the Government head tax.

We have been supplied with details of how this system is operated by Government officials in the Sepik area of New Guinea. One party of officials recently obtained 370 recruits in this fashion and it is understood that they were to be used in the Government road works in the Sepik district. Professional recruiters in the Sepik district complain that they are quite unable to obtain recruits for private employers in the Territory.

EMPLOYERS complain that the attitude of certain well-known officials is sharply and definitely against recruiting. They take the view that the system whereby large parties of young native men are taken away from their primitive villages for periods of three years, and then are returned to their villages, learned in the ways of the white men, is not only destroying native culture but is introducing to these native communities a degree of sophistication that is undesirable. The officials also take the stand that their primary duty under the terms of the Mandate is protection of the native people.

There is a great deal to be said for the officials' attitude. It does seem wrong that native life should be unbalanced and native institutions destroyed by the ceaseless demands of unimaginative commerce.

But there is also something to be said for the employers. They are in the Territory because it is the policy of Australia to develop this Territory. Development cannot take place without an adequate labour supply. If there is to be increased development there must be an increased labour supply. But the fact is that the present labour supply is not nearly sufficient for present demands. So far as the employers know, the attitude of the Administrative officials to all this is indifference and lack of sympathy.

THE natives should not be further interfered with by recruiters", say certain officials. "If more labour is needed, Asiatics should be brought into the Territory under a strict system of indenture."

"Then", retort the employers, "why on earth doesn't the Government bring in Asiatics—or do something!"

Already, there are 2,000 Asiatics in the Territory of New Guinea—an established Chinese community—but they supply no labour whatever. Private employers ask: If more Asiatics were brought in would they also become storekeepers and artisans? This has happened in the case of New Guinea, Fiji, Tahiti and other places.

It is admitted that the French in New Caledonia have worked their industrial enterprises satisfactorily by indenting Javanese and Tonkinese labourers, and seeing that they are returned to their own country at the expiry of their indentures. That class of labour is probably no more expensive than the class of labour upon which the present economic structure has been erected in New Guinea. The New Guinea labourer can be hired for a sum of from 6/- to 10/- shillings per month, plus food, clothing, shelter and medical attention. If the Asiatic labourer should cost more, this would put out of gear the majority of industrial undertakings already established in the Territory.

It is actually the most difficult problem in Australia's tropical territories—and yet the Administration is contributing nothing to its solution.

Indignant employers point out, for example, that the Government, being unable to hire sufficient recruits itself, is now on a large scale hiring casual labour on a basis of 2/6 per labourer per working day. A number of New Guinea men with lines of labourers (indentured at

10/- per month and found) are hiring out their lines to the Government now on the profitable basis of 2/6 per labourer per working day. This is all right for the men with the lines of labourers—but it is upsetting the industrial situation in New Guinea.

NOW there comes a threat of an even more serious dislocation of New Guinea labour conditions.

It is well-known that if a New Guinea labourer refuses to carry on with his indentures he may receive penal punishment—usually imprisonment for a short period. News has been received that the Anti-Slavery and Aborigines Protection Society of London has brought the whole subject of labour contracts up for discussion at Geneva (it was on the agenda for discussion in June) and it was expected that an agreement would be reached by which penal sanctions will be abolished.

Such a decision might apply to New Guinea, which is under the mandates system, but, of course, would not apply to Papua, which is an Australian territory. If the penal system is abolished in New Guinea, the labour contract will become simply a civil contract, as between the employer and the native, and it would be difficult to enforce it. The punishment for desertion would be only a fine and as the natives have no money and the employers cannot touch their property, it is difficult to see how employers will be able to control large numbers of labourers satisfactorily. The inevitable effect will be a rise in wages.

HERE is still another aspect of this vexed question. There seems to be a movement afoot, in many tropical countries in the British Empire, to raise the level of wages paid to native labourers. The "Crown Colonist" says: "The West India Committee Circular has published some figures for unskilled agricultural labourers' wages in other Colonies which compare with those in the West Indies, but it must be admitted that all are very low. In Mauritius, these are given as 1/- to 1/10½ per day for a working week of 40 to 48 hours; or 15/- per month plus food, lodging and medical attendance. In Fiji, it works out at 1/9½ to 2/3 per day on the sugar estates. In Ceylon, the statutory minimum daily wage is 7½d. to 9d.; in Singapore, factory labourers' pay is 9½d. per day; in the Gold Coast, on cocoa plantations, hiring rates are 10d. per day; in Java, it is understood to be 8d. per day; and in India, labourers engaged in sugar cultivation earn 3d. to 4d. a day. But it is probably misleading to take wages alone in different countries, since other factors, including living conditions, have to be taken into account before a fair comparison can be made."

The same journal says that a new Masters and Servants' Ordinance in Trinidad eliminates the penalty of imprisonment for breaches of contract between employers and employed.

It would be difficult to say what 10/- per month and "all found" including recruiting and repatriation, is equal to in New Guinea, on a basis of a 48 hours' working week—probably, 1/6 per working day, or £2 per month. Labourers from Java or Cochinchina, or Tamils from India, would cost no more than that—and they are more industrious and skilful than New Guinea natives.

THE serious character of the present position and general outlook, so far as it affects present employers in New Guinea, cannot be too strongly em-

phasised. Employers in New Guinea find it heartbreaking that the Commonwealth Government is apparently unable to understand their difficulties, and formulate plans for their relief.

If New Guinea were an unimportant territory, where retrogression did not matter, it might not be worth while making a fuss. But the occupation of New Guinea is vital to Australian safety and Australia cannot expect to continue in occupation if she does not make proper use of so large and rich a country.

Many representations along these lines have been made to Ministers in Canberra. But Ministers, being ignorant of the whole thing, simply refer these representations back to the Administrator in New Guinea. And, of course, the Administrator in New Guinea, being not sure of himself, will make no important move without the direct permission of Canberra.

The war which took place between Mr. S. J. Smith, when Resident Commissioner in Rarotonga, and Mr. A. Carlyon, his chief police officer, ended in Wellington, N.Z., on June 7, when the Court of Appeal gave a decision against the Public Service Commissioner. It would need a Calathumpian lawyer to follow the thing through all the trials and appeals; but apparently Mr. Carlyon (who entered the Commissioner's office with a search warrant and seized certain papers) has been held justified.

Rev. E. O. Theile, of Dornoch Terrace, Highgate Hill, Brisbane, director of the Lutheran Mission in New Guinea, has been advised that the Board of Regents of the Wartburg Theological Seminary, of the American Lutheran Church, has conferred upon him the degree of Doctor of Divinity, honoris causa.

THE ARMING OF FIJI

Government is Active—But No Details

THE Government of Fiji seemed to be doing little in regard to local defences—although other Pacific Territories are busy, in this regard—so the Fiji Chamber of Commerce, in May, asked that the civilian population be given some indication of how it might co-operate with military, naval and air authorities in providing the Colony with an organisation against invaders or raiders.

It was admitted by the merchants that Fiji might not long resist an attack in force, but they urged that a well-trained local force, with adequate arms, could at least prevent the seizure of the port of Suva, with its huge wealth of supplies and materials, by raiding warships. They pointed out that Suva, if captured by an enemy, would serve admirably as a base for an attack upon New Zealand and Australia.

The Government subsequently made certain information available which served to allay, in some part, the anxiety of the civilians.

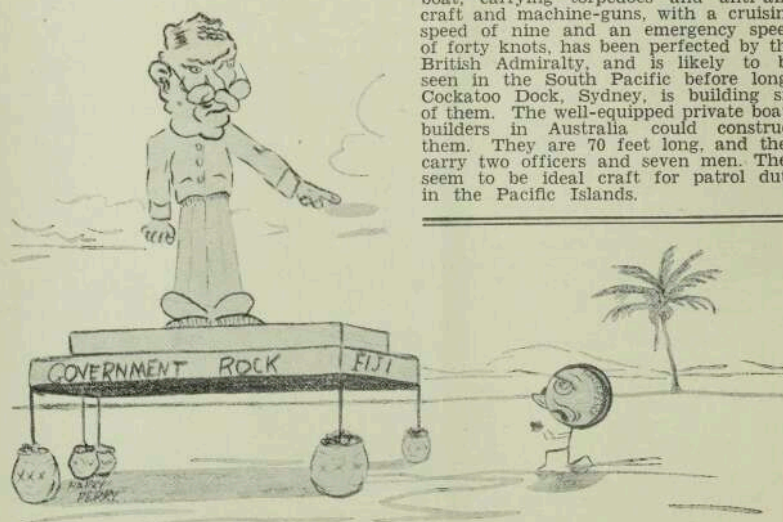
Arrangements have been made for the quick removal from Suva, in an emergency, of young children, their mothers and aged and infirm people. A national register had been considered but, as the Defence Department already has a record of able-bodied men who might be needed, it was held to be not necessary.

Defence plans necessarily will be kept secret, owing to the "key" position of Fiji. But it can be said that, before very long, a useful equipment of light naval craft and aircraft will be available in Fiji, supported by an adequate local organisation.

Australia is foolishly publishing every detail of her Port Moresby fortifications, etc. Fiji will not do that.

TORPEDO MOTOR-BOATS

A new kind of swift and deadly motor-boat, carrying torpedoes and anti-aircraft and machine-guns, with a cruising speed of nine and an emergency speed of forty knots, has been perfected by the British Admiralty, and is likely to be seen in the South Pacific before long. Cockatoo Dock, Sydney, is building six of them. The well-equipped private boat-builders in Australia could construct them. They are 70 feet long, and they carry two officers and seven men. They seem to be ideal craft for patrol duty in the Pacific Islands.



(Trading and financial interests in Fiji, finding their pockets cluttered and over-weighted with copper coins, are grumbling because the Government, despite urgent appeals, refuses to re-introduce the threepenny piece. It fears that, if such a coin were used, retailers would step-up prices by threepences, instead of pennies.)

The Government: "You are an ugly little creature of evil design. Scat!"

£2,000,000 !

Probable Value of 1938-9 Gold Output in New Guinea

From Our Own Correspondent

WAU, May 23.
THE gold output from the Morobe Goldfields promises to exceed all records for the year ending June 30 next. Already, for ten months, the value of gold won on Morobe is estimated at £1,692,000. With two months of the year to go, it is probable that the £2,000,000 mark will be exceeded.

The Territory revenue will receive no less a sum than £100,000 in gold royalty from this output.

Residents of Wau believe that when the road from the coast to the goldfield is built, the foregoing figures will be exceeded; for much ground which cannot be exploited with present transport costs will be worked, and an incentive will be given to prospecting—which at the present moment is practically dead.

DEATH OF A ROYAL RAIATEAN, AGED 86

From Our Own Correspondent

PAPEETE, May, 20.
THE death occurred at Ra'iatea, on April 14, 1939, at the great age of 86, of Mrs. Mary Tehaameamea Higgins, daughter of the late Edward



Lassetter and wife of the late Steven Higgins.

Mrs. Higgins was born at Ra'iatea, May 25, 1853. Her mother was one of a family of highest rank in the royal Opoa Clan, of Ra'iatea.

It is said that long ago—because of the royal rank of her maternal ancestry—the crown of Ra'iatea was once offered to Mrs. Higgins. She would not accept it.

Although she never reigned as Queen, she reigned through the years in the hearts of the people of her native island. Her unselfish service and unfailing kindness were constant. She was married to Mr. Steven Higgins, a native of Maine, U.S.A., on September 22, 1871. Their children and grandchildren form one of the leading and most respected family groups in French Oceania.

Solomons Gold "Boom" Bursts

Jumble of Melbourne Flotations—Engineers at Guadalcanal

DURING May, a party of gold-mine experts and engineers arrived in the Solomons to inspect areas on Guadalcanal—this being the outcome of a "gold boom" in Melbourne, based on an intricate series of gold company flotations. We would not say yet that the "boom" smells of wild cats. But speculators should be careful.

(This was written on June 6. Since then—well, see below.)

Companies in this picture, feverishly issuing scrip, and exchanging each other's scrip, include: Australian Gold Development, Solomon Gold Mines, Gold Mines of Australia, Yellow Boy Gold Development, Valikorta Gold Ridge, Break of Day and Charlton South.

In 1932, large alluvial areas in Guadalcanal known as Kavagombi, were inspected by Mr. A. P. Penman, and he reported favorably. In 1933, Guadalcanal, Ltd., was formed, to develop the area. Results at depth were disappointing and the area was abandoned.

Recently, Yellow Boy Gold Development acquired options over alluvial areas from Guadalcanal Dredging and sluicing Co. (Victoria), Ltd., (not connected with Guadalcanal, Ltd., of Sydney), and over lode areas from "a syndicate of Solomons business men".

Yellow Boy offered the options over Kavagombi alluvials to Gold Mines of Australia, Ltd., and arrangements were made their inspection by Mr. A. J. McGeorge (who has gone to the Solomons for Break of Day Syndicate). But all that was dropped when the unfavorable 1933 report on Kavagombi was disclosed.

But the more important of Yellow Boy's lode areas on Valikorta Ridge became the basis of Valikorta Ridge, N.L., and are being investigated by Mr. Victor; and Yellow

Boy also is interested in Solomon Gold Mines, N.L.

The latter acquired from someone 300 acres of lode on Valikorta Ridge, and sent Mr. T. R. Victor to investigate.

Australian Gold Development has shares in Solomon G.M., and Valikorta Ridge, N.L.

So far as can be understood from a mass of confused reports in the Melbourne press, Solomon Gold Mines, N.L., has sent Mr. Victor to report on lode areas on Valikorta Ridge; Valikorta Ridge, N.L., (a Yellow Boy flotation) has sent Mr. Victor to report on an adjoining lode area on Valikorta, and Mr. W. Frame to report still other lode areas; Break of Day Syndicate has sent Mr. A. J. McGeorge and Charlton South, N.L., has sent "its representative" to report on things not disclosed.

Meanwhile, the speculating public is not happy. A.G.D. shares, by June 6, had fallen from £8/10/- to £4/15/-; Break of Day from £5/- to £1/5/-; Solomon Gold Mines, from £26 to £10; Valikorta, from £9 to £2; Yellow Boy, from £35 to £18.

CRASH!

ON June 9, Mr. Victor radioed from the Solomon Islands to Solomon Gold Mines, N.L., and Valikorta Gold Ridge, N.L., roundly condemning both areas examined, and advising the abandonment of the options. The rest is told in this cutting from Melbourne "Herald's" share quotations:—

	May peak.	To-day 1 p.m.
Solomon	£26	£1/10/-
Valikorta	£9	22/6
Yellow Boy	£35	£15
A.G.D.	£8/10/-	£4
Break of Day	£5	25/-
Charlton South	42/6	10/-

Governor of N. Caledonia

IT is now announced that M. Desanti will not go to Noumea as French High Commissioner and Governor of New Caledonia. M. Pierre Pages has been nominated, instead, under a decree dated May 10.

Governor Jore has been at Noumea since July 3, 1938. His departure is regretted, for his benevolent and loyal administration and his whole-hearted co-operation with the Administrative Council has won for him the goodwill of the population.

New Caledonia has had about 20 Governors in the last 10 or 15 years.

M. Pages is 46 years old, and an officer of the Legion of Honour and holder of the Military Cross. He became a Colonial Administrator in 1917, and assistant colonial inspector in 1922. He was a Superior Resident (2nd class) in Indo-China in 1931, and he was Governor of Cochinchina in 1934, at the age of 41.

Miss Teresa Butler, who retired in February from the position of Matron of the Avarua Hospital, Rarotonga, Cook Islands, received an M.B.E. in the King's Birthday Honours. She went to Samoa in 1922; and was later at Niue Island; and then served for eight years at the Rarotonga Hospital.

COPRA'S YEARLY AVERAGE

THE following interesting figures, showing the average copra price each year, since 1913, are taken from the annual compilation of L. M. Fischel & Co., Ltd., London:—

	F.M.S. South Sea.	F.M.S. Straits.	F.M.S. Ceylon.
	£ s. d.	£ s. d.	£ s. d.
1913 ..	29 10 0	30 0 0	31 1 3
1914 ..	24 10 0	25 2 6	26 5 0
1920 ..	56 0 0	57 10 0	58 10 0
1921 ..	29 10 0	30 15 0	32 5 0
1922 ..	23 18 9	24 15 0	25 17 6
1923 ..	26 17 6	27 10 0	29 5 0
1924 ..	28 11 3	29 10 0	31 2 6
1925 ..	29 3 9	30 0 0	31 5 0
1926 ..	27 7 6	28 11 3	29 15 0
1927 ..	25 18 9	27 7 6	28 10 0
1928 ..	25 18 9	26 18 9	27 18 9
1929 ..	22 1 3	23 1 3	24 1 3
1930 ..	18 5 0	19 1 3	20 1 3
1931 ..	13 1 3	13 16 3	14 15 0
1932 ..	14 7 6	15 0 0	16 10 0
1933 ..	10 11 3	11 6 3	12 10 0
1934 ..	8 0 0	9 5 0	10 0 0
1935 ..	11 12 6	12 13 9	14 8 9
1936 ..	14 6 3	15 8 9	17 17 6
1937 ..	16 6 3	17 8 9	18 0 0
1938 ..	10 6 3	11 10 0	12 1 3

Mr. C. W. Marshall, who has resigned from the staff of New Guinea Goldfields Ltd., arrived in Sydney from Wau on May 26, by the "Bulolo".

AMALGAMATION?

Some Posers for the Experts in Australian Territories

NOW that the residents of the Territories of Papua and New Guinea are thinking seriously about the plan of amalgamating the two Territories, a number of practical questions are being asked which indicate the difficulties in the way of finding a modus operandi.

Here are some of the questions which have been asked and which apparently will provide the inquiry committee with some posers.

How can there be effective amalgamation when, under the terms of the Mandate, the revenue and profits of a country governed under Mandate must be used solely for the benefit of that Territory?

How is it proposed to provide funds to allow the administrative machinery in Papua to be doubled—which would be necessary if the financial and administrative status of Papua were to be the same as New Guinea? Is it suggested that new taxation should be imposed upon Papua?

Will recruiters from New Guinea, where there is a grave and growing shortage of labour, be allowed to recruit labour in the Territory of Papua?

Under amalgamation, will the Chinese in New Guinea, whose growing numbers are now such a problem and a menace, be allowed to come over into Papua, and mop up the native trade-store industry in Papua, and drive European traders and artisans out of business, as they have done in New Guinea?

Will the mining interests in Papua be compelled to pay the heavier royalty on gold, and the heavy customs duties on mining machinery, which are imposed in New Guinea? Or as an alternative, can the mining interests in New Guinea expect to have lower royalties and lower customs duties to accord with present conditions in Papua?

Do the facts that the New Guinea Administration is now being carried on at a loss, and that the large accumulated surplus has disappeared, which apparently make new taxation necessary in New Guinea, mean that Papuan interests also will be taxed to provide for New Guinea's extravagances?

The most difficult question is that relating to the Chinese. It is a fact that the Chinese population in New Guinea has displaced Europeans, instead of supplementing European settlement and development; and a Chinese invasion of Papua would most certainly have serious political repercussions in Australia.

WEALTH OF GUINEA GOLD

Annual Income Nearly Equal to Capital

THE annual accounts of Guinea Gold, N.L., come along to remind us again that there still is romance in gold-mining.

Guinea Gold was formed by a little group of courageous Adelaide men to finance the late C. J. Leven in establishing, in the interior of New Guinea, a gold-dredging industry, serviced by aeroplanes. They subscribed £50,000. The seemingly fantastic idea was a winner. Now, each year, the holders of those £50,000 worth of shares receive almost (in round figures) £50,000 per annum from Bulolo Gold Dredging Ltd. (the operating company formed to work Guinea Gold's leases).

THE VENOM OF MR. KEEGAN

A Gentleman Who Disliked Samarai

IN the May issue of the "P.I.M.", we reprinted from Sydney "Telegraph" a statement by a Mr. J. Keegan, who described Samarai as a "fever-ridden hell", and said he would not return to the place if his fare were paid. He was very contemptuous in his references to Eastern Papua.

It is revealed that this Mr. Keegan was employed on Misima by Gold Mines of Papua Ltd., in a trusted position. Certain native labourers, more honest than the European, reported on strange things they had seen; with the result that Mr. Keegan appeared before the Resident Magistrate, and was convicted of "taking and concealing" the gold-bearing ore that had been in his charge.

Mr. Keegan was fined £25, or six months' gaol. He paid the fine, and "hopped it". In Sydney, an unfledged newspaper reporter allowed him to spit venom at his late associates and at Samarai—which actually is one of the most beautiful places in the Pacific, and quite free of fever.

Profit Over £12,000,000

Operations of Unilever Combine

IT was announced at the annual meeting of Lever Brothers and the Unilever Group, in London in May, that the profit distributed to shareholders was £12,250,000.

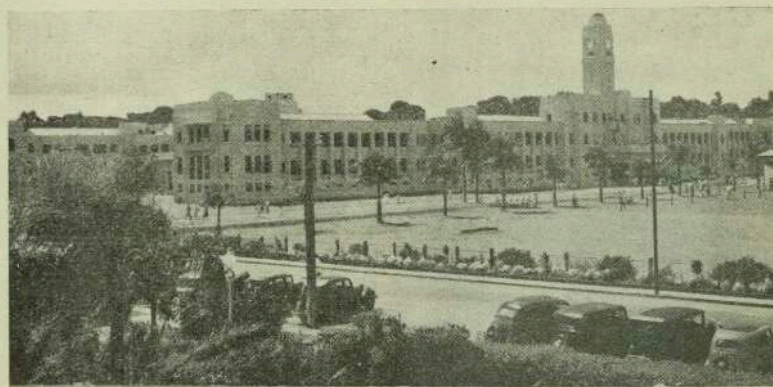
This is the international combine which now controls the world's vegetable oil markets, and, apparently, also the whale oil market.

The combine, last year, received in all countries, about £200,000,000 for soap, margarine, edible fats and various food-stuffs.

Negotiations regarding the construction of two new British liners for service in the Pacific, between Canada and Australia, have apparently been resumed, according to a recent statement made at Vancouver by Mr. J. N. Greenland, general manager of the Union Steam Ship Company.

Mr. C. H. Beach, who served for 10 years in the Wellington City Council, N.Z., arrived in Fiji in May to take up the post of Engineer to the Suva Town Board.

NEW GOVERNMENT BLOCK IN FIJI



Upper: The fine new block of Administration buildings, recently erected in Suva for the Government of Fiji.

Lower: The Governor of Fiji (Sir Harry Luke) inspecting the guard of honour (Fijian Constabulary) drawn up in front of one wing on the occasion of the official opening of the buildings, on May 12.

VERY GRAVELY CENSURED

Chief Justice on Tongan
Treasurer

From Our Own Correspondent

At a special session of the Supreme Court to-day, Uliti Balu, the young Tongan ex-clerk of the Treasury, who is serving a three years' sentence for perjury, pleaded guilty also to three charges of fraudulent conversion of £877 of Government Savings Bank funds, to issuing false Savings Bank receipts for £1214, and to forgery of Savings Bank withdrawal slips involving £337. He was sentenced to the maximum punishments of 10 years, 5 years and 7 years respectively, to run concurrently.

The case has caused a stir in political circles, for it came out in evidence that, for the last four years, Uliti had been stealing money from the Treasury, where he was in sole charge of the Tongan Government Savings Bank, and of the cash used daily by the Tongan Government.

It appeared that, in 1937, as a result of a surprise audit, accused was found to be £6/16/- short in his cash. Instead of being dismissed, he was allowed to make good the shortage on the assumption that it was accidental. According to the Treasurer (Hon. W. G. Bagnall) "it was an easy matter to be short in his cash, handling the amount of cash he was handling". Accused was merely warned and again allowed privileges and freedom.

That this incident should have been handled in this way is criticised, in view of the Treasurer's evidence. He was ob-



The Chief Justice of Tonga—His Honour William Hemming Stuart, B.A. (Jurisp. Oxon.), B.A. (Cape of Good Hope). He is a Barrister-at-Law of Middle Temple, London, and Advocate of the Supreme Court, South Africa.

HAWAII-SAMOA

Five Weeks In Outrigger Canoe

AN outrigger canoe, 30 ft. long, and 19 in. wide, which left Hilo, Hawaii, on April 17, arrived late in May at a small village on the north coast of Tutuila, American Samoa, with three starving men.

Captain U. A. Woodbury and Mr. Don Hall, two Americans, and Mr. A. Eastman, had only 15 days' provisions when they set out from Hilo for Fanning Island. For four days they cruised around, looking for Fanning; then, in desperation, they headed for Samoa. Heavy seas put their outboard motor and chronometer out of action, and they used a small sail and navigated by the stars.

They were five weeks at sea. After two weeks, their provisions were gone. For three weeks, they lived on little more than a few fish they caught, and rain-water. Their condition, when they landed, was bad. Captain Woodbury recovered quickly, but the two younger men still are suffering exposure and starvation.

They carried an "outrigger canoe mail" of 1,500 letters, for stamp collectors.

viously reluctant to give any information on the point, and it was only after the question, whether there were any extraneous circumstances calculated to make him suspicious, had been repeatedly put to him that he said: "There were extraneous circumstances, because I reported to the auditor, asking him to hold an audit. There were a couple of slips that had not been entered. I noticed that myself. When the slips were entered up, the cash was £6/16/- short".

In giving judgment His Honour (Chief Justice W. H. Stuart) said that clearly the Treasurer knew the £6/16/- shortage was a misappropriation, and that clearly he failed in his duty, for instant dismissal was the only remedy. His behaviour in permitting this thief such privileges and freedom became the basis of serious censure in his departmental dealings.

His Honour went on to say that it was clear that the Treasurer was in a panic and was desirous of concealing all he

HISTORY OF AIR FREIGHTS

Average freight charged in New Guinea per lb. of air-borne cargo, as shown by annual accounts of Guinea Airways, Ltd.—See article, page 82:—

	Pence.		Pence.
1929 ..	10.6	1935 ..	3.3
1930 ..	8.2	1936 ..	2.9
1931 ..	6.5	1937 ..	2.4
1932 ..	5.9	1938 ..	1.9
1933 ..	4.3	1939 ..	2.0
1934 ..	4.1		

could: his demeanour throughout was only compatible with the grossest negligence in his administration of his office. The Court stated that, throughout, the Treasurer's attitude was that of someone who had something serious to hide, and was deterred by no scruple in hiding it; that as a result of the Treasurer's negligence in permitting accused to do whatever he liked, accused was exposed to a temptation which only a man of sterling character could have resisted; and that the Treasurer's incompetence, and his failure to enforce the regulations and provide the most modest of checks, made the way easy for the accused. It was in view of these circumstances that the Court commuted the sentences to run concurrently.

MURDER IN NEW GUINEA

Five Natives Arrested

NEWS was brought to Sydney by the M.V. "Neptuna", late in May, of the murder of Mr. Bruce Goad, aged about 23 or 24, son of the Secretary of the Kavieng Club (New Ireland, Mandated Territory).

The young man's body was found on the East-West Coast road at Kavieng, with the head badly bashed.

It is reported that five Sepik natives have been arrested in connection with the incident.

KNIFE BETWEEN THE EYES

But Is Still Alive

THE Resident Agent at Mangaia, Cook Islands, Mr. H. H. Hickling, writes: I send you the attached photograph as evidence of the truth of a story well-



known to the residents of the Gilbert and Ellice Islands, and which is almost incredible. It bears testimony to the surgical resourcefulness of a Fijian, the late Soane Puamau, Roko Tui Lau, who was trained at the Suva Medical School, and stationed in the Gilbert Islands.

The photograph shows that a native was stabbed between the eyes and that the knife was driven to the hilt. This occurred during a quarrel, and the man remained conscious.

He was taken to the hospital, but as there was some doubt as to the possibility of removing the knife without killing the patient, it was allowed to remain in his head for more than 24 hours.

Puamau's story was that the European doctor there at the time finally refused to attempt the removal, and it was left to him to get 8 men to hold the patient on the operating table and at the same time hold the operating table on the floor, while he withdrew the knife with one straight pull.

The man is still alive; and, while I was in Lau, Puamau received regular letters from him.

TRANS-PACIFIC AIR SERVICES

Preparations By P.A.A. and Imperial Airways

THE aerial transport picture of the South and Central Pacific, which we may expect to see more clearly in the future, is beginning to take shape.

Six members of Pan American Airways technical staff arrived at Noumea (New Caledonia) at the end of May and commenced the installation of a flying-boat base at Nouville. It is still insisted, on behalf of Pan American Airways, that this base will be part of the route between Honolulu and New Zealand.

There is a general belief, however, that even if P.A.A. machines fly south from Honolulu to Canton Is. and Noumea, and then cut off at an angle towards Auckland, they sooner or later will fly the 700 miles between Noumea and Australia.

NEW ZEALAND

The Pan American Airways establishment in Auckland is being maintained, and the P.A.A. meteorologist, Mr. E. B. Buxton, arrived there at the end of May, and took charge of the P.A.A. weather-map organisation in that part of the Pacific.

Meanwhile, as indicated in the "P.I.M." last month, British Imperial Airways steadily are making their preparations for trial flights between Sydney and Auckland, and Auckland and Suva. The latest official announcement is that it is probable that the new regular airmail between Sydney and New Zealand will commence in October.

CANTON ISLAND

A party of Americans has arrived at Canton Island and is busily preparing there a suitable base for P.A.A. seaplanes. There is a clear understanding now between Britain and the United States that all aeroplane and seaplane facilities which are provided by either nation at Canton Island for the use of its air transport, will also be available for use by the air transport of the other nation.

Singularly little has been published in the newspapers about the preparation of a base in Fiji for seaplanes and aeroplanes, but it is known that important plans are being given effect to, and it is probable that by this time next year the people of Viti Levu, and especially of Suva, will be well accustomed to the sight, not only of the great trans-ocean seaplanes, but also of large aeroplanes and seaplanes used as part of the new Pacific defence organisation.

NOUMEA BASE TO COST 700,000 FRANCS

According to the "Bulletin du Commerce", the estimated cost of creating, at Nouville, Noumea, New Caledonia, an

aviation base for the use of Pan American Airways is as follows:—

Supply of electric light and power	110,000 francs.
Water installation, including motor pump and reservoir. . .	50,000 francs.
Building for officer in charge of T.S.F., postal officials and subsidiary offices	160,000 francs.
Building to house meteorological service and equipment	80,000 francs.
Quarters for meteorological engineer	20,000 francs.
Quarters for representative of the Administration	20,000 francs.
Quarters for T.S.F. assistant, meteorological assistant, doctor, inspector and Customs officials. .	40,000 francs.
Building for T.S.F.	90,000 francs.
Additional, in connection with lighting unit	40,000 francs.

The total of these works is 610,000 francs, plus a sum to the value of 90,000 francs, making 700,000 francs in all.

WILL BE RESISTED

P.A.A. Wish to Enter Australia

THE Melbourne "Herald", which is understood to be in the confidence of the Commonwealth Government, stated on June 3 that Pan American Airways is expected to apply to the Commonwealth Government shortly for permission to bring into Australia, by way of the Company's new base at Noumea, the giant clippers from San Francisco across the Central Pacific.

The newspaper says that the proposal will be strenuously resisted, on the ground that these main lines of airmail communication throughout the Empire should belong to British Imperial interests. It is indicated that the same kind of opposition is being enforced to the new arrangement under which the Dutch airliners, flying from Holland to the Netherlands Indies, are allowed to come into Australia and terminate the service at Sydney.

The idea of keeping all these airways communications for British airplanes appears beautiful and patriotic, until one discovers that practically the whole of the British airlines of any importance are now owned by British shipping interests—and most of us have heard of the British shipping combine. The free-thinking Australian is inclined to argue that the airlines of other nations should be allowed to enter Australia, so that they may provide the British concerns with healthy competition and keep their natural rapacity in check.

Epidemic of Cruising Yachts in Pacific

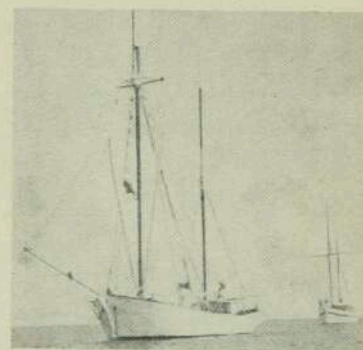
THE South Seas, nowadays, seem to be the happy hunting-ground for world-wandering yachtsmen—almost a dozen small craft from all over the world are leisurely cruising at the moment through the Pacific. Among them are:—

"Ahto" (70 tons) from Greenwich, U.S.A., with Mr. and Mrs. Ahto Walter and party of 12. Arrived Sydney on June 12 from Fiji, Vila and Noumea.

"Land's End" (Capt. Jeffreys), from Durban, South Africa, was in Fiji in May.

"Ronda" (Lt.-Commander Hudson), English auxiliary ketch, sailed from N.Z. in May for Tonga.

"Hispaniola", with Mr. and Mrs. G.



"Ahto" and "Land's End", two of the many yachts now wandering around the Pacific.

O'Brien and family on board, returned to Sydney on June 1 on its second unsuccessful attempt to reach Lord Howe Is., on the first stage of a Pacific cruise. They will try again shortly.

"Silver Spray" (48ft.), from San Francisco, U.S.A., reached Russell, N.Z., via Tahiti and Cook Is., at end of May, with Mr. and Mrs. E. J. Thomas and two children aboard.

"Seaward" (34ft.), departed from Auckland on May 23 for a five months' Islands cruise, under Mr. D. Wellington and three New Zealanders.

"Navigator" (48 tons), owned by Mr. G. H. Singer, of U.S.A., is en route to Tonga and Tahiti from N.Z.

"Henrietta" will leave Sydney shortly for New Guinea, on her way to America.

"Marie" (Capt. Frank Dona), from Seattle, U.S.A., was in N.Z. in mid-May ready to leave for the Kermadecs, Tonga, and Fiji.

WELL-LOVED MISSIONARY PASSES ON

From a Special Correspondent

RAROTONGA, May 24.

THE death occurred at Rarotonga on May 14 of the Rt. Reverend Father Jean Marie Bernadine Custanie, Prefect of the Roman Catholic Church in the Cook Islands.

The good Father was born on January 31, 1869, at Aboul, Aveyron, France. He entered the congregation of the Sacred Heart in May, 1889, and was ordained priest on October, 1892.

He arrived in Tahiti in 1893, and the year following he was sent to open the

Cook Islands Mission. From that date on he worked lovingly and unceasingly, until three days before his death. In 1922, the Cook Islands Mission was separated from the Vicariate of Tahiti to become a Prefecture, and the Rev. Father Bernadine was appointed Prefect Apostolic.

A Requiem Mass took place at Avarua, Rarotonga, on May 15. Although the day was extremely wet and cold, the Mass was largely attended by Catholics and non-Catholics. The burial service was again the occasion of a large gathering of all his friends.

The absence of the Reverend Father's cheerful face from the "places which knew him and will know him no more" is deeply regretted by us all.

WELL-KNOWN FIJI OFFICERS IN HONOURS LIST

THE following honours were conferred upon residents of Fiji, in the King's Birthday List:—

Knight Bachelor: Mr. Justice Corrie (Chief Justice of Fiji).

C.B.E.: Ratu Sukuna, Commissioner for Native Lands.

O.B.E.: Mr. A. L. Armstrong, British Agent at Tonga.

I.S.O.: Mr. A. A. Ragg, former Assistant Director of Public Works.

Colonial Police Medal: Superintendents G. G. Kermode and I. E. Lucchinelli.

"BULOLO" PASSENGERS

Mr. F. R. Godden left Sydney for N.G. by the June "Bulolo" to take up the post of Assistant Manager with Bulolo Gold Dredging, Ltd. He was previously with B.G.D. before going to Fiji as manager of Loloma (Fiji) Gold Mines at Tavua in 1936.



Miss Jean Eggleston paid a short visit to Papua and New Guinea by the "Bulolo" early in June with her father, Mr. F. W. Eggleston, Chairman of the recently appointed Amalgamation Committee.



Mr. V. Maxwell, well-known planter of Madang, New Guinea, returned to the Mandated Territory by the last "Bulolo" after a short holiday in Australia.



Mr. H. Cooper, Secretary of Nelson & Robertson, Pty., Ltd., Islands merchants of Sydney, departed by the "Bulolo" on June 3, on a business trip to Rabaul, T.N.G.



NEW TAXATION IN NEW GUINEA?

Nine Months' Figures Show Serious Position

THE following shows the principal revenue totals for the Territory, in the nine months ended March 30, 1939:—

	1938.	1939.
Customs	£188,304	£154,376
Licenses	11,827	12,025
Head Tax	14,232	15,391
Postal	43,629	17,256
Land	12,463	11,676
Mines (gold royalty)	87,853	95,166
Fees, fines	18,379	17,348
Totals	392,555	335,113

The decrease of £57,000 was mainly in two items—Customs, £33,927, and Postal, £26,372. Both were foreseen. Customs was bound to fall, because most of the heavy machinery and equipment which carried a duty now has been installed on the Morobe Goldfield. The 1938 postal revenue was purely fortuitous—a special issue of stamps, for the benefit of collectors.

Expenditure was £394,046, compared with £375,506 for the nine months of 1938, being an increase of over £18,000. In other words, the comparative position has gone to the bad by £75,000 in nine months. The actual position is that, in the period, expenditure has exceeded revenue by £58,933, and accordingly the surplus of £59,691 with which the year was started, has disappeared.

What now? There must be either reduced expenditure or increased taxation—surely an astonishing position for a Territory enjoying a gold royalty of nearly £100,000 p.a. Is there to be an increase in customs duties? Or an income tax?

This Government has plenty of money, of course—it holds £280,000 in trust funds alone, including £144,661 of superannuation funds, £75,450 of Australian coinage (held in place of its own issued coinage), £13,140 of insurance fund, and £18,430 of private employers' deferred pay. But it can only borrow that money for "financing" purposes—it dare not spend it.

Defence Activity In Papua

Pt. Moresby as Important Base

IT is expected that the Australian Minister for Defence, Mr. Street, will visit Port Moresby some time in July to inspect the defence works that have been established there. He probably will travel by air.

Admiral Sir Charles Colvin, head of the Australian Naval Board, called at Port Moresby and inspected the defence works there in June, while on his way to Darwin and Singapore in the Australian destroyer "Swan".

So rapidly has the defence organisation proceeded in Port Moresby and Papua that it is a little difficult to follow all that has been, and is being done. Brief summary:

A military road has been built at the top of Paga hill, overlooking the port, and guns have been placed on top of the hill.

A considerable detachment of the Royal Australian Artillery has been established in Port Moresby.

A military aerodrome, about seven miles from the town, has been selected and is now being surveyed.

A squadron of Short Sunderland flying boats—so big and powerful that they are called "flying battleships"—has been selected for service at Port Moresby, and a survey of the harbour is now being made so that necessary accommodation will be provided for them.

Port Moresby is being fitted out as a fuelling and provisioning base for units of the Australian Navy.

Buildings to serve as permanent barracks for members of the naval, military, and air force are being proceeded with.

Steps are being taken to form a native labour service corps in quarters at Pt. Moresby.

NATIVE LABOUR CORPS

THE plan to form a military labour corps in Papua, which would co-operate with the Europeans in the defence of the Territory, is receiving serious consideration.

It is thought that platoons could be formed under the supervision of Government officers in the various districts; that non-commissioned officers from the well-trained Papuan Army Constabulary

PRETTY WEDDING IN NORTHERN NEW GUINEA

Carrying a sheaf of N.G. orchids and wearing a gown of white French lace over satin, Miss Catherine Cairns, of Delegate, N.S.W., made a charming bride when her marriage to Mr. Keith Miller, of Wewak, took place recently in Northern New Guinea.

The bride was given away by Mr. Arthur R. Miller (Govt. Surveyor), at whose home in Wewak the reception was held.

From left: Mr. Ian Wood (Best Man), the Bridegroom, the Bride, and Mrs. A. R. Miller (Matron of Honour).



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should be loaned to the new corps for the purpose of training; and that the chief duty of the labour corps would be to provide military fatigue, and the construction and maintenance of military works. The whole corps would be under military discipline; and the members would be supplied with a simple uniform and carefully trained after the manner of the armed constabulary. It is thought that service for one year would be sufficient, but at the end of that time some of the men would certainly re-engage. The rest would go into a reserve and be called up periodically for training.

PROSPEROUS FIJI

Sugar, Gold and Pineapple Industries Flourishing

THE trade of Fiji—"the most prosperous Colony in the Empire"—continues to show interesting trends. Here are figures showing imports and exports in the three first months of 1938 and 1939 respectively:—

	1938.	1939.
Imports, value	£391,617	£370,563
Exports, value	391,088	462,523
Sugar, value	139,098	147,439
Copra, value	81,775	27,665
Copra, tons	8,130	3,937
Bananas, value	18,148	9,122
Gold, value	121,872	240,045
Gold, ounces	15,899	29,324

The copra production has fallen, owing to lower prices; banana production is less because of severe damage done by rains and floods.

FIJI GOLD OUTPUT

Gold production in Fiji for the past five years was:—

Year.	Oz.
1934	1,033
1935	6,933
1936	17,107
1937	21,407
1938	89,354

Gold was Fiji's second largest export for the 1938 year, being worth £701,272, and ranking next to raw sugar, which was valued at £1,388,183.

RAIN AFFECTS SUGAR PLANTING

References to trade conditions and prospects in Fiji were made by the chairman (Mr. E. R. Knox) at the annual meeting of the Colonial Sugar Refining Co. Ltd., Sydney, on May 31:

"The outlook for the coming season is reasonably satisfactory; but we have, since December last, experienced two hurricanes and three floods in Fiji, where the crops have been damaged to some extent and will not be as good as they otherwise would have been. There, too, the planting for 1940 has been delayed by the abnormal rains and it is now certain that it will be impossible to complete the whole planting programme . . .

PINEAPPLE INDUSTRY FLOURISHES

"The pineapple cannery in Fiji commenced work last year and the summer pack in December/January yielded 8,500 cases. The prospects for this undertaking are very encouraging. There seems to be no doubt that Fiji can grow pineapples of excellent quality as to appearance and flavour and we believe that our product will be equal to the best produced in any other part of the world.

"Sooner than we expected, we have found it necessary to increase the capacity of the cannery by the addition of another complete line of machines, which will be ready for the crop to be harvested next summer".

In Memory of C. J. Levien

IN the reading room of the central building of Guinea Airways, Ltd., at Lae, New Guinea, on May 16 there was an interesting little ceremony. Mr. L. V. Waterhouse, a director of Guinea Airways Ltd., unveiled a photograph of the late Mr. C. J. Levien, which had been presented by his widow. The whole of the staff were present, and a number of local residents. Mr. Waterhouse gave some interesting personal reminiscences of Mr. Levien, who, he said, was rightly regarded as the founder of Guinea Airways Ltd. His energy and foresight as a pioneer of the Morobe goldfield had produced results far greater than even he had dreamed of, and it was fitting that his memory should be kept alive at Guinea Airways' headquarters. Mr. Henry Eekhoff, a local resident, also paid a tribute to the memory of the late Mr. Levien.

"CALLIOPE" MEMORIES

A Toast To Samoa

RESIDENTS of Apia, reminded always by the sight of the "Adler" wreck of the 1889 hurricane, will be interested to know that the corvette, H.M.S. "Calliope"—which was the only warship to escape the devastation—is still afloat, and is now the training ship of the Tyne Division, R.N.V.R.

On March 16, 1939, a dinner was held aboard the old ship, to commemorate

the fiftieth anniversary of her escape from the hurricane. The toast of "Samoa" was proposed by Captain E. W. Swan, commander of the Division, and Admiral Wilmot S. Nicholson, who was in the "Calliope" during the famous incident in Samoa, replied to the toast.

The "Calliope", in 1889, was a new ship of 2,765 tons, ship-rigged, and with engines giving her 15 knots under full steam.

N.Z. GOVERNOR-GENERAL'S TOUR IN PACIFIC

THE Governor-General of New Zealand (Lord Galway), and Lady Galway, will leave Auckland on July 6 in "H.M.S. Achilles" and proceed direct to the Cook Islands.

From July 12 to 20 they will be in the Cook Islands; July 22-23 in the Tokelau Group; July 24-29, in Western Samoa; July 31-August 1, Pago Pago; August 4-10, in Fiji; August 12, Nukualofa; August 13, Niue; August 17, Kermadec Group; August 19, return to Auckland.

Mr. N. Rasmussen, of Tavua, Fiji, married Miss Dorothy Isabel Webb, of New Zealand at the Suva Holy Trinity Pro-Cathedral on June 3. The bride formerly was a member of the Colonial War Memorial Hospital's staff at Suva.

Mr. and Mrs. E. Mainwaring left Rabaul, New Guinea, recently on a visit to the East by the "Tanda". He is a member of the N.G. Administration.

LANDSLIDE AT NEW GUINEA POWER HOUSE



FOLLOWING torrential rain and a rapid rise in all streams, a landslide partially wrecked Bulolo Gold Dredging, Ltd.'s power station at Baiune, New Guinea, in the early morning of April 23. Some 2,000 tons of earth slipped down on to the rear of the building, carrying away the sub-station and one side of the building.

The smash, and the invasion of floodwaters put the station out of action for a few hours, but no damage was done to the generators and service was soon restored.

The photograph shows how about 200 native labourers were employed, for a fortnight, in removing the debris in bags, and in carrying out extensive general repairs.

NEW STATION BEING BUILT

Owing to the extra power needed by the two dredges in course of construction, Bulolo Gold Dredging, Ltd., New Guinea, will build a new power station at the top of the Baiune River, some 600 ft. above the present Baiune station. The new station, like the present one, will be of the hydro-electric type, and fed from the Baiune. The present station supplies 5,000 h.p., and the new one, to which it will be electrically interlocked, will supply 1,000 h.p. It is interesting to note that the water, after having done its work in the new power station, will gravitate to the present station, and be used again. Work already has started on the constructing of houses for the men to be employed at the new station.

TROPICALITIES

FROM "Daily Express", London, of May 1, 1939:—

"Franco's Spanish newspapers proclaim: 'Britain is now enlisting cannibals for the English Army'."

"Explanation: A defence corps is being raised in New Guinea, famous for head-hunting before Australia took over the Mandate."

Which is typical of the average daily newspaper when "explaining" the Pacific Islands. The "Daily Express" refers to "New Guinea" and the "Mandate", when the truth is that a labour battalion is merely proposed in Papua, which is an Australian Territory and not a Mandate.

Some New Guinea humourist, unidentified, who evidently is visiting London, has sent us the front page of the "Daily Express", with this comment:—"Kanaka 'e finish dis talk-talk. 'E make 'em savvy. 'E karkai 'em all up!"

IN the English-Samoan monthly Gazette "O le Faatonu", published in American Samoa, a Samoan who returned recently to his Pago Pago home after a 10-years' absence in the United States, expressed his disgust at the deterioration which had taken place in the beautiful Samoan language through the intrusion of many English terms and American jargon. As an instance, he cited the often-heard "Samoan" modern song:—

Oka, oka la'u hani, la'u hani faasilisili
Ou te faatusaina i se apa helepi;
Po o se pisupo sili,
Po o ni masi keke mai Fiti;
Po o sina Sapa Sul, a fai i tamato
ma ni pi, etc.

Translated literally, this is:

Oh, oh my honey, my precious honey
Whom I compare to a can of Hellaby-meal.

Or to a great can of corned beef,
Or to some sweet cookies from Fiji,
Or to some Chop Suey, that mix with
tomatoes and peas—

And so on, indefinitely.

He describes this as being considered the best and most popular "hit" of Samoa to-day—sung even at formal and royal entertainments!

TO Frenchmen, champagne is a common wine. To others, including many Anglo-Saxons, it is the symbol of lavish entertainment, the badge of the nouveau riche. Some queer birds call at our island of Tahiti occasionally. Here is a story, true in every detail, about one of them:

There came to Papeete a man whose fabric of wealth was so new that the varnish on it was not yet dry. He arrived on a yacht that smelled of wet paint and gleamed with new chromium fixtures. He came ashore with his wife and child. It was a very hot day. After wandering about for a time, the three took refuge in a shop owned by a French citizen, and complained bitterly of the heat. The Frenchman courteously offered some liquid refreshment.

The yacht-owner drew himself up, laid his hand on his chest and remarked: "So good of you; but I never drink anything but champagne".

"Ah", replied the Frenchman, "champagne is indeed a thrifty beverage, when one cannot afford the better wines of France".

The yacht-owner stared. His carotids became congested and his cheeks purple. Then, seizing his wife and child, he

stalked out into the sunlight; went to the quay, boarded his yacht, and the same day pulled up his anchor, sailed away over the horizon, and Tahiti has seen him no more.

The Frenchman, gazing after him murmured: "I have heard of the boulder. I have read of the boulder. Now I have seen him"—R.

THE influence of the Bible on the Melanesian convert was demonstrated recently.

Tommy's varied career in the service of the Government had ended in gaol at Tulagi, and he was sent to Gizo, his own district, to serve his sentence. While a prisoner, he stole a couple of bottles of beer from the Government residence, and duly was charged. Four witnesses had given evidence and things looked bad for the prisoner, who was asked if he had anything to say.

"Me Klistian", said Tommy. "Before me talk me want to smell him Bible". The Bible was produced and Tommy put it to his nose and sniffed it.

"This four fellow he gammon along me" was as far as he got, when the D.O. suggested another smell.

After a second, and decidedly audible sniff, Tommy's face beamed with a feigned enlightenment. "He true, master", he said. "Me do him"—M.

THE threat of sabotage against French merchant vessels, causing the world-wide interdiction against any unauthorised person going aboard such vessels in ports, has caused much perturbation in Papeete.

There, the arrivals and departures of Messageries Maritimes steamers have, hitherto, been occasions of social good-comradeship; dinners on board to welcome arriving friends or to fete departing voyagers, and the pleasantly thrilling excitement of gathering on the deck of a ship lately come directly from the home land. To home-sick exiles, the M.M. boats are a fragment of France and this new regulation, however necessary, is cruel in its effect.

Pacific Islands Year Book, 1939

THE Pacific Islands Year Book, 1939, was published in May.

It is a complete handbook of the Pacific Islands. It contains 400 pages of descriptive letterpress, together with a section of 16 pages, entitled "Who's Who in the Pacific", and another section giving merchandising information. There are numerous maps—in fact, in this edition, there are few important islands and territories which are not covered by maps.

Statistics relating to the various Administrations are complete as at June 30, 1938, and in a number of cases they are brought up to December 31, 1938. There are business directories relating to all territories, and complete lists of Administrative officials, missionaries, etc.

Copies may be obtained as follows: In the Pacific Islands, from any of the principal stores; in Australia, from the leading booksellers; in London, from W. R. Carpenter and Co. Ltd., Coronation House, 4 Lloyd's Avenue, E.C.2; or direct from the publishers, Pacific Publications Pty. Ltd., Union House, 247 George St., Sydney. The price of the book is, per copy, 8/- (cloth cover) and 6/6 (paper cover), and postage (if necessary) should be added, as follows: Within British Empire, 6d. per copy; to points beyond the Empire, 1/-.

Two minesweepers and a survey ship, "Bushnell", of the U.S. Pacific fleet, arrived at Pago Pago, American Samoa, in May. The "Bushnell" is making a six months' survey of the neighbouring islands and reefs, using Pago Pago as a base.

THE PACIFIC ISLANDS CLUB

Visitors from the Islands to Sydney (or those interested in Islands affairs), are advised to communicate with the honorary secretary of the above Club, which has been formed to study the history, traditions, economics, and political developments of the Pacific Islands.

Next Club Gathering, Wednesday, July 5, 8 p.m., Hotel Carlton, Sydney.

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ABOUT ISLANDS PEOPLE

It was announced in the "Sydney Morning Herald" on May 20 that **Mr. Wilfred Heritage**, third son of the late Mr. George Heritage, of Launceston, Tasmania, had died in London on May 14. It is understood that this is the well-known and popular Mr. Wilfred Heritage, who was manager in the Solomon Islands for Messrs. W. R. Carpenter and Co. Ltd. in 1927 and subsequent years. If this is so, the news will be received with regret by many "old hands" in the South Seas.

Mr. Jack Edward Evans, engineer of the "Tui Natewa", Levuka, Fiji, recently married **Miss Mary Gwilliam**, of Natewa Bay, Vanua Levu. The ceremony took place at the Catholic Church of the Sacred Heart, Levuka.

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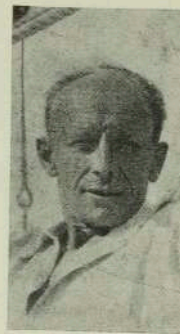
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Mr. James Fletcher, of Messrs. G. Fletcher and Son, well-known Sydney firm of stovemakers, will sail for Rabaul by the "Orontes" on June 30 on a combined business and pleasure trip. During his short stay in Rabaul, he will take the opportunity of meeting some of his firm's New Guinea clients.

Mr. Ragnar Lindahl, who was Swedish Consul in New Guinea for many years (he was there, first, over 25 years ago) built an aeroplane for himself, some years ago. Now, at his home in Stockholm, Sweden, he is writings songs and composing music. "Nothing is impossible for God and a sailor", says he, in a letter of cheery greeting to old friends in the Pacific.



Mr. R. Lindahl.

Mr. J. N. Montgomery, deputy chief geologist of the Australian Petroleum Company, whose headquarters are in Papua, paid a visit to the Sepik District, New Guinea, early in June to inspect his Co.'s interests there. **Mrs. Montgomery**, early this month, was in Melbourne after spending the school vacation with her two sons who are students at Geelong Grammar School.

Mr. A. McCarthy, who was recently appointed Judge of the Native Land Court at Rarotonga, arrived in the Cook Is. by

the "Matua" at the end of May to take up his new duties.

Mr. J. Broad arrived in Sydney from Noumea, New Caledonia, by the May "Pierre Loti". He established a cheese factory at Bourail for the French Government, to supply the local market.

Mr. Ray Parer, well-known New Guinea identity, recently left Adelaide, South Australia, in a single-engined Junkers aeroplane which had been purchased for the Catholic Mission at Alexishafen. With Mr. W. Schaufenhouser, as passenger, he flew to the Territory, arriving at Wau on May 22. They later went on to Madang, via Salamaua.

Mr. N. E. Nilsen and family, of Tavua, Fiji, will return to the Colony in July, after a visit to U.S.A.

Messrs. L. G. Faulkes and **N. A. Wilson** arrived at Wau, T.N.G., in May on their usual half-yearly audit visit for N.G.G. Ltd. They returned to Australia by the "Bulolo" at the end of the month.

Mr. G. L. Snow, of Atiu Island, Southern Cook Group, was spending long leave in New Zealand early in June.

After 31 years in the service of the British Phosphate Commissioners at Ocean Island, **Mr. J. Miller** retired in May. His daughter, **Miss Joy Miller**, who was also on the staff as a typist, has accompanied him to New Zealand, where, probably, they will reside. As a tribute to their long residence on the island, a dance was held in honour of Mr. and Mrs. and Miss Joy Miller, at which a presentation was made, contributed by members of the B.P.C. and Government staffs. Another farewell was given them by members of the Golf Club, together with further tokens of the esteem in which they had been held by all.

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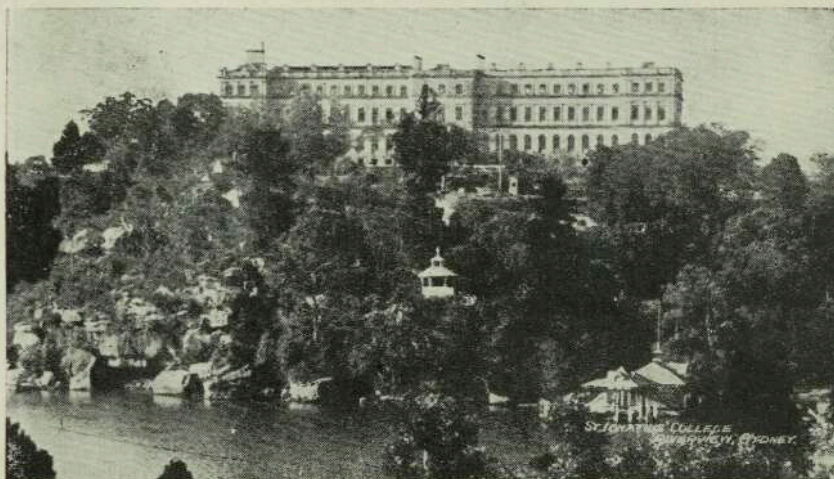
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SECRETS OF JAPAN'S MANDATED ISLANDS

The Bitter "Undercover" Struggle in the Northern Pacific

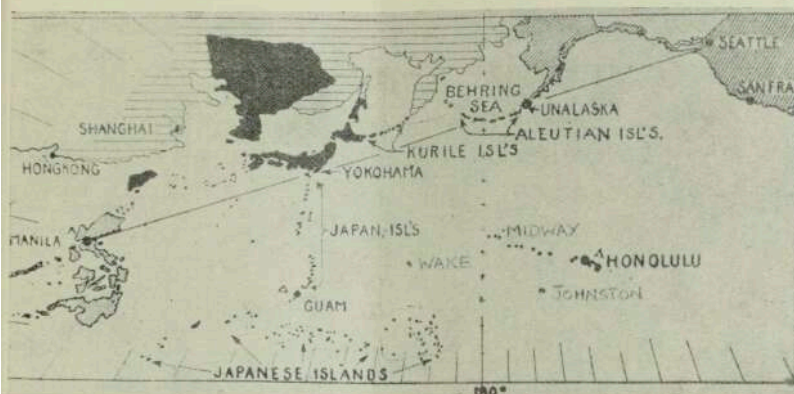
BY JOHN WILLIAMS

DURING the row in the U.S. Congress about whether America should convert Guam into a substantial navy base, the State Department was asked point blank what information it had upon the Japanese mandated islands which surround Guam.

On March 13, the department assured

The chart shows how Japan and her line of islands, right down to the equator, lie across the sea lanes from America to China and the Philippines. And just below the Japanese islands lie New Guinea, Australia and New Zealand.

As Japan has strengthened her position in the islands, America has countered every move with the development of de-



"Great Circle" chart of North Pacific Ocean, showing the Japanese mandated islands in relation to America's mid-Pacific possessions.

Congress that, so far as it knew, Japan has not fortified the islands.

The department reported, however, that its last official statement from Japan was made in December, 1937. Since then Japan has failed to provide the customary annual report upon the islands according to the terms of her mandate from the League of Nations. In 1922 Japan agreed to give America a copy of this report annually.

The 1937 report admitted that many harbour improvements were being made throughout the islands with the object of facilitating shipments of fish, sugar and other island products to Japan to which 97 per cent. of the exports go. Important road improvements and land surveys were being made.

The report declared there no military guns on the islands and a total of only 323 rifles, pistols and revolvers. It stated that six Americans and 40 Britishers visited the islands in 1936.

THIS assurance by the U.S. State department was politely called "a lot of diplomatic equivocation" by those in the know. The following statements are based upon the writer's access to the latest facts about the mandated islands, which are being compiled by tireless American undercover workers, some of them right in Tokio itself.

To better understand these facts, and the meaning of them in regard to the U.S. defence scheme in the Pacific, they should be studied in conjunction with the reproduction of a Great Circle chart of the North Pacific which appears herewith.

fence bases, notably at Wake, Midway and Johnston Islands, which screen the mighty defence facilities of the Hawaii Islands centred at Honolulu (see chart).

The U.S., too, is establishing bases at Unalaska and in the Aleutians. Four survey vessels, indeed, are in Aleutian waters



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now chartering a shorter great circle route from Pacific coast ports to the Asiatic mainland. This will shorten the route now commonly used by at least 100 miles and keep the ships more in Alaskan waters, where westerly storms are less severe.

At present, the great circle route is laid to the south of the Aleutians, a region frequently menaced by fogs. The line from Seattle to Manila on the chart herewith shows the proposed new route.

AMERICA boldly has gone below the equator in her countering of Japan.

Notable example is her decision to eventually convert Canton Island (northwest of Samoa) and Rose Island (east of Samoa) into navy, air, submarine and destroyer bases.

America, with methodic purpose, is pouring billions of dollars into making and maintaining this great Pacific de-

fence front, from Alaska to Samoa, as impregnable as possible and this determination is perhaps the strongest point in America's (apparently) undefined Pacific policy. At least, this defence bulwark is much more effective than the whims and rhetoric of the parochial politicians who live in the headlines back in Washington.

THE navy, indeed, knows much more about the mandated islands than it cares to tell. The information is amazingly complete.

Right after America and Japan in 1922 agreed to exchange annual statements about the islands, first American to pop into them was William Herbert Hobbs, a specialist in corals and islands festoons, and he ostensibly was sponsored by the University of Michigan, but both the U.S. and Japanese navies, to use his own words, helped him to see the islands in "exceptional ways". In 1923, my good

friend Junius Woods, a "Chicago Tribune" reporter, toured the islands, and much of the time he was accompanied by Albert W. Herre, an American fisheries expert.

Outstanding was the visit of Professor Paul Hibbert Clyde, of the University of Kentucky, in 1935. As a result he wrote the masterly "Japan's Pacific Mandate" (Macmillan, 3 dollars), which is the most exhaustive and authoritative job done so far. That is, from the alien point of view.

There is little Japanese literature in English upon the islands. Most complete Japanese effort in English is "Japan's Mandate in the South Seas", by Imdao Yanaihara, professor of economics, of the Imperial University, Tokio. He was given extraordinary official facilities and research aid, but his book to-day is only in manuscript form. The Institute of Pacific Relations in New York has a copy, and in due course it will be published.

The bulk of the American observers worked in caboots with the U.S. navy. Men were specially chosen for their skill at observing—and remembering. The information and photographs, which they later published, are superficial alongside the data which they turned over to secret files in Washington.

The navy, of course, sends in undercover workers on its own account—and they don't write books—if they escape!

IN 1932 there was an exciting incident—which ended in death. Two navy officers were assigned to get into the islands and find out everything they could—from the navy angle.

For several months they lived "on the beach" in Hawaii. They suntanned deeply, studied Pacific languages, lived with Filipinos and Japanese, and generally acquired native angles of living and acting. They became skilled in dialects.

Eventually they shipped into the islands as hapa-haole (half-caste) seamen. One of them never came back.

The survivor wrote a startling report about concrete artillery foundations, oil tanks, aircraft and submarine facilities—facts which were not mentioned in the annual reports made by Japan to the League of Nations and to America. This instance vividly let America know that Japan means business about her navy-inspired drive southwards.

Immediately upon consideration of this dramatic report, America acted. Then began the "crop" of so-called annexations of long-forgotten and outlying isles, and the methodic development of them into "listening posts" and air and navy bases. Outstanding among these is Wake, Midway and Johnston Islands. Millions of dollars already have been poured into "improving" them. And the navy has clamped super-secret restrictions upon them.

THE navy uses another angle: newspaper reporters who are assigned to the Orient for U.S. mainland papers. Some of these men become linguists. That it to say, a man assigned to Tokio (long before he goes) becomes skilled in Japanese. In Tokio he acts dumb and consequently overhears much valuable information (and comment) during his movements along official "beats". These highly trained men actually become official observers and, by devious ways, they maintain contact with the U.S. army and navy networks.

These networks reciprocate. Thus, a reporter builds up his professional prestige and soon the world wonders at his uncanny ability at forecasting outstanding international "developments".

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Headmaster.

TO bring the facts of this story right up to date, lately I had access to a file of reports sent to the U.S. Government by one of these newspaper observers. Regarding the mandated isles, he wrote:

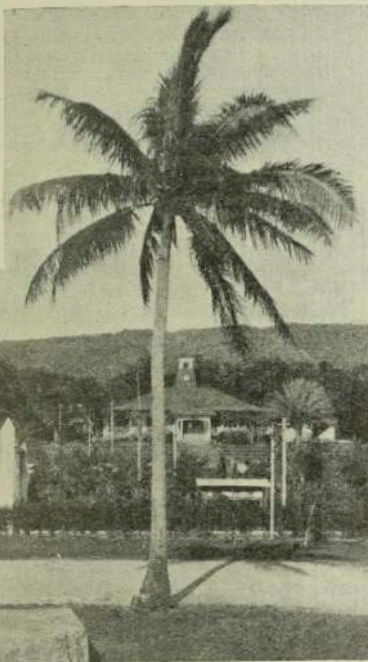
"... The Overseas Ministry are choking off my application to vacation in the islands because 'restrictions on travel by foreigners are still in effect'. The restrictions include the island of Yap; which is strange, because it violates the special treaty between Japan and the U.S., which guaranteed the citizens of both countries the right of travel, entry and similar freedom of movement into Yap. Now Americans are shut out.

"America allows Japanese freedom of travel in all U.S. territories, especially along the U.S. commercial air route from California to Hong Kong, which uses some of the secret navy island bases en route. July last a former Japanese naval attache for air at Washington made this flight, although a U.S. navy intelligence worker was placed in the clipper's crew especially to watch this Japanese. It was reported that he attempted to see all he could at the bases.

"Japan, however, insists she is per-

fectly within her rights in restricting travel, as she holds the islands under a Class C mandate, which provides that the mandated territory shall be governed under the laws of the country holding such mandate . . .

"My investigation shows that most development in the mandates has taken place in the Saipan Group, just north of Guam. What the U.S. should be doing at Guam, Japan is doing at Saipan. Two major harbour projects are well under way, at Tanapa, on the east coast, and Garapan, on the west. Dredging already



The Japanese headquarters on the island of Saipan, Mariana Group. Note the rising sun symbol, the white circle, in the house tower. The white building at left is a mission and church.

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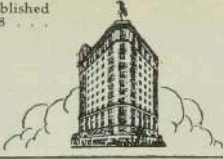
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"Major developments also are taking place in the Palau Group, which lies within ridiculously easy steaming and flying distance of the Philippines and New Guinea. Within Japan it is frankly admitted that Palau will be the springboard for the contemplated expansions into the Philippines, the Indies and New Guinea. Japan wants their fathomless resources.

"Japan's leading steamship company, which monopolises bookings for the islands, told me that all steamers are booked for years ahead, a polite way of telling me to go to hell. . . ."

USING U. S. patterns for the 'planes, engines and instruments, a Japanese air company now is networking the entire mandated group so that, in effect, Japanese 'planes already are within site of New Guinea, in the same way as the American airway cuts through the Japanese mandate at Guam.

In October, 1936, I twice flew in an American 'plane from Guam, and we proceeded to find out how close we could get to Rota, only 30 miles away, the nearest Japanese island to Guam; but pretty soon a Japanese radio station on Rota tapped a warning to keep away!

Below our wings were spread some of

the tiny isles that are scattered across more than a million square miles of the Pacific, an oceanic milky way that seems destined to inflame war passions.

Below us lay quiet lagoons, sheltered bays—fine roosting places for wings of death and hide-outs for stealthy under-water prowlers. A vastness of ageless skies, ageless seas. In them fate is weaving a fantastic pattern.

I THOUGHT of a precedent the Japanese quote. More than 500 years ago, the famed Satsuma clan set off from Japan in Malay junks and invaded the island of Luzon, in the Philippines.

November last, 500 years later, the Japanese came again. This time in fishing sampans and trawlers. They landed, 200 of them, on Palawan Island and created serious disorders and bloodshed. Filipino constabulary finally routed them.

The Japanese will come again. Their southward expansion is a national creed. It is gaining momentum—and arrogance.

Their greed is being appeased by the Powers. They have snapped up the strategic Hainan and Spratley Islands. America has appeased by stalling with Guam.

As the Japanese advance, they demand equal rights, the Open Door. When they have entered, they drive out rivals, then slam the door. The equality they demand in the Philippines, they refuse in the mandated isles. Why?

(The next instalment of this series concerning Japanese expansion tactics in the Pacific will deal with Japan's latest weapon: the development of wasp-like trawlers that, in effect, are long-range scouts and minelayers. To-day they are hovering near New Guinea, near the Indies, in Hawaii, Alaska, California, Mexico and Panama waters.

They trailed the U.S. battle fleet into the Atlantic during the recent war games. They are manned by navy-trained ratings. In emergencies they will menace all the shipping lanes.

Flotillas of them are familiarising themselves with equatorial waters from bases in the mandated groups.

These "trawlers" carry mines and torpedo tubes, cannon and anti-aircraft batteries.

Full details, including cross-section drawings that reveal the secret emplacement, will be given in next month's instalment.)

70 Men Building Air Base on Canton Is.

From Our Own Correspondent

HONOLULU, May 24.

THERE can be no indication of when Pan American Airways will make test flights in the South Pacific until the Canton Island base is made.

A P.A.A. construction gang left Honolulu for Canton Is., by the "North Haven", on May 9. Later, a U.S.S. Government expert, Mr. Robert Campbell, will check the construction.

The "North Haven" lifted 5,000 tons of varied cargo for Canton Is. Actually, the work to be done will simply duplicate the airport establishment on Wake Is. The buildings are fabricated in California.

There are about 70 men in the construction gang. They include Chamorros, natives of Guam, who were flown to Honolulu to catch the "North Haven". They act as cooks, etc.



COUGHS and COLDS... ARE THEY YOUR HANDICAP?

Have you ever played a round with head aching, limbs a burden, and each breath an effort? If so, you'll know what a handicap to your game a severe cold or cough can be.

Outdoor exercise is the finest means of gaining and keeping health; but for many people, whose every day occupations keep them indoors most of the time, even the mildest of outdoor activity is too strenuous, leaving them fatigued and with resistance lowered—open to the attacks of dangerous winter ailments. Fatigue-resistance must be built up steadily if the full benefits are to be gained from your outdoor activities.

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The vitamins "A" and "D" contained in pure Cod Liver Oil are recognised by Health Authorities as Nature's finest safeguards against the attack of most winter ailments. Scott's Emulsion contains Cod Liver Oil in its most easily digested and palatable form. An eminent Research Body has definitely established that,

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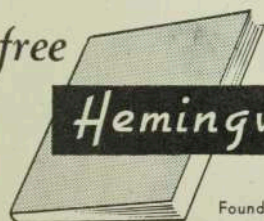
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Each mail brings requests from various Islands, from men, who, like yourself, are eager to succeed, to improve their positions . . . each year among the men who win success at the Institute examinations, are men from the Islands who have completed their tuition by the same method that you will use.

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EASY TO KILL NATIVES

Enlarged Spleen and a Casual Blow

PATROL OFFICER LAWRENCE WALL was walking through the Government station at Kokoda, in Papua, on April 26, when he noticed a strange native, sitting there with other natives. He asked who the man was and was told that the native had run away from his indentured employment with Mr. Kingsley, at Yodda.

Mr. Wall ordered the man to stand up, and he examined him and asked why he had run away. The man said that he was sick.

Mr. Wall told the man to wait—that he would come back shortly and “make court”; and, as he walked away, he gave the man a playful backhanded slap with his hand. Shortly afterwards, on his way back to his office, he saw a crowd around the strange native, who was lying on the ground. The man died soon afterwards. Fortunately, medical assistance was available and a post mortem examination

showed that the native had an abnormally enlarged spleen. It was shown that the spleen had been ruptured; and, moreover, that the condition of the man was such that a very light blow would have caused the rupture.

Mr. Wall, before the Central Court in Port Moresby, was charged with manslaughter. He expressed intense regret for what had happened, and insisted that he had had no intention whatever of hurting the man—he had merely struck him a playful back-handed blow which, in ordinary circumstances, would scarcely have been felt. He has resigned from the service.

Judge Gore said, at first, that the case called for a short sentence of imprisonment; but, after consultation, he decided that in the circumstances it would be sufficient to record a conviction and that Mr. Wall give a bond of £50 and a surety of £50 to be of good behaviour for 12 months.

Some of the judges who have imposed heavy sentences on Europeans in New Guinea, in similar circumstances, should take note of the manner in which the wiser and more experienced officials in Papua deal with such cases. It is now an established fact that many natives suffer from enlarged spleen, and that quite a light blow on the stomach will cause a fatal rupture. Europeans have been imprisoned in New Guinea for causing the deaths of natives with enlarged spleens, although it was proved that they had not the slightest intention of inflicting an injury, much less make a murderous attack.

Miss Margaret Bignell, while residing in Sydney with her father, Mr. C. R. Bignell, who is at present on holiday from the British Solomon Islands, underwent an operation for severe appendicitis. She made a speedy recovery.

ISLANDS TRAVELLERS



TOP.—Left: Mr. E. S. Ruthven returned to Suva, Fiji, by the “Mariposa” at the end of May, after six months’ holiday in Australia. He has sugar and mining interests at Lautoka, and has been in the Colony for 37 years. Right: Mr. E. L. Spencer, an official from the Sydney office of the Colonial Sugar Refining Co., left Sydney on May 26 by the “Mariposa” to inspect the company’s plantations and mills in Fiji.

BELOW.—Left: Very Rev. Father Bertin, of the Marist Mission, left Sydney for Noumea, New Caledonia, by the last “Pierre Loti”. He will be engaged in missionary work at Noumea before leaving for one of the outer stations. Right: Mrs. F. A. Bentley, whose husband is in the Fiji Transport Department, returned to the Colony recently after five months in Australia.

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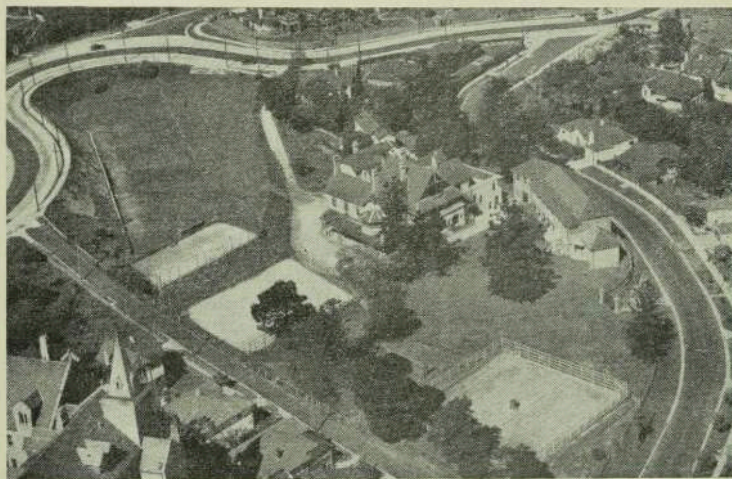
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ATTACK ON COCONUT PESTS

Success in Fiji, New Hebrides and New Guinea

IT was stated in a Sydney newspaper on June 3 that pleurotropis parvalus parasites, introduced into New Hebrides and New Guinea by Mr. C. B. Depertuis, had substantially reduced the coconut pest promecotheca in both Territories.

Mr. Depertuis said that, following the example of Messrs. Paine and Taylor, Fiji entomologists, he had supplies of the larvae of the parasite brought from Java to Vila in the freezer of the liner "Maetsuycker", and they duly hatched out, and spread through the New Hebrides plantations. They quickly cleaned out the pest, so that a very great improvement had taken place in the output of the plantations.

This statement was commented upon by Mr. George H. Murray, Director of Agriculture in New Guinea, who is at present in a private hospital in Sydney.

"I do not think that Mr. Depertuis has been quite fair to the Department of Agriculture in New Guinea and to Sir Walter Carpenter", he said.

"In the first place, in 1933, Mr. T. H. C. Taylor brought the parasite, pleurotropis parvalus, from Java to Fiji, via Rabaul, and I told him that, when they were established, I would be greatly obliged if the Fijian Department of Agriculture would assist us in getting a colony from Fiji to New Guinea. It was not until the end of 1936 that it was proved that the parasites were a success in controlling promecotheca on the Lau Group, Fiji.

"As soon as I got word of this success, a radio was sent to the Director of Agriculture in Fiji, asking him if he could send a colony of the parasite from Suva to Rabaul, by one of the W. R. Carpenter boats, and stating that the journey would take about 12 days. I received a reply that the Lau Group is not easily accessible, and at that time they had no officer to do the collecting, and send the parasites.

"Early in 1938, the Department of Agriculture in New Guinea obtained a colony of the parasites from the New Hebrides, to which they had been introduced; but, on arrival, they were all dead. But, with the assistance of Sir Walter Carpenter, a further colony was obtained from Fiji, and brought to New Guinea direct from Sydney by plane.

"From that colony many millions of them have been bred in the insectories of the New Guinea Department of Agriculture in Rabaul, and distributed on numerous plantations in New Britain.

"It was after these were successfully established that Mr. Dupertuis, who had been engaged by Burns, Philp and Co. Ltd., also to obtain parasites, brought a further colony from Java; but the parasites had been thoroughly established in our Territory before Mr. Dupertuis' arrival. Nevertheless, he received the co-operation of the Department of Agriculture.

"Messrs. Paine and Taylor were entomologists from the Imperial Institute of Entomologists, on loan to the Fiji Government, and when they had completed their work they were withdrawn and sent to other parts of the Empire.

"Promecotheca is one of our two worst pests", concluded Mr. Murray, "the other being Sexava. Both of these pests have probably been in New Guinea since there were coconut trees. In recent years,

with the growth of plantations, the insects have multiplied. I do not want to belittle Mr. Dupertuis' work, but I think it unfair that he should be given full credit for the introduction of the parasite into New Guinea".

NEW MATSON SHIPS

THE president of the Matson Navigation Company, who has been on a visit to Sydney, said that the new ships which the company had in view for the Pacific trade would be about 25,000 tons, and probably they would carry 25 per cent. more passengers than the "Mariposa" or the "Monterey".

He said, however, that the plans of his company had not been completed. His company was willing to co-operate with competitors in the Pacific trade, and especially did he look forward to the time when ships of the Matson line, and British ships, would between them maintain a fortnightly service between Sydney and North America.

A USEFUL CATALOGUE.

IN 1832, the English firm of Ransomes Sims and Jeffries, Ltd., built their first lawn mower—and the progress that has been made in 100 years is shown in an attractive catalogue just issued by the Company. Profusely illustrated, it depicts the wide variety of lawn mowers manufactured to suit individual requirements, from the small hand-mower for the garden lawn to the large "gang" type for heavy work. Numerous aerodromes in the Dutch East Indies are equipped with Ransomes mowers for maintaining large tracts of land.

Interested Islands residents should write to

Ransomes Sims and Jeffries, Ltd., Ipswich, England, for a free copy of this comprehensive brochure.***

Mr. J. G. Sommerfield, manager of the Bank of N.S.W. at Levuka, Fiji, recently married Miss Octavia Jackson, of New Zealand.

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THE AMALGAMATION INQUIRY

Committee in New Guinea

From Our Own Correspondent

THU RABAU, June 1.
The Amalgamation Committee had a rather thin time in Rabaul on its first visit.

Not a soul ventured along to give his views, and so the three gentlemen went hiking and motoring—even ventured up the pumicey slopes of Vulcan to "have a look-see" at the crater, and whether it really was as dangerous as some people would have it appear.

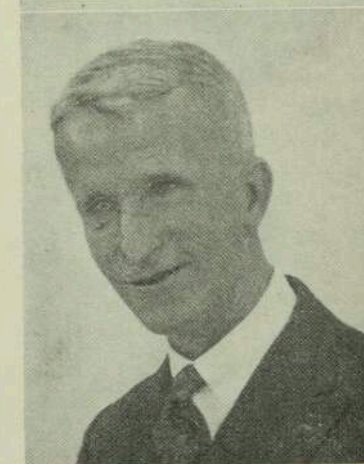
They are due back from a tour of the outposts—not including Wau and the goldfields which they will visit after leaving here on June 9—on June 5, and probably then will have some good ad-

vice given to them, from various sources.

But opinion seems to be more or less evenly divided as to whether combination is advisable or not. The question as to whether amalgamation will affect the mandate should have been settled before the Committee ever left the hallowed precincts of Canberra; that is a job for international jurists to decide, not hard-boiled islanders. The personnel seems a capable team.

After a tour of Papua, the Committee will return to Canberra, in July, and prepare its report for presentation to the Government.

Mrs. R. H. Rickard and her daughter visited Rabaul, New Guinea, as passengers on the cruise ship "Katoomba" in May. Mr. Rickard was one of the pioneer Methodist missionaries in the Territory 50 years ago.



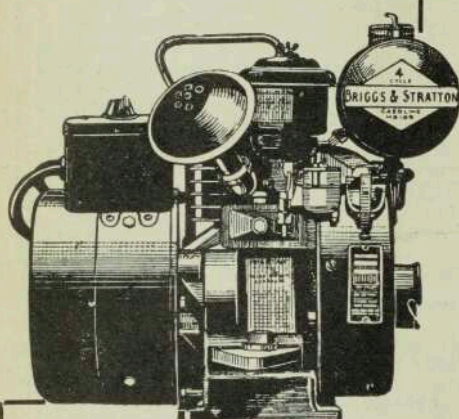
The members of the Federal Committee on the proposal to amalgamate the two Territories of Papua and New Guinea. At present, they are taking evidence in the Territories, and they will return to Canberra in July. They are:—

Top: Mr. F. W. Eggleston, a Melbourne barrister.

Middle: Hon. H. Leonard Murray, M.L.C., Official Secretary in Papua.

Lower: Hon. H. O. Townsend, M.L.C., Treasurer in the New Guinea Administration.

Mr. H. J. S. Allen, Collector of Customs in Suva, Fiji, is at present on a world tour. He is accompanied by his wife and daughter.



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The Copra Market In Europe

From Our Own Correspondent

LONDON, May 22.

WITH the improvement in the political situation, the outlook for copra also improved and is less unsettled. Prices, accordingly, rose 10/- per ton during the month, but the last week has witnessed some reaction in prices. This is attributed to a falling off in consumption and the fact that the East is offering fairly freely.

There is little change to report in world shipments of copra, these remaining normal for this time of the year.

The cotton-seed market also has been more active and this is attributed to the demand from crushers. This activity has likewise been subject to a reaction, and prices are about 5/- under the higher levels paid last month.

The whale-oil factor as a competitor of copra is now clarified. The entire catch has been marketed apart from a few lots held for re-sale. The trade generally is now looking to higher prices in the near future.

The demand from the Continent, particularly from Germany, is still contracted on account of exchange restrictions. The result is that purchases are limited by the amount of foreign exchange available, as purchases have mainly to be paid for in sterling, guilders, or dollars.

As a whole, produce merchants in the city—H. M. F. Faure and Co. and others—seem to hold a more confident view for the future than has been the case for some little time past.

BANANA POOL IN FIJI

To Meet New Zealand's New Conditions

IN order to conserve their interests, and to cut out much wasteful expenditure caused by overlapping, the members of the Fiji Banana Association, led by their president, Major C. A. Brewster, and with the valuable co-operation of the Director of Agriculture, Dr. H. W. Jack, and his assistant, Mr. A. B. Ackland, have formed an export pool. It is hoped that in this way the interests of banana-growers and shippers will be conserved.

For several years, Fiji has been permitted to supply to New Zealand a certain quota of New Zealand's banana requirements; and the method followed was for individual shippers in Fiji to export their quotas to independent fruit agents in New Zealand—so that a healthy rivalry existed at both ends.

Last year, however, the Socialist Gov-

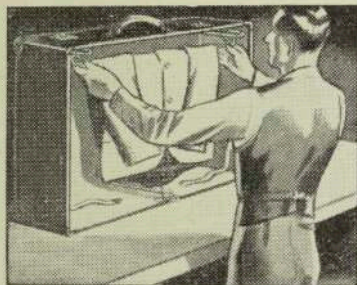
ernment of New Zealand virtually took control of all fruit importations, and became the sole buyer of bananas exported from Fiji to New Zealand. The removal of the element of competition disorganised the production and export of Fiji bananas, and it soon became evident, both to the administrative officials and the shipping firms, that much closer organisation was necessary.

The banana shippers now have decided to pool all bananas purchased, and to share the fruit in agreed percentages. In this way the boundaries of the present buying areas can be so adjusted as to provide transport with more economic

loads, and thus reduce overhead expenses for the benefit, not only of the shipper, but of the native producers. All who contribute to the pool will get a fair share of the business.

It is a very interesting example of the far-reaching repercussions of a socialist administration. When there was healthy competition among buyers in New Zealand, there was healthy individualism among growers and shippers in Fiji. When the New Zealand Government forced all the banana imports through the one channel, the Fiji interests found it equally necessary to provide one channel only for all exports.

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"NO LIGHT CAN STEAL ITS FLAVOUR"

Mrs. H. F. Ayson, wife of the Resident Commissioner of the Cook Islands, arrived in Rarotonga from N.Z. by the "Matua" at the end of May.

Ven. Archdeacon A. J. Thomson, of the N.G. Mission at Samarai, Papua, is expected to arrive in Australia in July.

Messrs. E. M. Golland and P. C. Priestley, of A.W.A. Ltd., returned to Sydney in June from Willis Island, having served their term at the radio station there.

Rev. Eric Ure, of the London Missionary Society at Port Moresby, Papua, arrived in Australia early this month to do deputation work in Victoria.

"LEGALLY DEAD"

From Our Own Correspondent

HONOLULU, May 2.

FINAL chapter: Amelia Earhart Putnam, the American aviatrix, who, with pilot-navigator Fred Noonan, was lost while attempting to fly from Lae, New Guinea, to Howland Island, in mid-Pacific, was recently declared "legally dead" by California Courts.

Her husband was granted permission to dispose of her estate, valued "in excess of 10,000 dollars".

SAMOA'S TRADE IN 1938

Large Decrease in Imports and Exports

From Our Own Correspondent

APIA, May 2.

THE seventh annual report of the Chamber of Commerce of Western Samoa gives trade developments and statistics for 1938 and preceding years, compiled by the secretary, Mr. P. W. Glover, B.Sc., F.R.A.S.

For the twelfth consecutive year, 1938 showed a favourable trade balance—this year £52,333. The comparative trade figures for 1938 and the preceding five years are as follows:—

	Imports.	Exports.	Excess of Exports.
	£	£	£
1933	150,856	173,837	22,981
1934	92,784	128,117	35,333
1935	135,757	189,298	53,541
1936	167,020	263,255	96,235
1937	267,868	352,436	84,568
1938	196,272	248,605	52,333

EXPORTS IN DETAIL

Owing to low prices in 1938, the share of copra in the total exports dropped considerably. Cocoa production increased, with a record crop. Banana prices maintained their level and the exports increased materially—bananas are now the second important product of the Territory, occupying the place formerly taken by cocoa. The following table shows the figures in detail (compared with 1937):—

	1937.	1938.
	£ Tons.	£ Tons.
Copra	199,747 13,346	163,529 11,241
Cocoa	71,138 1,253	59,699 1,647
Bananas	70,446 187,755*	77,143 205,715*
Rubber	5,505 60	3,293 49
Miscellaneous & Re-Exports	5,600 —	4,995 —
Total	£ 352,436	£ 248,605

*Cases.

The exports went to the following countries (percentage of total exports shown in parenthesis):—

	1937.	1938.
	£	£
N.Z.	75,054 (21%)	84,021 (33%)
U.K.	66,578 (18%)	85,647 (34%)
U.S.A.	56,445 (16%)	25,326 (10%)
Australia	4,716 (1%)	788 (0.3%)
Canada	6,006 (1%)	—
Holland	19,124 (5%)	5,684 (2%)
Germany	11,366 (3%)	—
France	8,925 (2%)	—
Mexico	—	4,207 (1%)
Japan	—	—
Other	104,222 (29%)	42,932 (17%)

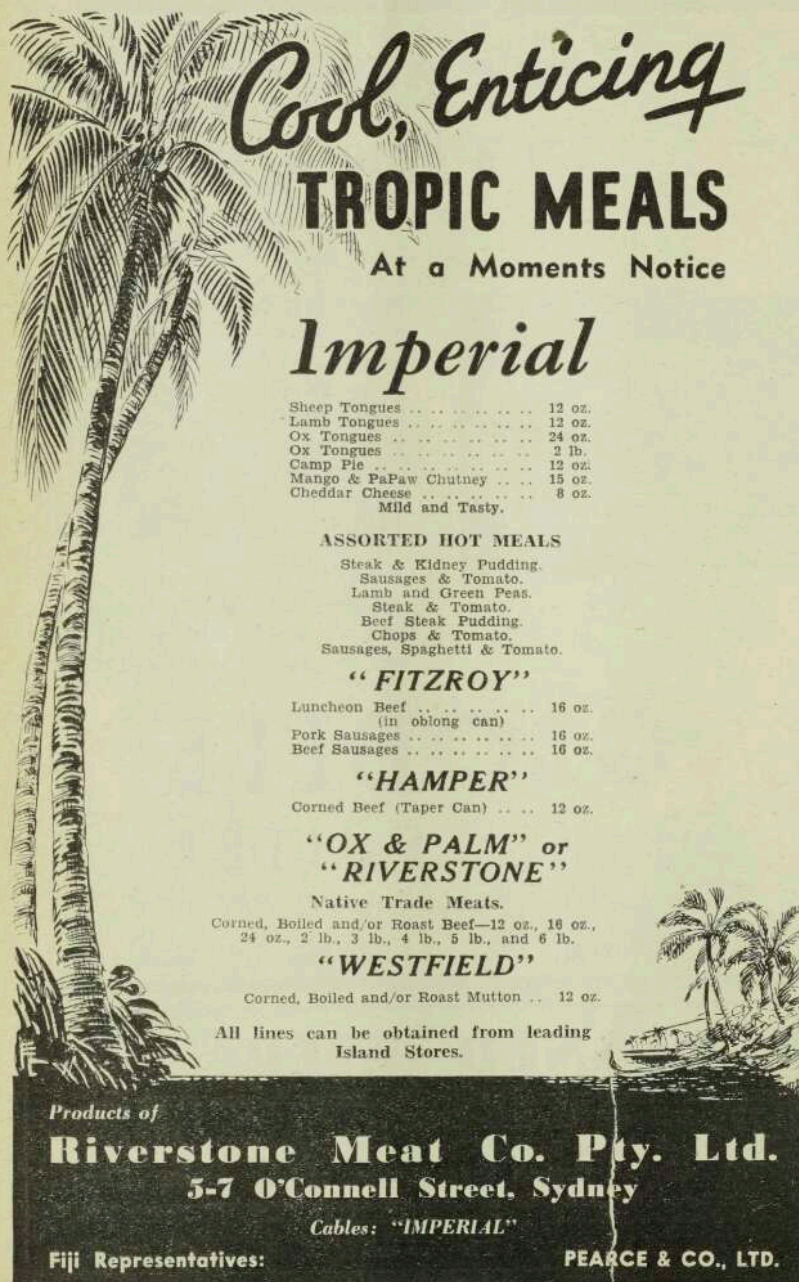
IMPORTS

Both New Zealand and Canada during 1938 obtained larger shares of Samoa's import trade—at the expense of Japan, which lost half her Samoan trade. Import figures are shown thus:—

	1937.	1938.
	£	£
N.Z.	71,396 (26%)	58,815 (30%)
U.K.	42,365 (15%)	29,897 (15%)
U.S.A.	21,252 (7%)	19,480 (9%)
Australia	40,857 (15%)	28,141 (14%)
Canada	14,306 (5%)	16,432 (8%)
Japan	39,613 (14%)	14,647 (7%)
Holland	212 (0.1%)	216 (0.1%)
Germany	3,760 (1%)	3,894 (2%)
France	622 (0.2%)	878 (0.4%)
Other	33,489 (12%)	23,872 (12%)

COPRA

Copra production is still the most important industry in Samoa, but owing to a depressed market and the high cost of labour and other production charges,



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TROPIC MEALS
At a Moments Notice

Imperial

Sheep Tongues	12 oz.
Lamb Tongues	12 oz.
Ox Tongues	24 oz.
Ox Tongues	2 lb.
Camp Pie	12 oz.
Mango & PaPaw Chutney	15 oz.
Cheddar Cheese	8 oz.

Mild and Tasty.

ASSORTED HOT MEALS

Steak & Kidney Pudding.
Sausages & Tomato.
Lamb and Green Peas.
Steak & Tomato.
Beef Steak Pudding.
Chops & Tomato.
Sausages, Spaghetti & Tomato.

"FITZROY"

Luncheon Beef	16 oz.
(in oblong can)	
Pork Sausages	16 oz.
Beef Sausages	16 oz.

"HAMPER"

Corned Beef (Taper Can) 12 oz.

"OX & PALM" or "RIVERSTONE"

Native Trade Meats.

Corned, Boiled and/or Roast Beef—12 oz., 16 oz., 24 oz., 2 lb., 3 lb., 4 lb., 5 lb., and 6 lb.

"WESTFIELD"

Corned, Boiled and/or Roast Mutton .. 12 oz.

All lines can be obtained from leading Island Stores.

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Riverstone Meat Co. Pty. Ltd.
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Cables: "IMPERIAL"
Fiji Representatives: **PEARCE & CO., LTD.**

the industry remains principally in the hands of the native Samoans. Of 11,241 tons exported in 1938, 8,677 tons (77 per cent.) was native produced, against 13,340 tons exported in 1937, of which 10,605 tons (79 per cent.) was native produced.

Copra exports for 1938 compare with the preceding quinquennium as follows:—

Year.	Tons.	Year.	Tons.
1933	11,526	1936	13,614
1934	8,948	1937	13,340
1935	12,501	1938	11,241

GROWTH OF BANANA TRADE

Since the inception of the banana trade in 1928, the industry has grown in a remarkable manner. In 11 years the quantity exported has been increased ninefold and in value from £11,210 to £77,143. The following table tells the story:—

Year.	Cases.	Year.	Cases.
1928	22,815	1934	96,225
1929	53,652	1935	109,000
1930	95,887	1936	128,045
1931	85,231	1937	187,755
1932	66,715	1938	205,715
1933	81,983		

The further expansion of the banana industry depends wholly upon the purchasing power of New Zealand consumers and the quotas granted to Samoa by the N.Z. Government. The present plan is working successfully and smoothly, and the Produce Inspector and his staff were completely vindicated at a recent official investigation. Of the banana exports, approximately two-thirds are produced by native growers, the remainder by European planters.

THREAT TO COCOA INDUSTRY

The quantity of cocoa exported in 1938—1,647 tons—was the highest on record. The value, however, was only £59,699, compared with £71,138 for 1,253 tons in 1937. Comparative figures since 1933 have been:—

Year.	Tons.	Year.	Tons.
1933	899	1936	1,065
1934	1,027	1937	1,253
1935	576	1938	1,647

Although cocoa production increased in 1938, a violent storm and heavy rains in January seriously damaged this year's crop, which consequently will be small. In addition, the proposed repatriation of Chinese plantation labour next year makes the position of cocoa planters precarious, so that the existence of the cocoa industry in the Territory is in danger. Several European planters have been compelled recently to abandon their holdings.

Over 50 per cent. of the cocoa production comes from the plantations of independent Europeans. The balance is evenly divided between the N.Z. Reparation Estates and native growers.

Mr. and Mrs. S. H. Ellis returned to Suva, Fiji, early in June after a short visit to New Zealand.

Ven. H. Mayo Harris, Archdeacon of Suva, Fiji, is reported to be making satisfactory progress following a serious operation in New Zealand recently.

New Road In New Guinea

A NEW road, about 50 miles long, is being built by the New Guinea Administration in north-west New Guinea. It is to run from a point near the Sepik River, just below Ambunti, in a northerly direction to Maprik, and it is understood that from Maprik it will be carried on to Wewak.

Roadmaster Gordon Ogg, with a large party of native labourers, is building the road from the Maprik end, and another Government roadmaster, with another party of labourers, is carrying on the work from the Sepik end.

Europeans in that section of New Guinea are very critical of this Gov-

ernment enterprise. They declare that they cannot see any reason for the road or for this expenditure. They say it runs through swampy and comparatively useless country, and that the only purpose it will serve will possibly be the assistance of the oil search companies. The latter are busy in this area. The largest parties and the greatest activity are reported to be in an area south-west of Wewak, behind the Torricelli mountains.

The road is also criticised on the ground that the Government has recruited so many Sepik natives for the work that private recruiters find it practically impossible to get any labour at all for ordinary purposes.

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Japanese Pink Salmon, 16oz. (cases only 4 dozen)	5/6 doz.
Japanese Pilchards in Sauce, 16oz. (cases only 4 dozen)	4/3 doz.
Sunshine Full Cream Powdered Milk, 12oz.	1/2 tin 13/9 doz.
Ideal Unsweetened Milk, 6 or 12oz. tins	19/4 case
Nestle's Pure Cocoa	4oz., 5d tin; 8oz., 9d tin
Yoga Tea; Choice Ceylon Blend, lb.	1/11 pkt. 2/3 tin
Gartside's Green Peas, 10oz.	6d tin 5/9 doz.
Garden Vale Green Peas, 16oz.	8½d tin 8/3 doz.
A.J.C. Peeled Tomatoes, 30oz.	11½d tin 11/3 doz.
Cerebos Table Salt, 2lb.	1/6 jar 17/6 doz.
Norco Pork Sausages	8oz., 7d tin; 16oz., 11d tin
Red Feather Camp Pie	4oz., 3½d; 8oz., 5d tin
Red Feather Camp Pie	12oz., 6½d; 16oz., 7½d tin
St. George Fancy Assorted Meats	7oz., 9/9 doz.
St. George Fancy Assorted Meats, 14oz.	15/6 doz.
I.X.L. Tomato Sauce	4oz., 5½d; 10oz., 8½d bot.
Pel-La-Co Shrimps, 5oz.	1/- tin 11/- doz.
Selmore Choice Red Salmon ..	8oz., 1/1½ tin; 16oz., 1/6 tin
I.X.L. Peeled Grapefruit, 16oz.	1/- tin 11/9 doz.
Rosa or I.X.L. Peaches	16oz., 6½d tin; 30oz., 9½d tin
Rosa Dripak Prunes, 7lb.	3/6 tin 40/6 doz.

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prepared

in 5 minutes.

TIKI TOHEROA SOUP

Packed in ½ and 1lb. tins.

The Flavor

appeals

from

the First Sip.

Rev. L. A. McArthur, B.A., has been appointed by the Australian Government to fill the vacancy in the Legislative Council of New Guinea caused by the resignation of the Rev. F. G. Lewis. Mr. McArthur went first to the Territory in 1931, and was engaged there until 1937 in mission and educational work in the Rabaul district. He was in Western Australia in 1937-8 as State Secretary for the Overseas Methodist Mission, and he returned to New Guinea in April, 1939,

as chairman of the Methodist Mission there.

Dr. Edward Jacomb, who some years ago was intimately associated with the New Hebrides, first as Assistant Resident Commissioner and later as a solicitor, will re-visit Australia shortly on his way to Norfolk Island. He is well-known to students of Pacific Islands literature for his books on the Condominium, notably "England and France in the New Hebrides" and "The Future of the Kanaka".

BAN OFF PAPUAN REGION

Late Jack Hides's "Wonderland" No Longer "Uncontrolled"

BY a proclamation dated May 15 the Lieutenant-Governor of Papua, announced that the area in Central Papua, described as "uncontrolled", under the ordinance of 1936, has now been declared free from the ordinance, and persons may enter this region in the same way as other parts of Papua.

It was announced that officials, from the base camp at Lake Kutubu, have patrolled the whole of the hitherto unknown mountain area in the central region of Papua, and estimated the total native population there at 20,000. They say that the country is fertile, in patches, but that there are no great opportunities for agricultural settlement.

This is the country that was described by the late Mr. Jack Hides, after his famous patrol with Mr. O'Malley, in 1935, and named by him "The Papuan Wonderland". His discoveries and exploits received an enormous amount of publicity throughout the world, with the result that all sorts and conditions of people tried to rush into the newly-discovered region—gold-seekers, oil-seekers, scientists and missionaries, in particular. As the nature of the country and character of the natives (wrongly estimated by Mr. Hides as many scores of thousands) were unknown, the Government, in 1936, declared it an uncontrolled area and thus closed it. Since then, notably valuable work has been done by Messrs. Ivan and Claude Champion and Adamson in examining the country, using as a base a police camp on Lake Kutubu (which was maintained by seaplane communication from Kikori).

Practically the whole of Western and Central Papua, except this area, has been divided up among the oil companies, for purposes of searching for oil, and it will be interesting now to see who will get a concession over this area.

The gold-seeking expedition led by Jack Hides and David Lyall was working along the western side of the then "uncontrolled" area when there occurred the series of incidents which cost both young men their lives.

Year of Queer Pacific Weather

IN a meteorological sense, this has been an extraordinary year in the Pacific.

First of all, there were reports of phenomenal droughts in various island groups, especially in the Central Pacific. This is now being followed by reports of similarly phenomenal rainfall.

Reports published in this issue from centres as far apart as the Morobe gold-field (in New Guinea), the Tallevu district of Viti Levu (in Fiji), and Pitcairn Island (far over in the Eastern Pacific), tell of virtually cloudburst conditions, followed by heavy and destructive floods.

It certainly would appear that old Jupiter Pluvius has allowed his machinery to get very much out of gear during the past 12 months.

The White Star-Cunard tourist liner, "Franconia", called at Apia, Western Samoa, early in May, with 235 cruise passengers. She sailed later for Hawaii, in continuation of her world cruise.

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R. M. Hardy's

Wonderful Discovery

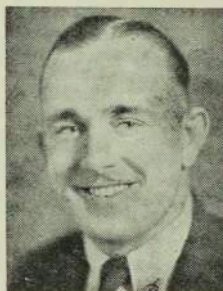
The greatest health tonic of the age.

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

6 Walter Street,
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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.

10 Jane Street,
Balmain, Sydney.
June 24th, 1938.



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.

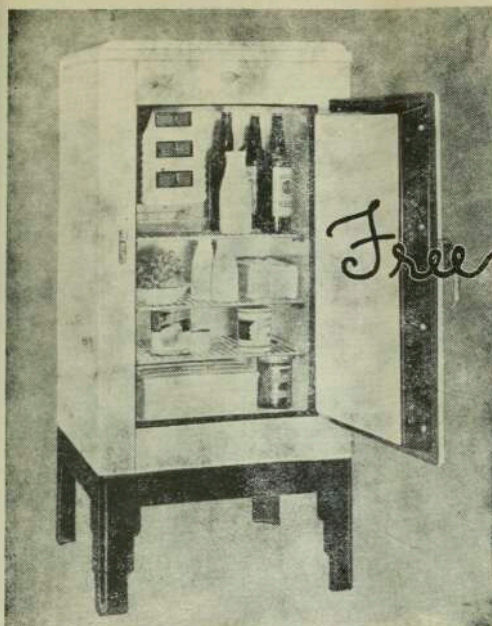
Thanking you once again for your soothing remedy.

Yours truly,
(Sgd.) Mrs. L. PICKHAM.

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.



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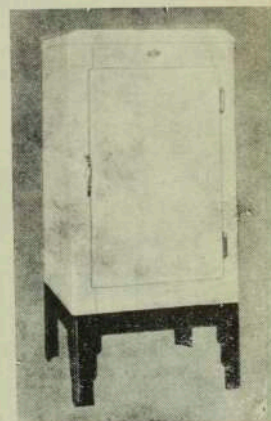
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ARE FULLY GUARANTEED
FOR FIVE YEARS.**

Dimensions and Weight: Height: 4 ft. 5½ in.
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Inside area: 2 ft. 5½ in. x 1 ft. 1½ in. x 1
ft. 6 in. (4.2 cubic ft.). Net weight, approx.:
3 cwt. 2 lb. Packed weight, approx.: 4 cwt.
2 lb.

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Anxiety About New Guinea Finance

Despite Enormous Gold Royalty

THERE appears to be growing uneasiness in New Guinea regarding the condition of the Administration's finances.

No one is able to understand why the Administration's large accumulated surplus has virtually disappeared, and why the Administration is being carried on at a loss, while a revenue of something approaching £100,000 per annum is being received from gold royalty alone.

A series of questions asked in a letter to the editor of the "Rabaul Times", and the answers of the editor—which presumably have been supplied by the Administration—are interesting.

The correspondent asks why another little ship is being constructed for the Administration when already the Administration has several vessels, and quite obviously, in the near future, the chief officials will travel by air. The answer is that the boat "is required for patrol purposes".

Then the correspondent asks whether the total cost of fitting up the Administrator's personal yacht "Dorunda" was over £6,000. The answer is that the "Dorunda" was a gift from the Commonwealth Government, and that the cost of refitting, and making it suitable for service in New Guinea, has not been disclosed. It may be added in parentheses, however, that current report in Rabaul is that the sum is over £7,000.

The next question is whether it is true that revenue has been so much below expenditure that the Administration has been forced to borrow to pay pub-

lic service salaries. The curt answer is "No".

Then this pertinacious correspondent asks if it is true that the recent Mount Hagen patrol has cost over £20,000. The answer is that "the figures are not available".

'FLU PARALYSES FIJI GOLD-MINES

THE two principal goldmines in northern Fiji, namely, Loloma and Emperor, were closed down for some days at the end of May, owing to a severe and widespread outbreak of influenza among the employees. The mines resumed operations in June. The management of the two mines must have found the interruption of work extremely exasperating, as both establishments are now reaching the stage of large scale production.

Mr. F. N. Ashley, who filled the position of Resident Commissioner in the British Solomon Islands for 10 years, arrived unobtrusively in Sydney in May, and sailed on May 13 for London. He has retired from the Colonial Office Service after 30 years spent in various parts of the Empire. He expressed the opinion that the Solomon Islands would not be better off under Australian control, although they were so much closer to Australia than to Britain. He said that Solomon's officials kept in close touch with headquarters in London, and thus a link was maintained between the British Colonial Office and the isolated Solomons.

Mr. and Mrs. E. R. Nichol are at present in Australia on leave. He is a well-known pilot in the Morobe District, New Guinea.

B.S.I. VESSEL ON PT. MORESBY SLIP



The "Kurimaru" (288 tons), one of Levers Pacific Plantations Co.'s inter-island vessels operating in the Solomon Islands, arrived at Port Moresby, Papua, in May, to be overhauled. She is shown on the slip of Steamships Trading Co. Ltd., at Paga Point, where overhauling and oxy-welding work was carried out.

Mr. James Trimen, of Apia, married Miss Jessie Syddall at Ifi Ifi Anglican Church, Western Samoa, in May.

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WITH A

Coleman

MASTER-LITE LANTERN

These new lanterns develop an abundance of light—to meet any need. Equipped with the No. 1111 Coleman Hi-Power Mantle, positive built-in pump, and genuine "Pyrex" heat and rain resisting bulge type globe, with 30% more lighting surface. Safe—has the Coleman shut-off valve and other safety features.

No. 236—For Petrol—INSTANT-lighting.
No. 237—For Kerosene—preheating model.

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.
Fiji Representatives: Pearce & Co. Ltd.

"THE SUNSHINE OF THE NIGHT".

SETTLERS WANTED

In Islands and Northern Territory

Letter to the Editor

UNDER the heading "Turned Down", in your March issue, you review the action of the Federal Government in "turning down" the proposal to form a group settlement of Jewish migrants in the plateau country on the mainland of New Guinea.

This action may be right, when applied to the mainland of New Guinea, as objections may be taken to this by other natives having country there also, to which some of the so-called migrants may find their way later on.

Why not settle migrants and others on the adjacent islands there—say, Eastern Papua, New Britain, New Ireland, New Hebrides, and also the Solomons (when federated under one Administration); and these peoples would act as some slight deterrent to other nations putting in, which is sure to happen if not sufficiently populated. Moreover, being on islands, legislation could prevent them landing in Australia, if not wanted there. Population is urgently wanted; so why not Jewish migrants to assist the present small communities. There would be many capable migrants to make good, to the benefit of the Islands, and to the commercial benefit of Australia.

Again outside of populating these Islands, it is far more important that population be supplied in the Northern Territory. This Territory has just started to put its house in order, by following the New Guinea methods of dividing into Districts. To do this effectively, some proper means of subsidising ships, to connect either with the Southern States or from Townsville, or even Cairns, from the Territory Districts, must be found. The great trouble now is to get there quickly and cheaply.

When these Divisions are opened, and not forgetting to modify the New Guinea survey fees and transport charges (which have been the cause of delaying settlement there, by individual settlers), and including a modified free selection scheme for land, it will mean that there will be a rush for land in the Territory.

Population for the islands mentioned, and the Northern Territory, are both urgently wanted, and prompt measures should be taken for settlement. Both are urgent—more urgent, I think, than people know. But do everything possible to keep the Chinese and Jews off the gold reefs.

I am, etc.,

SAFETY FIRST.

Abaul, 10/5/1939.

AERODROME FOR THURSDAY IS.

From Our Own Correspondent

THURSDAY IS., May 22. A PARTY of Defence Department officials have been busy on Horn Island, on the other side of Thursday Island, surveying and planning for the proposed official aerodrome there. The aerodrome, on Thursday Island itself, can provide only a runway of 300 yards.

Dr. P. Monaghan, who has been Chief Medical Officer in Western Samoa for some years, is at present on a visit to the United States. He intends to visit the New York World Fair and probably will spend some time studying tropical medicine at the Rockefeller Institute.

PLANTER HELPS CUSTOMS OFFICER



T IRED before you start the day's work or play... unable to concentrate... "feel like a wet rag"... are these *your* symptoms too? Then probably you are suffering from "Night Starvation".

Doctors say your body uses up energy even while you sleep. Failure to replace this energy means "Night Starvation".

If you wake tired, start taking Horlicks regularly at bedtime. Horlicks stores your body with the necessary vitality to face the most exacting climate.

Horlicks makes a delightful beverage mixed with iced milk or cold water in the Horlicks mixer. Horlicks contains milk, so where milk

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

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

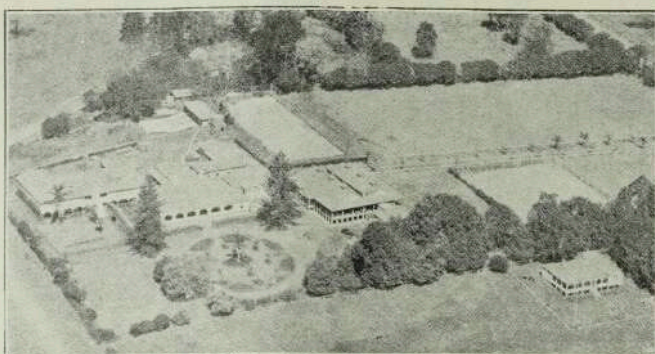
FREE HORLICKS GLASS MIXER!

All you need to do is post to Horlicks Pty. Ltd., G.P.O. Box No. 3609-S, Sydney, N.S.W., ONE wrapper from a 14½ ozs. jar with your name and address. In return you will receive a Horlicks Glass Mixer—FREE.



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Principal: Miss D. E. CULPIN, B.A.

For Prospectus apply Secretary:—R. T. PHELPS, F.A.A., TOOWOOMBA, QLD.

THE FAVOURITE SCHOOL LUNCH

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

Arnott's
FAMOUS
**MILK
ARROWROOT
BISCUITS**

ALWAYS ASK YOUR GROCER FOR ARNOTT'S!

C34

CONDITIONS IN NEW CALEDONIA

The Problem of the Franc

THE chrome and nickel mines in New Caledonia are working at full pressure", said Mr. C. E. Tait, managing director of W. S. Tait and Co. Pty. Ltd., well-known Sydney merchants, on his return from a visit to the Colony recently.

The low rate of the franc is placing a handicap upon trade between Australia and New Caledonia, stated Mr. Tait. He pointed out that household commodities such as butter, cheese, etc., were looked upon as luxuries in New Caledonia to-day whereas previous to the devaluation of the franc, they were regarded merely as necessities.

As the result of a decree by the French Government on May 10, the importation of Japanese goods into all French Colonies was prohibited, continued Mr. Tait, but it was not known whether the embargo would be strictly maintained or whether certain shipments could be imported at the discretion of the French Consul in Japan. A large number of Japanese storekeepers operate in New Caledonia and Mr. Tait said that they could buy goods wholesale 10 per cent. cheaper than the French, and sell them at 5 per cent. cheaper than the other traders.

Noumea is looking very prosperous, added Mr. Tait. Roads have been improved, and a feature of the town was the construction of new modern bungalow types of houses, replacing the old-fashioned type of colonial house.

N.G. ADMINISTRATOR AT MOROBE

From Our Own Correspondent

WAU, June 3.

HIS HONOUR SIR WALTER McNICOLL, K.C.M.G., and Lady McNicoll, have paid their first residential visit to the goldfields. It was, indeed, Lady McNicoll's first sight of this locality.

Arriving at Wau on Monday, May 29, they left again on Thursday afternoon, June 1. In addition to many social greetings extended by the goldfielders, His Honour took the opportunity to visit many of the within-reach mining centres.

After the recent floods and havoc, there were four perfectly delightful days during the Administrative visit—to be followed by a night of torrential rains as soon as they were gone, with landslides on both the Edie Creek and Bulolo Roads, and local crossings torn to shreds!

Mr. McCulloch, who served as Auditor to the Western Samoa Administration in 1935-6, returned to the Territory recently to take up the position of Secretary to the Administration.

Mrs. Mary Pfeiffer, an old identity of Levuka, Fiji, died recently at Levuka Hospital, aged 85. Born in the Caroline Islands in 1854, she went to Fiji early in the 70's and up to the time of her death was the oldest resident of Levuka. She had, however, spent many years on Vanua Levu and Taveuni at various times. Mrs. Pfeiffer was the widow of the late Captain Pfeiffer, who had trading interests in neighbouring groups.

ACROSS THE INDIAN OCEAN

"Guba" Leaves on Unique Survey Flight

ON June 3, the great flying-boat "Guba" familiar to residents of Western New Guinea and Papua during the past year, while providing transport for the Archbold expedition, in Dutch New Guinea—left Sydney on an historic trip. It is being used to survey a new airmail route between Australia and England, via

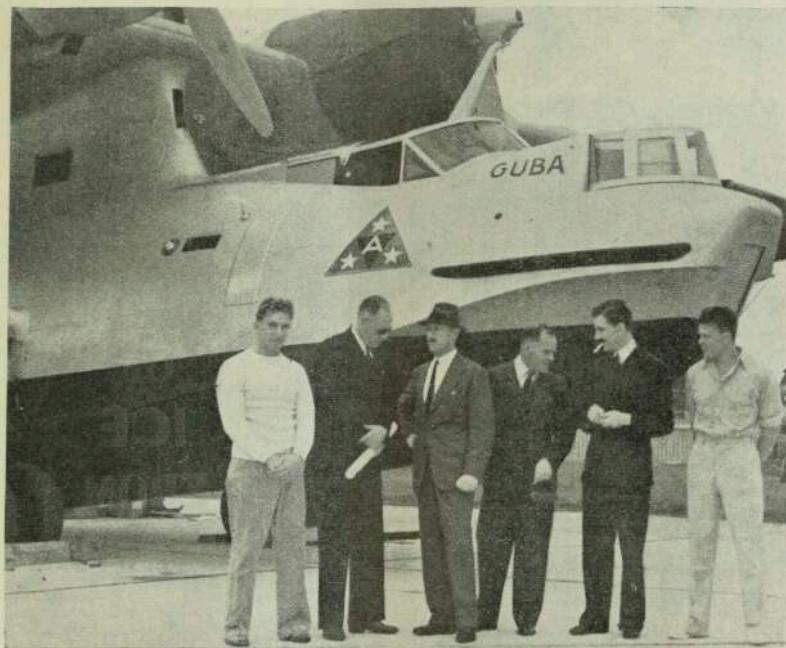
the Middle Indian Ocean and Central and West Africa.

For years, Captain P. G. Taylor, of Sydney, associate of "Smithy" and Ulm in flights that made history, has cherished the hope that one day he would accomplish the flight from Australia to Africa across the Indian Ocean—the only major

ocean crossing still to be attempted.

Captain Taylor has many times pointed out the vulnerability of the present air mail route to Australia, due to the possibility of trouble in the Mediterranean and through the East, and he has advocated that this new route should be explored as an alternative. In December, 1937, he flew to England in search of support and suitable equipment, but nothing was available. Now, however, the Commonwealth Government has agreed to finance the flight, and the British Government will contribute up to £3,500.

The Government has chartered from Mr. Archbold (Research Associate of the



The "Guba" and the exploring party. Left to right: J. Brown (mechanic); Captain L. A. Yancey (navigator); Captain P. G. Taylor (in charge of survey); Captain Russell Rogers (pilot); Mr. J. Percival (newspaper correspondent); Mr. S. Barrinka (mechanic and radio operator). Not in group: Mr. Richard Archbold (owner), and Mr. R. Booth (radio operator).

SERVING HUMANITY FOR 20 YEARS

WHEN a commodity retains a world-wide demand for twenty years it is sound evidence that such a product lives up to its reputation and gives every satisfaction. There must be a sound reason for such continuous service. With "ASPRO" the reason is simply this: It is a medicine that has so many uses and its purity is its safety. All the members of a family can use "ASPRO" for its various uses without any risk because "ASPRO" is purity itself and it does not harm the heart or leave any injurious after effects. Furthermore, "ASPRO" is as valuable in summer for headaches and nervous disorders as it is in winter for Colds, Flu and Rheumatism.

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a double supply—
because it lasts
TWICE as
long!



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 1/3; large 2/3. K5

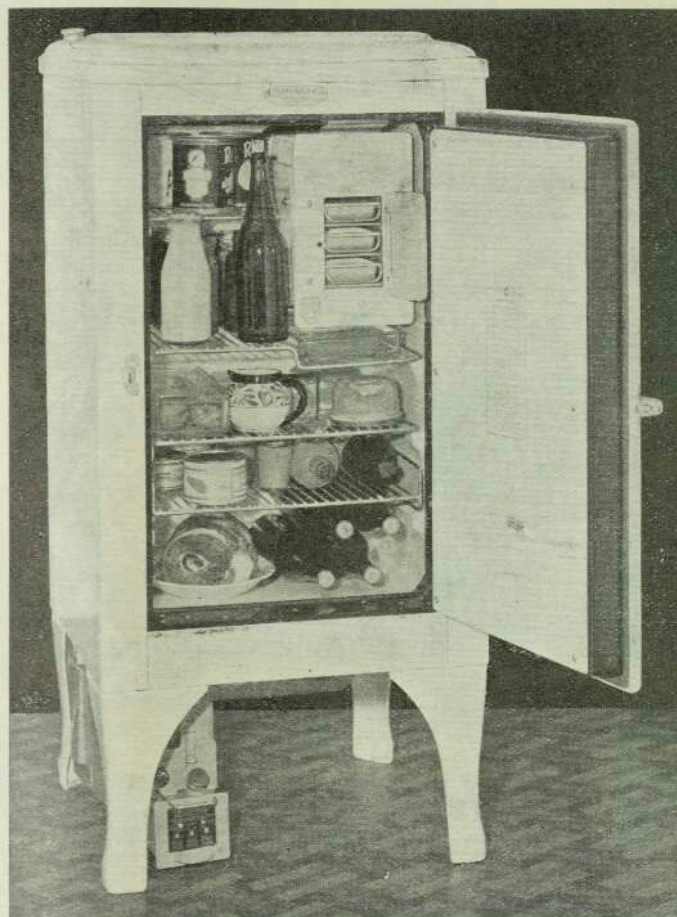
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IS ENOUGH

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Freezing controlled by simply regulating height of flame.

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Capacity
2.2 cubic feet.

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(as illustrated)
Capacity 4 cubic feet.

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Capacity
5.5 cubic feet.

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Representation in Papua and New Hebrides.

American Museum of Natural History) his flying-boat "Guba", which arrived in Sydney from New Guinea on May 14.

Captain Taylor is in charge of the survey, to ascertain the value of the islands en route for flying-boat bases, land plane aerodromes, and for aviation generally, and this work will include the sounding of coral lagoons to determine their suitability for flying-boats. With Captain Taylor are Mr. Archbold and his crew of five, and Mr. J. Percival, second representative of the Commonwealth Government and newspaper correspondent.

The route of the flight is from Port Hedland, West Australia, to Cocos Island (approximately 1,230 nautical miles); from Cocos Island to Diego Garcia Island, in the Chagos Archipelago (1,472 nautical miles); from Diego Garcia to Port Victoria, on Mahe Island, in the Seychelles (1,022 nautical miles); and from the Seychelles to Mombasa, in Kenya Colony (950 nautical miles).

After leaving Pt. Hedland (W.A.) on June 4 on the first stage of the flight, the "Guba's" navigator (Capt. Yancey) was unable to find Cocos Island, owing to bad weather conditions. The course was changed N.E. and the "Guba" flew to Batavia, Dutch East Indies. It took off for Cocos two days later.

After reaching Africa Captain Taylor and Mr. Percival will return to Australia by boat, but Mr. Archbold will continue the flight across Africa and the Atlantic Ocean to the United States, thus completing a flight round the world.

Vacuum Oil Company Pty., Ltd., sent 2,500 gallons of petrol and supplies of oil by ship from Perth to Cocos Island; from India to Diego Garcia; and from South Africa to the Seychelles; and supplies have been provided by the Company at all other points required between Africa and U.S.A.

The party propose to remain about a week at each island stopping-place, during which period, while Captain Taylor is carrying out the survey, Mr. Archbold will undertake scientific studies, as these islands have never been visited by an expert biologist.

7 UP AND 2 TO GO!

From a Special Correspondent

BULOLO, May 20.
ON Saturday, May 13, the Bulolo Golf Club opened the seventh hole of its course. Two more are being constructed, and the completed 9-hole links will have a total length of 3,250 yards, with a par 36.

The afternoon was given up to inter-club and individual matches. In the evening, at a pleasant and successful ball, Mr. L. V. Waterhouse (director of Bulolo Gold Dredging, Ltd.) presented trophies won since last October. Successful winners were:—

Club Handicap.—The Johnnie Walker Club: Mr. Jack Goodwin. Runner-up—½ doz. D.P. golf balls: Mr. R. Walker

Associates' Mixed Foursomes.—The Alan H. Reid Club: Mrs. J. P. Wright.

Par Competition.—1 doz. D.P. golf balls: Mr. J. Evans.

Club Championship.—The President's Cup (Presented by Dr. Carl Gunther): Mr. Jim Goodwin.

Associates' Championship.—The Gannon Cup (Presented by the Associates' Captain, Miss J. M. Gannon): Mrs. J. G. Percy.

Inter-Club Foursomes.—1 doz. D.P. golf balls: Mr. K. Noblett and Mr. Jack Goodwin (Bulolo Golf Club).

Associates' Open.—½ doz. D.P. golf balls: Mrs. W. Doe (Bulwa Golf Club).

Open Championship.—½ doz. golf balls: Mr. S. Atkinson (Bulwa Golf Club).

The Waterhouse Cup (Presented for annual competition between the golf clubs of Morobe District with a miniature replica to be held by the winners of the first year's competition): Wau Golf Club.

MEASLES CASE

Disturbs Papuan Shipping

From Our Own Correspondent

PT. MORESBY, May 10.

OWING to an outbreak of measles on the "Bulolo", between Sydney and Brisbane, on her voyage to Papua and New Guinea from Sydney on April 29, all passengers came under quarantine regulations. The case (a child) was disembarked at Brisbane.

At Port Moresby, passengers under 16 years of age were placed in quarantine at the European Hospital; those over 16 were allowed to land, on condition that they reported to the Quarantine Officer daily for a specified time.

Cargo for Port Moresby was worked by a number of natives who, after load-

ing, remained aboard for further work at Samarai, where they also were placed in quarantine.

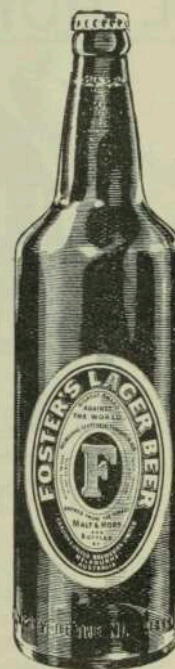
No other passengers were allowed ashore. Every measure other than placing the "Bulolo" in quarantine in the harbour was taken by the authorities to safeguard the native inhabitants against the epidemic. All this caused inconvenience to Port Moresby passengers intending to extend their journey along the coast or inland; and dissatisfaction to tourists making the round trip; but it is difficult to see what other arrangements could have been made. Everyone knows the effect of measles epidemics on primitive populations. They have no resistance, and die in great numbers.

Rev. C. E. Turnbull has been appointed Foreign Missions Secretary of the N.S.W. Presbyterian Church.

Sparkling
refreshment
from pure
Malt and
Hops



**FOSTER'S
LAGER**



AMERICAN SAMOA SHOWS A DEFICIT

From Our Own Correspondent

APIA, May 14.
BUDGET figures of American Samoa for 1938 show that receipts from all departments amounted to 105,305 dollars and expenditure to 119,485 dollars—giving a deficit of 14,180 dollars. The

Government's General Fund was decreased to 53,863 dollars.

Of the total receipts, customs revenue accounted for 46,768 dollars. Expenditure was mainly on education, public works, special projects, transportation, and public health.

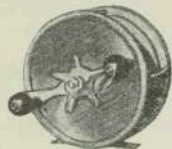
Dr. W. MacNaughton, medical officer, of Fiji, passed through Sydney early in June, en route to England on leave.

PAN AMERICAN AIRWAYS

**Freed by Government, the Co.
 Makes Another Start on South
 Pacific Airmail**

From Our Own Correspondent

HONOLULU, May 1.
AMERICA'S second attempt to get going with an airline from Hawaii to the Antipodes (first announced in 1935) started yesterday with the departure from San Francisco of the Pan American Airways supply ship "North

"Fishing Tackle to Tackle Fishing"**TUNNY—MACKEREL FISHING**

Use 12 Cord, fishing for these great fighting fish.
 Dependable Reels, with Drag Handle.
 "Makeora" Ball bearing 3", selling at £4/17/6. "Makeora" Caged Type 5", selling at £6/2/6. Pileugers "Capitol" Multiplying No. 1989, Price, £4. Pileugers "Ohio" Multiplying No. 1989, Price, £2/10/-. "Ocean City," Multiplying, Price, £5/10/-. "Ike Walton", Extra quality, Price, £6/12/6. Long Key, Largest size for 24 Cord, £10/10/-. Latest Model. Pileugers Sumco Multiplying Reel, with Drag, 22/6.
 A good Reel for boat or beach.

My new Grey and Black Speckled Feathered Lures, for Tunny, Mackerel, Kingfish, Salmon & Tailer. The new color resembles a squid. Mounted on Flexible steel trace wire, and special trolling hook. Large types are wonderful for Barrier Reef. Small, 2/9. Medium, 4/-. Large, 4/6.

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with which "Imperials" are loaded ensure minimum wear of the rifle barrel.

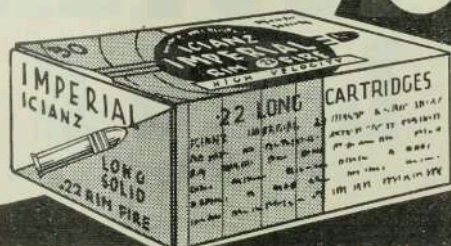
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Obtainable Everywhere**Popular Prices**

In Short, Long
 and Long Rifle,
 Solid or
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High Velocity**Hard Hitting**

RF1-8



Mr. Robert Campbell, newly-appointed U.S. aviation official in the Pacific.

Haven", with a construction gang, materials and supplies for the establishment of a permanent base on Canton Island, half-way mark on the projected route; and with the departure of a party to organise a base at Noumea, New Caledonia.

As has been reported all along by this correspondent, the company's plans for the service have long been stalled by the new policy of the U.S. Government, which aims strictly to control American airlines extending into foreign fields.

After an exhaustive hearing into the company's activities, held in Washington during the past two months, the Government, on April 13 finally granted P.A.A. a license to use Canton Island, but an important stipulation in the license is that an officially approved British company may use the P.A.A. facilities at Canton.

It was on April 6, in Washington, that the State Department announced that America and the British Empire had signed a 50-years' agreement, with perpetuation rights, for the joint occupation and administration of Canton "for the purposes of commercial aviation and communication".

The Government has appointed Mr. Robert Campbell, an expert with the Civil Aeronautics Authority, which controls all U.S. aviation, as C.A.A. director in the Hawaiian islands, and has charged him with the overseeing of such activities as those of P.A.A. on Canton Island.

In two months Mr. Campbell will sail

from Honolulu and inspect progress at Canton. It will take at least four months to prepare the base. About 60 Americans will be employed.

Government observers caution that this move to develop Canton Island does not necessarily mean that Pan American will be the first to use it. British plans for spanning the Pacific are well advanced, they say. Moreover, Pan American is confronted with a serious shortage of suitable equipment for inaugurating the new services it contemplates.

Outstanding is the North Atlantic service to Europe, the new route from Seattle to Alaska, the increasing German and Italian competition in South America, and an improvement of the P.A.A. North Pacific service to China. The "Clipper" schedules to the Orient have been badly upset lately. Indeed, not one "Clipper" flight, including those of the new Boeings, has been on schedule since August, 1938.

Pan American Airways Station at Noumea

The Pan American Airways party of six, led by Mr. A. L. Lewis, bound for Noumea, New Caledonia, to establish a P.A.A. station there, arrived in Sydney by the "Mariposa" on May 15 and went on by the French steamer a few days later. Their names are A. L. Lewis, George Atherton, S. M. Filipovich, Peter Fisher, H. E. Jibinville and James J. Cushman. The arrival of this party confirmed the



Mr. A. L. Lewis.

"P.I.M." statement of January and February, that a P.A.A. base was to be constructed at Noumea, upon which doubts had been cast by other newspapers. It is now suggested that the P.A.A. airliners will fly from Noumea to Auckland, and not to Australia. The "P.I.M." holds still to the opinion that they will fly to Australia, and not to New Zealand.

A SWIM AT ANY COST!

THE locale of that old music-hall ditty "They're tough, mighty tough, in the West" might be changed to New Guinea. This reflection is occasioned by the story told to Sydney newspapermen by Captain G. J. I. Clarke, pilot of one of the W. R. Carpenter airliners running between Australia and New Guinea, when he arrived at the end of May.

Captain Clarke said that recently Mr. M. Taylor, chief engineer for the W.R.C. Air Service, found a crocodile in the river where he proposed to go swimming, so he killed it with one shot—then had his swim! Having cooled off, he returned to the airliner nearby and nonchalantly prepared it for departure, while the passengers who had witnessed the incident stood by in wide-eyed amazement.

Rev. C. S. Bull, formerly of the Balarat (Victoria) Anglican Diocese, will shortly take up missionary duties again in Fiji, at Suva. He has been in Australia on furlough, after serving for some time at Lautoka.

Timber Rights in New Guinea

No Tender Accepted

THE New Guinea Administration has decided not to accept any of the tenders submitted for the lease of timber lands on the Bulolo River in the vicinity of Wau, with exclusive timber-cutting rights.

This announcement was made in the Commonwealth Parliament in reply to enquiries by Mr. A. E. Green. The Minister added that "the Administrator recommended that the question of inviting fresh tenders for the timber permit be deferred until full information could be supplied regarding the date of completion of the road from Salamaua to Wau and the cost and conditions of transport thereon".

Mr. Green asked a number of questions regarding the original tendering date, and was informed:—

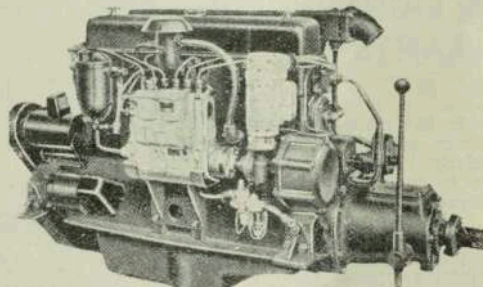
Tenders were first called on August 6, 1938, to close on December 2, 1938, but the date was extended to March 10, 1939. The original date was extended so that prospective tenderers should be given a further opportunity to obtain information relating to the cost and conditions of transport from the coast to the timber area over the road that is to be constructed from Salamaua to Wau.

Rev. Dr. C. E. Fox, who has been a member of the Melanesian Mission staff in the Solomon Islands for 25 years, is at present en route to England by the "Rangitane" on furlough.

Rev. P. C. Williams, who has charge of the Melanesian Mission school at Vureas, New Hebrides, is now in England on furlough.

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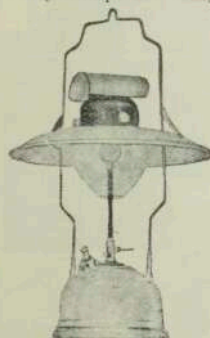


For Petrol, Kerosene or Diesel Oil. 1-6 cylinder. 3-100 H.P. Penta Hesselman Engines, running on Dieseline, or similar, now available in 2 models, 75 H.P. and 100 H.P. Model FCH6, engine as illustrated, is a Modern 6; giving 75 H.P., with quietness and no vibration. Weighs only 9 cwt. complete, and provides high speed without diesel knock, noise or fumes. — Write for General Catalogue of Engines.

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Tilley Lamps are "easy on the eyes". Although exceedingly bright they do not glare. They are particularly free from trouble, easy to understand, and most economical to run.



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The many friends of **Captain E. Nelson Turner**, throughout the British Solomons, where he held the post of District Commissioner and Commandant, and carried out 21 years' pioneer service for the Colonial Office, will regret to learn of his retirement, on medical grounds, after his long leave has expired.

The University of Hawaii has appointed **Dr. John Wesley Coulter** as its delegate to the Pacific Science Congress, which will be held in Berkeley and Stanford, California, U.S.A., from July 24 to August 12. Dr. Coulter, who is head of the University's geography department, is a member of the Congress standing committee on land utilisation, and he will present a paper on the land utilisation in American Samoa. He recently spent four months in Samoa and three months in Fiji, New Zealand, and Australia making a land utilisation study.

THE MYSTERY IS SOLVED!

Polynesians Came from the Ten Lost Tribes

THE paleontologist who can re-create the image of some primeval monster on the foundation of a fossil tooth discovered in the depths of a chalk pit, astonishes us no more than does the ethnologist whose great oaks grow from very small acorns.

For instance, the ancestry of the Polynesian has been cheivied about from continent to continent, on the smallest possible evidence. Because of a word of two letters the ancestral land has been fixed in Egypt; because of a potato, in South America; because of a theory, at the bottom of the sea.

We have read a learned book which proves beyond all doubt that the South Sea islander is the blood brother of the builders of Stonehenge. The author traces the migration across the steppes of Asia, through the Caroline Islands to Tonga, as the gateway to Central Polynesia. Later, this same scholar had a vision and wrote a new book to prove that the ancestral bones of Polynesia rest in the bosom of a lost continent, deep down under the water of the Pacific Ocean!

Lately, it has come to our knowledge that the final solution of the Polynesian mystery has been achieved—not as a consequence of research by a college of scientists, but by direct revelation from on high to a latter day prophet. In the days of that ancient Hilder, Haman, the son of Hammadatha the Agagite, the persecuted Hebrews packed their belongings aboard a fleet of ships; fled down the Euphrates to the Persian Gulf; thence to the Indian Ocean, and turned the prows of their vessels toward the rising sun. In due time they arrived in Polynesia and the inhabitants of to-day are the descendants of the Ten Lost Tribes.

The followers of the prophet in the Tuamotus say the question is settled for all time, and the anthropologists and ethnologists can now go home and seek other worlds to conquer.—A.C.R.

WAU-SALAMAUA

Road Tenders Probable in July

MEMBERS of the Commonwealth Parliament have been bombarding Australian Ministers with questions about the Wau-Salamaua road, in New Guinea. The following is a summary of Ministerial announcements:—

The New Guinea Loan Guarantee Act 1938 was passed in July, 1938, by which the Commonwealth Government guarantees the repayment of, and the payment of interest upon, a loan not exceeding £150,000 to be raised by the Administrator of the Territory of New Guinea for the purposes of the construction of a road between Salamaua and Wau.

It has been decided to construct a road from Salamaua to Wau by the shortest practicable route. The route selected is the Bitoi River route of approximately 50 miles, known as route "A". The estimated cost of construction of a road over this route is £180,000.

The following alternative routes have been considered:—

Route "B"—Bitoi Ridge. Distance, approximately 55 miles. Estimated cost, £194,000.

Route "C"—Buangs-Snake River. Distance, approximately 96 miles. Estimated cost, £197,000.

Route "D"—Markham Point, Gabensis, Wampit. Distance, approximately, 116 miles. Estimated cost, £195,000.

The sections of the route nearest to Salamaua and Wau respectively are being surveyed, and it should be possible to call for tenders for those sections in July.

Unofficial opinion is that the building of the road will occupy two years and that the cost will greatly exceed £180,000.

Mr. A. E. Paulev, who has been associated for some time with Sandy Creek Sluicing Co. in New Guinea, arrived in Sydney by the May "Neptuna".

Mr. Harold Brown, a member of the Sydney committee of the Melanesian Mission, departed by the last "Malaita" to visit the M.M. stations in the Solomon Islands.

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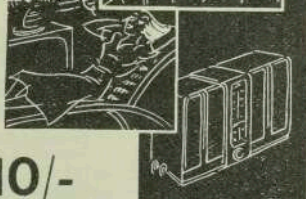
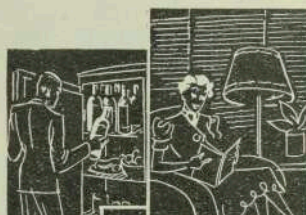
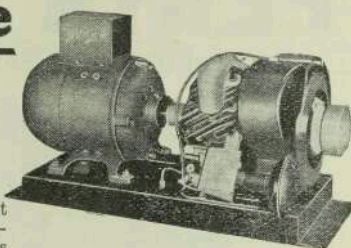
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"Swansong of the Gosiagu"

Medical Work in Papua

Letter to the Editor

SINCE we wrote you the epistle, "Swansong of the Gosiagu", (which, by the way, you showed caution in not publishing, as Papuan officialdom doesn't like such information being made public) a considerable amount of attention has been shown to the local inhabitants by the Medical Department.

Three trained medical assistants (white) have been working in both the D'Entrecasteaux and the Trobriand Groups during 1938. These men have been a great help to the villagers, and have tackled an almost hopeless situation with energy and enthusiasm.

In addition, Dr. E. Ford and Mr. Clinton (of the School of Public Health and Tropical Medicine) were sent here by the Commonwealth authorities and were engaged in making a thorough medical survey of these islanders; unfortunately they have been suddenly called away before their work was completed.

Had these measures been put in operation 20 years ago, or even 15 years ago, the present serious situation might have been avoided, but now venereal disease, tuberculosis, hookworm, and other tropical diseases are sapping the vitality of these natives, and we doubt if much can be done to arrest the decline in population. The high death-rate, combined with a low birth-rate, can have only one result.

The neglect for the past thirty years of this, the most energetic, industrious, and likeable, of any of the Papuan tribes is now bearing full fruit. So far as the "Gosiagu" is concerned "the writing is on the wall".

Officialdom, especially Papuan officialdom, strongly resents either advice or criticism; complete evidence of the consequences of this policy can be seen in the D'Entrecasteaux Group to-day.

I am etc.,

E. W. HARRISON.

Sebulugomwa,
Samarai, Papua.
18/4/1939.

DROUGHT IN CENTRAL PACIFIC

THE severe drought which was being experienced in many islands of the Central and South-Western Pacific, at the beginning of the year, has broken, in the majority of cases; but, on last advices, there still has been no rain in many of the Line islands—especially the Northern Cooks, the southern islands of the Gilbert Group, and Ocean Island. It has been necessary to send rice and other commodities to assist the 4,000 natives who are drought-stricken in the Southern Gilberts; and it is reported, also, that water has been at a premium on Ocean Island.

The drought has broken in the far east—Pitcairn Island now reports all well—and in the far west of the Pacific.

Mr. W. Cottrell-Dorman, who has been appointed Director of Agriculture in the Tongan Government service, sailed from Sydney in the "Awatea" on May 20. Mr. Cottrell-Dorman was previously in the employ of the Fairymead Sugar Company at Bundaberg, Queensland, and recently has spent some time in the Solomon Islands, investigating the causes of "nut-fall" for that Company.

INSOLENT NATIVES

Government Stops Sing-Sings in Morobe District

From Our Own Correspondent

WAU, May, 20.

THE Administration at last has called a halt to the weekly gatherings of natives in this area, which—for the sake of a better name—were called "sing-sings". The gatherings took place outside the town area, where the local police had no jurisdiction, and were causing the community some apprehension.

Organised sing-sings at certain festival or holiday periods have been recognised throughout the Territory always; but these gatherings scarcely came under that category, as they were not under any kind of control.

Malpractices of many descriptions were taking place and it was alleged that the "putting together of heads" by indentured labourers from every corner of the Territory, was a feature of the gatherings.

Nothing but harm to both whites and natives would have resulted, had these gatherings been allowed to continue. In fact, many employers had already noticed an attitude of semi-defiance developing among their indentured labourers.

BORNEO OIL

From Our Own Correspondent

HONOLULU, May 10.

NO wonder Japan would like to possess Borneo.

Holland has reported to Washington that crude oil production in the East Indies for 1938 amounted to 7,398,585 metric tons, the highest in the history of the rich isles. It represented a two per cent. increase over the next best total, which was made in 1937.

Note: Six months ago certain exports of oil from the Indies became secret. They were destined for Japan—for the war-machines of the Emperor!

Quick, Safe RELIEF from

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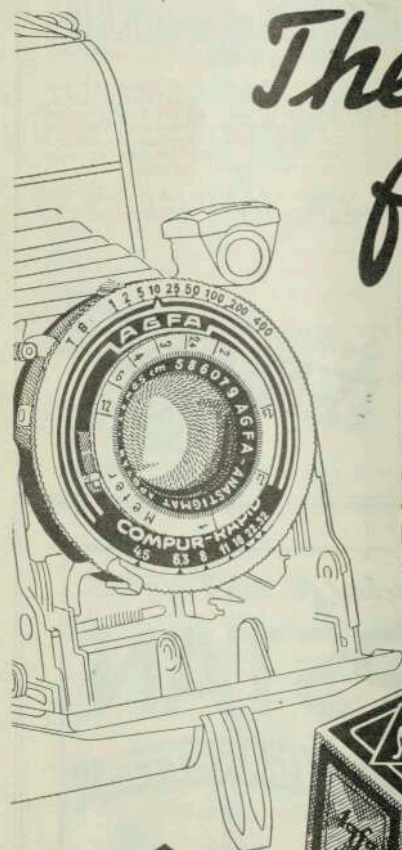
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MAD MORSE SIGNALS

Japanese Interference With Pacific Radio

By a Special Correspondent

COMPLAINTS from New Guinea and other Pacific Territories in the Australian zone have focussed recent Commonwealth attention on a short-wave radio reception problem now perturbing every country in the world. There is little that any one country can do to solve it, unless other nations, conducting short-wave broadcasts, agree to a set of international rules—and then stick to them.

Over the last year, short-wave reception of Australian national broadcast from Lyndhurst (Vic.) by listeners in Wau (T.N.G.) and other Pacific centres north of Australia, have been seriously affected by morse signals from a Japanese station. Annoying, unintelligible dots-and-dashes have intruded a destructive background to news and entertainment broadcasts.

"If wave-lengths are allotted by international convention, surely the Australian Broadcasting Commission has guts enough to push for its rights and the rights of Australian-born listeners in New Guinea and other Pacific Territories allegedly administered from Canberra", is the sort of comment reaching the Commission from exasperated correspondents in the Islands. "Can't the A.B.C. do something before listeners up here go CRANKY?"

One Wau man wrote on April 21 that the interfering Jap. "does not appear to send messages at all. On April 17 all he sent out was JRI, V.V.V.V.L.L.L.L.JIO. It may make sense to the Japs, but it is just a pain in the ears to us. For the rest of the afternoon the Jap. seemed to jam his key and go off to afternoon tea".

THIS New Guinea listener thinks the interference could be overcome if Lyndhurst's power were anywhere near the power of the Japanese morse station. "But VRL's power is 'pussy' compared with overseas stations, which can be picked up here on any sort of a set. England, Germany, Japan, Russia, Italy, the Philippines, in fact—come in with great gusto and better modulation than VRL could ever hope to with its present equipment.

"Some of the best sets ever made are installed in this country; but trying to pick up VRL with any degree of power is like the little girl trying to pull up socks she hasn't got on".

INTERVIEWED in Melbourne for the "P.I.M.", Mr. J. Malone, chief of the Postmaster-General's wireless branch, which handles all the A.B.C.'s technical problems, explained that the type of interference being suffered by Pacific listeners keen to get Lyndhurst programmes is being experienced in every country. "Fact is that the world's short-wave ether is overcrowded with stations broadcasting in every language", he added. "Of necessity, two wave-lengths may be so close together that one can easily wobble partially into its neighbour, causing interference for listeners tuned into each station".

Mr. Malone said Australia had already asked radio authorities in Tokio to lift VLR interference from their morse station. While he believed the Japanese

were doing what they could to ease the annoyance, he realised Tokio's difficulties in the matter. If the Jap. station were transferred to a wave-length further from that used by Lyndhurst, it would merely crowd into an ether corridor already being used by some other short-wave station.

The International Telecommunications Conference held in Cairo early in 1938, and attended for Australia by Mr. Malone, had not dealt with the re-allocation of wave-lengths on the short-wave band, but it was generally realised by delegates that this task would have to be undertaken in the near future.

"People in Australia's overseas territories who rely on short-wave reception to keep them in daily touch with the march of Australian events may be better pleased then", Mr. Malone commented. "Still, the already over-crowded short-wave field can't be enlarged by human agency, and limitation of short-wave broadcasting, though in the interests of world reception, mightn't please some countries".

In other words, international agreement on the matter will be subject to the same violation as any other international agreement, should the world ever again become involved in a general war. Interference then would probably be regarded by belligerents as a counter-propaganda duty—and listeners in Australia's Pacific Territories who are now suffering the effects of accidental interference of the Japanese variety, have some idea how much worse reception could be made by deliberate interference.

Mr. Malone does not think a more powerful Lyndhurst would benefit listeners in the tropics to the extent implied by the Wau correspondent. But if Australia is to protect adequately its Pacific Territories in event of any war, it should also protect their residents from the worrying impact of likely wartime propaganda and mis-information that would reach the Pacific so much more powerfully than reassurances from Lyndhurst.

Stepping up the strength of Australia's short-wave broadcasts looks to Pacific residents like a defence project that would possess more permanent peace-time value than some of those already under way.

RUBBER FROM SUGAR

From Our Own Correspondent

HONOLULU, May 10.

IF you have investments in sugar production, you must be interested in patent No. 2,150,068 which has been granted by the U.S. office to Ernst Kleiber, of Lugano, Switzerland.

Mr. Kleiber has succeeded in producing artificial rubber from ordinary sugar and turpentine.

Beet or sugar cane will do. According to the patent, the sugar first is treated with a mixture of nitric and hydrochloric acid, while stirring for about 18 hours.

Then turpentine is added and the mass is stirred until fully thickened. In the reaction that takes place, the molecules of saccharose and turpentine "polymerise" or interjoin to form complex rubber-like compounds.

The acids then are neutralised with caustic soda and the mass is washed and dried. The yield is said to be 78 to 83 per cent. of the starting material. The artificial rubber can be vulcanised.

Death of Bishop of New Hebrides

End of 50 Years of Mission Work
by Monseigneur Doucere

MONSEIGNEUR DOUCERE, French Roman Catholic Bishop of the New Hebrides, aged 82, quietly passed away at Vila on May 12. He came to the New Hebrides as a priest in 1889, and was made Bishop of the N.H. in 1904. Recently, he published an interesting book describing his life as a missionary in the New Hebrides and the work of the Catholic Missions.

The Funeral Mass was held at the R.C. Church, Vila, on May 13. It was at-

tended by the French and British Resident Commissioners, and the major part of the population, Catholic and Protestant, of both nationalities. After the ceremony, sympathetic addresses were delivered by the French Resident Commissioner (Monsieur Sautot) and the Acting British Resident Commissioner (Mr. Blandy).

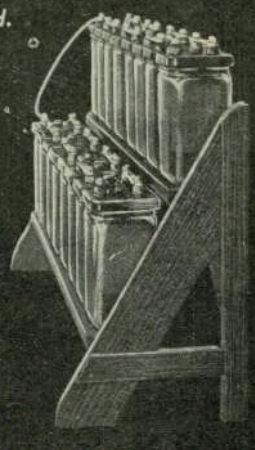
The remains were interred at Montmatre, one of the principal Catholic Mission Stations in the N.H., some 5 miles from Vila. Despite the heavy rain, which fell all the morning, a large number of Vila residents followed the remains to their last resting place.

Mr. W. T. Martin has taken up his duties as Comptroller of Customs at Suva, Fiji.



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Mr. R. H. Garvey, who has been acting as Resident Commissioner in the Gilbert and Ellice Islands Colony during the absence on long leave of Mr. Barley, passed through Sydney in May, on his way back to Suva to resume duty as assistant secretary of the High Commission for the Western Pacific.

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Murder Of Bishop Patteson

Old Records Clearly
Suggest Revenge
Motive

ON April 1, the anniversary of his birth, reference was made by missionary organisations to the life and death of the pioneer missionary John Coleridge Patteson, first Bishop of Melanesia.

When the See of New Zealand was established in 1841, the erroneous boundaries, transcribed from the letters-patent of the colony itself, which extended far north of the equator, gave an area of some 4,700 square miles of ocean to the diocese, including a large number of scattered islands.

Bishop Selwyn readily accepted the inaccurate boundaries and in 1848, after a cruise, wrote to England suggesting that he should take spiritual charge of the area which embraced the New Hebrides, Solomon Islands, New Britain Archipelago, New Guinea, and all the Line Islands.

At a meeting of the Bishops of Australia and New Zealand, held at Sydney in 1850, the Australasian Board of Missions was set up, and it was decided that the work in the tropical islands should be carried out by long visits in the healthy season, instead of by permanent stations. An Ocean di-

ocese was proposed, but complications arose, and it was not until 1861 that the consecration of a bishop was approved. In that year the Secretary of State in a despatch stated: "The Bishops of New Zealand are a liberty, without the invasion of the Royal prerogative or infringement of the law of England, to exercise what Bishop Selwyn describes as their power of consecrating Mr. Patteson or any other person to take charge of the Melanesian Islands, provided that the consecration should take place beyond British territory."

The Attorney General of New Zealand, citing precedent, held that there was no reason why Mr. Patteson should not be consecrated in Auckland. And so it was done on February 24, 1861.

Bishop Patteson who, as a worker in the mission field, had urgently pressed for the establishment of a British Protectorate over all the unoccupied islands in the area, was of the definite opinion that most of the native outrages were carried out in a spirit of revenge for wrongs perpetrated in connection with the labour traffic, and in this he was supported by naval officers. In the turmoil that existed, he realised the value of the navy to a mission "not with the idea of any protection being required, but with the intention of supporting the mission and giving help".

On one occasion he cruised through the islands in the H.M.S. "Cordelia"; and in 1865 the H.M.S. "Curacoa" towed the "Southern Cross" through the Solomon Group. On each occasion, evidence of outrages, committed in a spirit of revenge, was collected.

In September, 1871, in his last letter to Rev. R. H. Codrington, he wrote from the New Hebrides: "We only reached Mae to-day. I have spent the afternoon on shore. One of the saddest afternoons I have had for many a day. Nothing can be more deplorable than the state of the island. I counted 48 people in the village when of old 300 certainly were to be seen".

He was depressed at the depletion of the population by the labour trade, but could not bear to give up his hopes of securing some reforms.

On leaving the New Hebrides he proceeded to Nukabu, in the Santa Cruz group; and extracts from the log of Captain John Jacobs, master of the mission vessel "Southern Cross", reveal the tragedy:

"September 20, 1871: At 11.30 a.m. lowered boat. The Bishop went toward some canoes that were about one mile from the vessel: they all pulled towards the reef. It being low water our boat could not cross.

"The Bishop went ashore in a canoe, six others remaining by the boat. They tried to get the boat's crew to haul the boat on the reef: as they could not succeed they fired (i.e., shot) into the boat and hit Mr. Atkins and two of the boat's crew. One (Stephen, a native) had five arrows broken in him; four were cut out but could not get the other. The boat returned to the vessel.

"I sent the mate, three of our crew and two black boys, with Mr. Atkins, to watch the shore and see if they could see the Bishop; and, when there was water enough to cross the reef and go as near to shore as was prudent.

"The boat went inside the reef. Observed a canoe drifting towards them; they pulled to it: the Bishop's body was in it. He was killed—wrapped up in a mat, stripped of all his clothes, two fearful wounds in the head, the skull smashed in, several arrow marks, and his legs cut. Took him into the boat and pulled to the vessel.

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"In the meantime a light air sprang up and we worked the vessel towards the reef to cover the boat. There was a cocoa palm leaf stuck in the mat, with five knots tied in it.

September 21: Mr. Brooke read the service for the dead over the Bishop, and we committed his body to the deep.

"September 27: Mr. Atkins departed this life. He suffered very much before he died. His breasts and shoulders turned quite blue shortly after he died.

"September 28: Stephen died; he suffered dreadfully. Read the funeral service and committed both bodies to the deep".

A later report stated that two canoes went with the one in which the Bishop travelled, and in them were Mota and Taulu, two chiefs who had been on friendly terms. The remainder drifted about with the ship's boat for about half an hour, when suddenly, without any warning a man stood up in one of them and, calling out, "Have you anything like this?", he fired an arrow; and his companions in the other canoes called out, as they fired, "This for New Zealand Man"; "This for Mauro man"; "This for Mota man".

Five men then in Fiji were known to have been stolen from Nukapu, and it is thought probable that their families believed they were dead. The five knots in the palm were presumed to indicate that the Bishop's death was vengeance for the five stolen natives.—A.M.

INTER-MISSION SPORTS

From Our Own Correspondent.

SAMARAI, May 2.

THE town of Samarai was full of visitors in mid-April, when teams of native boys from the Kwato, Dobu, Fife Bay and Dogura Mission Stations, escorted by European representatives, arrived to take part in the Inter-Mission Sports Week, which had been organised by the mission bodies.

The mission lads took the keenest interest in the various contests, a very good spirit was evident throughout, and the whole of the proceedings and functions so pleased the Europeans of Samarai that the wish was generally expressed that the sports week would be made an annual affair.

The cricket shield was won by the Fife Bay team and the football shield by the Kwato and Dogura teams to hold for 6 months each, as they came to a tie.

Miss Olwyn Rutherford, of the Auckland (N.Z.) Museum visited Tarawa, G. and E. Colony recently, via Ocean Island, per the Government auxiliary vessel "Kiakia", to carry out ethnological research work for the Museum. She returned to New Zealand with preliminary research reports, with a view to a return visit later.

Are British too Kind to Melanesians?

(A British resident of the New Hebrides, in a private letter to the Editor, is outspoken on the subject of British Pacific Administration.)

I HAVE read some of your articles, in which you argue that the so-called trained officials of the British Colonial Service, are well qualified to administer the affairs of the Pacific Islands.

Judging by the samples hereabouts that training needs some revising and bringing up to date. I will quote at random some of our little happenings, just to give you an idea of what the British portion of this group has to put up with.

This one happened on Tongoa, a neighbouring isle. A high official paid a formal visit, so the white population turned up en masse, in their "glad rags", to welcome, and pay their respects to him. The high official practically ignored them, but singled out a well-known "half wit", a very cheeky native, to whom he bowed and saluted, and plied with questions as to the welfare of the island, the people, etc. All this rather amused the whites, but thoroughly disgusted the village chiefs.

The natives here have a wholesale respect for and fear of French officialdom; but the British, I am sorry to say, are more or less a joke! I have heard natives say on many occasions, to put it

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into "Beche-la-Mer": "French calabash 'e no good too much, makem man 'e savvy. But English 'e all same nothing no more". Remarks of that kind, from natives tend to show that namby-pambyism does not go down with them.

All that our local officials do not know of the native, or native mind, apart from official routine, would fill a couple of books.

I hear things are even worse in the Solomons. Here, they have the French to set the pace, as it were; but they have the Solomons on their own!

The article by Gordon Thomas, "Was There Cruelty in German Colonies", published in your February issue, is, in my opinion, a masterpiece—well put, and to the point, and above all brimful of facts. A few men of the Gordon Thomas type in the Civil Service might do much to regain and retain the respect of our coloured race.

Sir Hubert Murray, K.C.M.G., returned to Port Moresby from leave by the "Bulolo" in May, and resumed duty as Lieut.-Governor.

Mr. and Mrs. Karius returned to Papua by the last "Tasman" from Java and the East. Mr. Karius has resumed duty at Kikori, as Resident Magistrate of the Delta Division.

LATE MR. HENRY GRUBE



The late Mr. Henry Grube, a well-known and highly respected trader, of Ambim, New Hebrides. He died in Port Vila on April 4, and the story of his life was published in the "P.I.M." in May.

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Deaths of Well-known Papuan Residents

Mr. J. Matley

From Our Own Correspondent

PT. MORESBY, May 11.
ON May 4, residents of Port Moresby were shocked to learn of the sudden death in Melbourne of Mr. J. Matley, a well-known planter, and the manager of Waigani Plantation, in the Eastern Division of the Territory, who was spending leave in Australia. His age was 67.

He arrived in Papua, from Bowen, Queensland, in September, 1910, for the British New Guinea Development Co., and he since had managed different plantations for the company in the Central and Eastern Divisions. He took over the Waigani management 15 years ago.

Mr. Matley, who was generally respected and esteemed, left a widow and young son.

Mrs. J. H. Yates

A WELL-KNOWN and respected resident of Port Moresby, Mrs. J. H. Yates (who had returned only the previous week from a holiday in Australia), died on May 8. She had been in ill-health for some time.

Mrs. Yates had lived in the Territory for nearly 20 years, first at Rorona and, later, at the Fairfax Harbour hemp plantation, where her husband was on the staff of B.N.G. Development Co. Upon leaving there with her family, Mrs. Yates settled in Port Moresby. A large gathering of residents, including the Lieut.-Governor, attended the funeral.

Mr. R. A. Vivian, R.M., at Kerema, Papua, returned to duty by the "Bulolo" in May, after three months' leave in Tasmania and Victoria.

White Skin Versus Golden-Brown

Some Considerations in Favour of the Polynesian

NOW and again, we meet an angry Englishman or a disillusioned American tourist who is affronted and outraged at the total absence of that fawning reverence the travel books and romances represent as due from native races of the Orient and Pacific Islands, to the superior white man.

We have heard and read many opinions as to the probable causes of the diminishing prestige of the Caucasian among—what that lordly individual is pleased to term—inferior peoples; but we have never comprehended the really basal reason until we read the following paragraph in Doctor Peter H. Buck's delightful and scholarly book, "Vikings of the Sunrise":

"Probably no people have been prouder of their lineages than the mariners of the Pacific. In Polynesian mythology, the god Tane moulded the first woman out of earth, brought her to life by magic power, and made her the mother of the first human being. The descendants of this first union thus partook of divine attributes by direct physiological inheritance.

"This may appear irrational to scientists who claim descent from anthropoid apes, but it gave great confidence to chiefly leaders, who in moments of stress could call upon their divine ancestors for assistance whereas western man may expect little help from his remote arboreal progenitors".

When we refresh our memory, the genesis of decay of European prestige in the Orient and elsewhere, actually coincides with the period when Darwin and his coadjutors deposed their ancestors from the salubrious heights of Olympian glory to the dismal shadows of miasmic jungles.

Had they kept this shattering discovery as a dark and dreadful secret within the unpenetrable arcana of some mystic cult, all might have been well, and the white man continued as the most favoured heir of the Sons of that Golden Age when the gods walked the earth.

But, after the manner of scientists, they and their successors have filled the world with books proclaiming the degradation of their ancestry, as the premier achievement of their craft.

And now that knowledge of it is universal, they marvel and are astonished and resentful because those who still are convinced of their own divine ancestry, have ceased to pay reverence to the self-proclaimed brother of the Orangutan and Barbary ape.

Moreover it has been observed that Caucasian women are, apparently, ashamed of their white complexion. When they are not concealing it under paint and powder, they are lying about on sunny sea-beaches trying to darken it. If they can achieve the golden-brown of the Polynesian complexion, their happiness is complete, and they endeavour to preserve that delectable shade forever more.

Contrary to general opinion, the white complexion of the Caucasian is neither admired nor envied by Polynesians. Historians tell us that when the first white men appeared, the Tahitians viewed them with sympathy and pity; believing them to be afflicted with some mysterious disease which had robbed their skins of colour and beauty.

The Polynesians—and, no doubt, other

races of the Orient—are endowed with the same discrimination possessed by Caucasians in appraising the measure of a man. If a white man is respected by Polynesians, it is not because of his race; but because of those qualities of character and spirit which have already established him in the esteem of his own fellows.—A.C.R.

Mr. R. A. Laws, of Messrs. Greenwood and Laws Ltd., New Guinea, was a visitor to Sydney early in June.

Mr. H. S. Russell, Collector of Customs at Samarai, Papua, arrived in Australia by the "Bulolo" recently to undergo medical treatment.

Rev. E. C. Harris, B.A., of the Methodist Mission, Vavau, Tonga, will return to Australia on leave at the end of the year.

Mr. L. Perichon has been relieving Mr. G. A. Bayer, manager of the Hotel Moresby, at Pt. Moresby, Papua, during the latter's absence in Australia on holidays.

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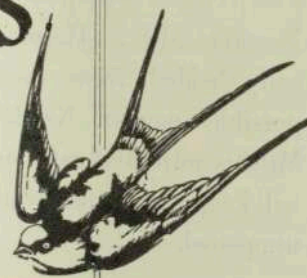
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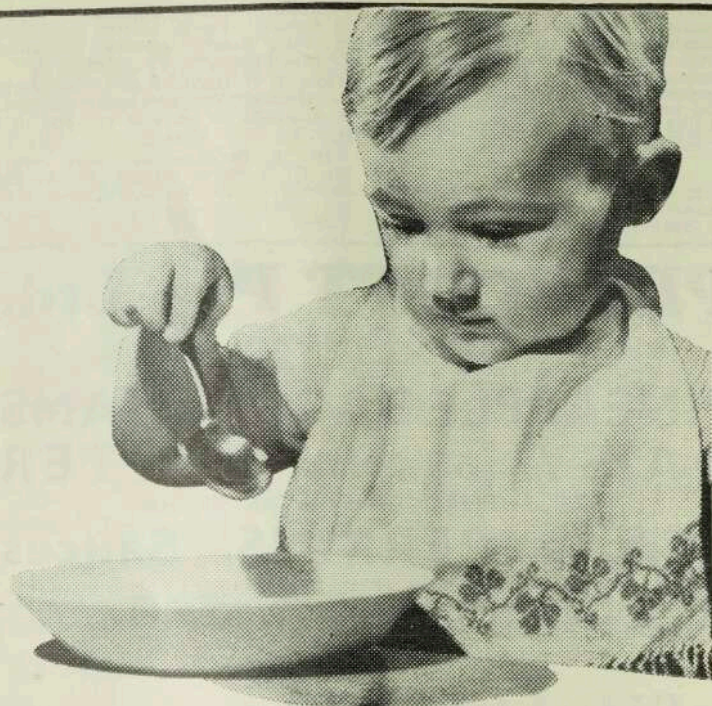
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MEMORIES OF OLD SAMARAI

BY "WAKILOBO OF VILIRUPU"

NO. 1.

WHEN I first visited Samarai, still sometimes referred to by the older folk as Dinner Island, there were a few of the present residents already there. But, prominent among those now gone may be included Mrs. Wisdell, whose husband was then known as "Billy the Cook", the Rev. Ramsay of the Anglican Mission, Mr. W. B. Patching, auctioneer and ginger-pop maker, old Captain Inman, etc., etc.

Life on the island in those days (1909-10) was certainly full of thrills, and it was quite a novelty to one who had only heard of the place. Samarai was the chief commercial centre for the territory, it was from there that the miners did all their recruiting—if not by themselves then through some recognised agent. Of the agents, I should say that Les. Joubert and Ernie Oates were the leaders. Although others could claim to having the ability to get the boys, Les. and Ernie had the better name, and large numbers of Orokiwais (or Buna Bay boys) knew these two men years before they had ever heard of other recruiters.

A number of alleged illegal methods were fired at Leslie, but he was able to refute them all and in one case, where a bright young Government officer thought he had it all over L.J., the case could not be finished. I wonder if Joubert remembers the short speech he made in the Cosmopolitan bar, when the result was known. As at least two of the principals are still living, I am afraid I cannot give it here.

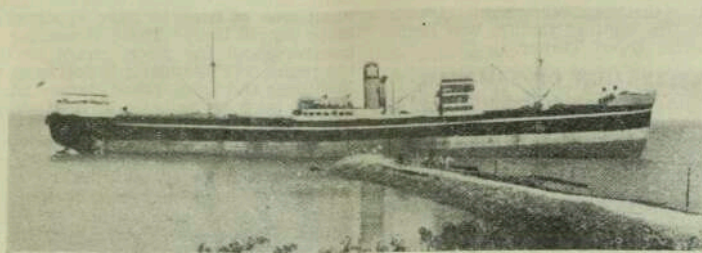
His greatest asset on these recruiting expeditions was little "Sindbad", his Orokiwai boy. This little fellow was always with Leslie, and could almost claim to be his mouth-piece. "Sindbad" was always neatly dressed, and took great care of all his master's equipment, and took care also to see that no one else did. After the Joubert and Oates partnership, I think Leslie joined forces with Gus. Nelson, of Kulumadau and finally linked up with Frank Pryke.

On Samarai itself there was little to do, except at week-ends, when the local whites played the Kwato mission at cricket. Some good games were played, the results being about even. The Kwato boys owed their ability to the training by Mr. C. W. Abel, head of the industrial side of the mission and he certainly knew how to teach them bowling, at any rate.

There were three hotels—"Billy the Cook's" the Cosmopolitan (run by Tom Elkington), the Clunn menage. There was also a School of Arts, overlooked by Mr. Patching. Most of the social life centred naturally around the pubs. Each one had its turn for parties, and Clunn's had its regulars. A number of miners always made Mrs. Clunn's their headquarters, also a number went to Mrs. Wisdell's, the Cosmopolitan being considered a bit better class. Joe Sloane, Jack O'Toole and Matt Crowe divided their time between Clunn's and Wisdell's.

As the evenings closed in, some would wander off to their rooms, whilst others would make up the gambling set. Poker was the principal game, and some of the

"SUVA" BERTHS AT NEW FIJI GOLDFIELDS PORT



The new Carpenter steamer "Suva" (9,000 tons) is shown berthing, recently, at the new Vatia Point wharf, on the north coast of Viti Levu, Fiji. The opening of the port will give quick access of supplies, machinery, etc., to the goldfield at Tavua, and marks another stage in the rapid development of the Colony.

miners certainly enjoyed a few hours' play each day they were in port.

A "PLANTEROO"

I RECOLLECT a heated discussion taking place one evening in Tom Elkington's. Joe Sloane, who had looked fairly well on the wine, was arguing with a planter on a number of items, the principal being that, if a small station owner in Australia was called a "jack-aroo", why shouldn't a small planter be called a "planteroo". The planter did not feel comfortable and looked round for some support. Coming from the bar was Jack O'Toole, who took sides with the planter, and immediately requested Joe to quit "razzin'". This sort of interference did not help, and O'Toole was asked to mind his business.

But O'Toole persisted, until finally Sloane lost his temper, hit O'Toole on the nose and knocked him up against the stair rail. The planter, a small man, ran to the end of Whitten's jetty, jumped into his dinghy and got on board his schooner.

Jack O'Toole was put to bed—he had a room next to mine in Wisdell's. Next morning, as I was dressing, I heard him call and although I never had much love for him, I was moved to sympathy. He had two real black eyes, and he asked me to feel his ribs. This I did, and told him he must have several broken. He

went to hospital where they found three broken and two fractured.

This kept O'Toole out of trouble for sometime, but he always managed to find some sort of entanglements during his stay in New Guinea. He once fell foul of the Rev. Ramsay, and realised that a parson can also use his "dooks" when necessity arises.

Rev. Ramsay was a real man. Although not brilliant, he had a way with him which appealed to everyone. His church was just a little place, but to find a vacant seat on Sunday evening was impossible. Both he and his wife helped in the social side of affairs, and he was a bright spot on the island. For several years he did all the commercial work for the Anglican Mission, and the field workers, who had to rely on him for their mail and merchandise being taken care of, could never have complained. His right wing was Jimmy Inman, who in those days had charge of the "Albert McLaren", and she made some fast trips out of Samarai to Buna.

Anyone who has travelled with Jimmy must remember his usual morning greetings. At 5.30 a.m. one would hear, "Albert! Albert! Make some tea!" Later: "Albert! Albert! Make some stew and put an onion in it." Day after day, Jimmy used these terms, and day after day, Albert carried the orders into effect.

The Inman family are part and par-

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Mix all ingredients together.
Pour over raw steak and allow
to soak for half an hour. Grill
steak as desired. Heat re-
maining sauce and serve with
grill

TS-1

cel of the island, but I do not know how many of them are yet alive. They lived on the point, almost the last house to the left of the wharf. Here Mrs. Inman could look right down the straits, and see whether the "old man" was coming in on time. He had a number of boats, the most famous being the "Makala", and his sailings and arrivals on time were uncanny.

Another family whose name will always be allied with Samarai is that of Evenett. They did great work in the recruiting days, and Fred—or Brassy, as we

knew him—was and may still be, a part of Samarai history. Others who will always be remembered are the Platts, Flo. Brabson, Charlie Whitehead, Charlie Arboulin, the Bunting family, Von Bremmer, Leach, Owen Turner.

FASCINATION OF SAMARAI

FOR such a small island, there is no other part of the world where names help so much to make history. Unlike Port Moresby, all the early settlers in Samarai seem to have gone there

with a definite idea of settling, and when one looks back on the years, this is more fully realised. What is there on such a small area of land, 56 acres in all, which keeps people there? There is nothing attractive about the place, except its Croton paths. The mainland is decidedly uninviting, and the other large islands nearby, such as Saibai and Rogeia, have nothing on them to help pass the time. Yet some of the families mentioned have lived on Samarai upwards of 50 years, and their descendants are still staying on.

A number of names keep cropping up before me, and one is that of Hobart Spiller. Hobart was a born wit, his repartee being just so, and oftentimes almost got him into trouble. He was, for a time, supercargo on one of the first B.P. coastal boats. Then he came ashore in Samarai. In those days, the Customs closed at 4 p.m. and the clerks were quite autocrats in their own way. Red tape was their middle name.

But Spiller was more than a match for them on a number of occasions. He was loading a schooner for sailing at day-break, and had, so he thought, got all the freight from the customs shed, and clearance papers, etc., fixed. The landing waiver was an English Public School boy—call him Smith—and Mr. Smith was in a big hurry to close the shed and go play cricket. At about 5 minutes to 4 Spiller found he could not possibly complete the shifting of the cargo in time to allow the shed to close, so applied for permission to pay overtime, which was given. He then saw the Collector, and had the permit signed, and told his boys they need not hurry, as the shed would not be closed until 5 p.m. Mr. Smith fussed and fumed and told Spiller he could easily have the freight out by 4.10 p.m. Spiller agreed, but, as he had to pay for one hour's overtime, he was seeing that the Customs Officer earned that overtime. Had Smith agreed to the extra few minutes, he could have got away at 4.15, and enjoyed his game of cricket.

How many, I wonder, remember "Flo" or Miss Brabson? She was about the only white who could neither read nor write, and when she got mail from her home in England, she would display such real joy, that everyone, who knew of her inability must have felt very deeply for her. However she managed to get to a place like Samarai, and stay there, is one of those mysteries which are unfathomable.

(TO BE CONTINUED)

HOW TO CONTROL CRAYFISH

From Our Own Correspondent

HONOLULU, May 10.

IF crayfish have been drilling holes in the dykes surrounding your taro patches, get in touch with Dr. Joseph E. Alicata, of the University of Hawaii experiment station, at Honolulu.

Dr. Alicata has worked out a method of control by using copper sulphate in the irrigation water. If not watched with vigilance, the crayfish holes cause loss of irrigation water, and, in some cases, the dykes collapse.

A proportion of one pound of copper sulphate to 10,000 pounds of water is sufficient to control the destructive crayfish.

The crayfish causing havoc in Hawaii were imported by a local resident anxious to improve the diet of his frogs. Then they became a pest for the taro farmers.

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A KING FOR A DAY

Thrill for Tourists in French Oceania

From Our Own Correspondent

PAPEETE, May 5.
PROBABLY there is no man in all the forty-eight States of the American Republic who—having witnessed the pageant of a civic welcome to a base-ball hero, the annual spectacle of the tinsel-robed figure of the Imperial Potentate of the Mystic Shrine receiving the plaudits of some metropolis, or the divine honours accorded the highest paid cinema actor of the period—does not harbour in the secret recesses of his mind the ardent wish that Fate, one day, may grant him one brief hour of glory.

Our Tahitian psychologists have sensed this longing and have set a stage to satisfy this hidden desire.

The tourist, residing at one of the country inns, is informed that the natives of the district wish to show him honour. He is conducted to a shady palm-grove near the shore of the sea, or to a delectable glen in the heart of the hills. There he is received with princely courtesy, crowned with flowers, garlanded with fragrant maires, and seated at a sumptuous feast.

Replete with food and wassail, he is installed in a chair of state and blossomed-decked singers and dancers appear. The wassail-bowl is placed near at hand and his glass kept full by an obsequious attendant.

The exotic surroundings, the mounting exhilaration from his libations, the rhythm of the drums, the memory of the

romances he has read, waft him to a world of illusion where he is a noble cast-away on a primitive island, receiving the homage and entertainment accorded to high chiefs and Polynesian kings. He is kept in this dream world until the sun goes down.

When, a few days later, he comes into Papeete, he is aglow with the memory. On the steamer, he recounts his apotheosis daily to the lady passengers. Arrived at home, he lectures about it in the Town Hall, to his fellow citizens (carefully deleting any reference to the wassail-bowl, lest the Ladies' Temperance Auxiliary cast him into outer darkness), and writes a full account for the county newspapers.

He never knows that the expenses of his royal day have been craftily interwoven into the ordinary items of his hotel bill.

It would make little difference if he did. A dream of a lifetime has come true. He has been a king for a day.

FAMOUS OLD SAILING SHIPS

From Our Own Correspondent.

HONOLULU, May 12.
THIS item may stir old memories. The U.S. Maritime Commission has decided to name a new fleet of Government-built cargo-steamers for 20 of the most famous American Clippers.

The names: Donald McKay, Flying Cloud, Lightning, Rainbow, Nightingale, Stag Hound, Shooting Star, Flying Fish, Sword Fish, Surprise, Comet, Raven, Challenge, Northern Light, Sweepstakes, Sea Witch, Hornet, Twilight, Sea Serpent, and Meteor.

The "Donald McKay" was chosen not only for an able clipper, but in memory of the man who perhaps more than any other developed this type of vessel and thus projected one of the greatest and most successful adventures in the history of the world ship-building.

The "Flying Cloud" generally is considered to have been McKay's most noteworthy ship. "Lightning" was the swiftest, having logged 436 sea miles in one period of 24 hours. "Nightingale" was a pioneer in the Australian trade, a remarkable ship that in the 42 years of her life sailed every ocean on the globe.

BISHOP OF TAHITI

From Our Own Correspondent

PAPEETE, May 10.
WITH the august ceremonies of the Roman Catholic Church, Pere Paul Mazet was consecrated Vicaire Apostolique de Tahiti, at the Cathedral at Papeete, on Sunday, May 1.

The consecrating prelate was Monseigneur Lecarde, Vicaire Apostolique of the Marquesas Islands.

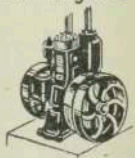
The Diocese of Tahiti includes not only the Islands of the Society Group, but the Tuamotu Archipelago, the Austral Islands, and the far-away Gambiers, where the first mission of the church in Central Polynesia was established over a century ago.

A plan for providing Port Vila (New Hebrides) with electric light and power has been completed and approved by the local authorities.

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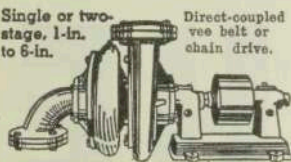


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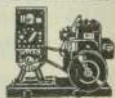


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OS 39/11

A FAMOUS CANNIBAL



The photo shows the monument of Ratu Udre Udre, a notable native chief of Ra, Fiji, whose death occurred some 30 years ago. Travelling from Suva on the King's Road, one sees this monument on the left side of the road, in Wailaka, Ra. It is believed to be built on the spot where the chief was buried. He was notorious as a cannibal—it was said that he ate, during his lifetime, parts of not less than 900 human beings, and he was proud of this achievement. Perhaps this was why he lived 101 years—his age, when he died.—A. Eaman.

"DIARY OF DESTINY"

Pacific Moves by America
in April, 1939

From Our Own Correspondent

HONOLULU, May 10.

APRIL was a month of momentous American action in the Pacific. Cataloguing the moves reads like a diary of destiny:

April 6: The State Department in Washington announced a 50-years' agreement (with perpetuation rights) with the British Empire for the joint occupation and development of Canton and Enderbury Islands, half way between Hawaii and Australia. The agreement was hailed (privately) as a precedent for more U.S.-Empire accords and treaties in the Pacific. ParLOUR isolationists gnashed their teeth.

April 12: U.S. Senate voted a record amount for development of navy air bases in the Pacific—an impregnable aerial Maginot Line from Alaska down to American Samoa, to rub shoulders with the British developments projected for the west and south-west Pacific. Wake Island, one of the new bases, will be only 1,900 miles from Tokio, an easy return jaunt for heavily-loaded bombers.

April 13: Outspoken Secretary of the Interior, Harold L. Ickes, the man who deflated German Zepp dreams by refusing to export precious helium to Germany, announced the granting of a license to Pan American Airways to use Canton Island. Said Mr. Ickes: "An important provision in the license insists that British airlines may use the facilities to be developed by us at Canton."

April 14: British, Australian and New Zealand defence experts opened a secret conference in Wellington, considering a co-ordinated scheme for defence of Western Pacific territories.

April 15: President Franklin Roosevelt—sometimes called "the greatest American admiral since Mahan"—suddenly, and

without explanation, ordered the U.S. battle-fleet back into the Pacific, from the Atlantic.

April 17: The U.S.S. "Bushnell", navy survey ship, and two aircraft tenders, the U.S.S. "Swan" and "Pelican", suddenly departed from Pearl Harbour navy base, Hawaii, upon a secret mission into the Western Pacific. R.M.S. "Aorangi", en route to Vancouver, noticed the ships in the vicinity of the Phoenix Isles.

April 18: Washington announced a new Government position when it appointed Robert Campbell, noted American aviation expert, as Civil Aeronautics Authority director, to be stationed at Honolulu. He will oversee and regulate the construction of new U.S. air bases.

April 20: U.S. army and navy in Hawaii announced they would hold the first "black-out" attack upon the city of

Honolulu and island of Oahu, concentrating the full force of America's assembled striking power.

April 21: Japan, at long last stirred by the new Yankee mood, turned in a report, two years late, stating that no fortifications, etc., have been constructed in the Japanese mandated islands (Mariana, Caroline and Marshall Groups).

April 24: Washington announced that another dozen brand-new navy patrol-bombers would be mass-flown on June 28, from California to Hawaii bases. Already there are more than 100 of these bombers in Hawaii. Continually, they make training flights out to outlying bases like Midway, Wake and Johnston Islands, the "listening post" screen that protects the keystone of Hawaii.

An interesting and significant record for one month.



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Mr. John Clement Munday, well-known Inspector of Police at Ra, Fiji, died recently. Mr. Munday was born in England, and went to Fiji as a youth, working for the C.S.R. Co., and Henry Marks & Co., at Navua, before he enlisted for service in the war. On his return to the Colony, he took up land at Tallevu, and subsequently joined the Fiji Constabulary as a head constable. During the period he was in the service, Mr. Munday served in Suva, Tavua, Bua, Savu Savu, Nadroga, Levuka and Ra. Early in 1931 he was seconded for a time in the Registrar-General's Department.

Mrs. D. McMillan, wife of the officer in charge of A.W.A.'s station at Wewak, Northern New Guinea, arrived in Australia recently by the "Macdhui". Prior to her departure, this popular lady was given a grand farewell party at the residence of Miss Stock and it was attended by the entire female population of Wewak.

FLOODS CAUSE HAVOC In Bulolo Section of New Guinea Goldfield

From Our Own Correspondent

WAW, May 14.
THREE inches of rain fell on the Moberge uplands on the night of Tuesday, May 2; and, following an almost unprecedented period of five months' rain, it came down off the mountains, through the creek channels, in a series of roaring torrents.

A huge amount of damage was done. Bridges were carried away, roads rendered impassable, and the workings of miners along the Bulolo Valley completely obliterated. The majority of miners suffered heavy losses.

Connection by road between Wau and Bulolo, which had been interrupted in

places for the past two months by earth slips, was now made impossible by the carrying away of the wooden bridge over the Bulolo at Kulolo, and the fact that the new Kailli iron bridge is not yet completed.

After these torrential rains on May 2 had caused floods of magnitude, a second cloud-burst occurred three days later, on Friday, May 5, which completed the havoc. This last is reported to be the highest flood on the Bulolo River known to Europeans.

The Mining Association communicated the position to the Administration at Rabaul, and immediate action was taken.

Authority to enrol, as Government labourers, 250 natives out of the mining lines of those miners who had been washed out, was given in response to the Association's comprehensive radio, and four white overseers were to be appointed from the miners themselves. The A.D.O., Wau, sent to Salamaua for Mr. Mulvey, of the Public Works Department, who happened to be there in connection with the Salamaua-Wau road. The selection of overseers and allocation of natives from the miners' lines was courteously left in the hands of the Mining Association by the A.D.O.

Work on general reclamation of roads and works was commenced at once; and it was of distinct assistance to the miners, who had lost so much, to have their indentured labourers employed thus, instead of sitting down eating their heads off.

THIRD CLOUDBURST KILLS NATIVES

FOLLOWING on the cloudbursts of May 2 and 5, which caused such havoc and losses in the Bulolo Valley, a third occurred on the night of Wednesday, May 17. Whereas the first two came from the south and east, the third came from the west, and was considerably more local, but vied with them in intensity, having its origin in the hills between Kaindi and Wau.

Whereas no loss of life attended those of May 2 and 5, that of May 17 was unfortunately the cause of at least ten natives losing their lives, and others being terribly mutilated by timber and boulders in the maelstrom which occurred in the Nami Creek. The creek rose with such appalling suddenness, that a whole line of natives' houses were swept away while their occupants were still asleep within.

Those who know the district will realise the force of the flood when they read that one body was found at the Bulolo Power House on the following day.

The N.G.G.'s ore bin at Upper Ridges was undermined and carried away, with the crew who were working on it.

Three inches of rain fell in little more than 1½ hours in the centre where the storm was heaviest.

EDIE CREEK CLUB BURNED

From Our Own Correspondent

WAW, May 11.
THE Edie Creek Club, established a year ago, and furnished with billiard table, radio and other things calculated to make life in this dismal gulch a little more cheerful, was completely destroyed by fire on May 6. It is a bad loss for the men of Edie Creek and Kaindi, who are again obliged to sit in their huts, over their log fires, when the night falls.



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CROCODILE IS TAKEN

After Swallowing a Native Labourer

From a Special Correspondent.

NAMATANAI, May 3.
A FEW weeks ago, Mr. Harry Waters, veteran of Gallipoli and France, the well-known manager of B.P.'s Bopire plantation, at Namatanai, New Ireland, New Guinea, on making line one morning, noticed that one of his Aitape boys, a sturdy youngster named Kamot, was absent.

Inquiries revealed that, the night, he had gone to sleep, with four or five of his countrymen, in a house built quite close to the bank of the Bopire River, which has a bad reputation for crocodiles. Since Mr. Waters' arrival, several dogs had been taken from the bank, but no human beings had been attacked.

It appears that as was his custom, Kamot got up and went down to the river's brink at about 4 a.m. to bathe and comb his hair, before making line. Shortly after he left, one of his mates heard a scream, but either fear or indifference prevented him from going out to investigate. Beyond doubt, the unfortunate Kamot had been taken by a crocodile.

A search of the bank disclosed signs of a desperate struggle. Young mangrove trees were torn out by the roots, others were broken

and bent. The poor boy had made a strong battle for life, before he was dragged, screaming, into the water, and to the saurian's lair.

Mr. Waters determined to catch or kill the murderer. Soon after the tragedy, having located the den of the crocodile under the bank, just over a deep pool, Mr. Waters, accompanied by Roadmaster Wright, and a number of boys, went to the place, armed with 10 lbs. of dynamite and a small-bore pistol.

One charge was flung into the hole, but without effect, except a few bubbles breaking on the surface. The second, and heavier charge, however, produced excellent results. A column of stones and mud was hurled into the air, the earth trembled, and when the commotion had

ceased, the watchers on the bank saw a monster crocodile whirling around on the surface, thrashing the water with its tail, its huge jaws clashing, its armed feet waving frantically in the air, evidently badly hit, or in its death throes.

Mr. Wright at once emptied two cart-ridges into the brute—and it was subsequently discovered that they took effect in its belly near the tail. Before the dumb-stricken natives could do anything, the crocodile disappeared below the surface.

Two days later, on April 18, the carcass of the crocodile was found held by some bamboo scaffolding near the posts of Bopire bridge. A jubilant crowd of boys soon attached vine ropes, and towed the beast ashore. It was found to be 16ft. 6in. in length, with a girth of 8ft. 3in.

Later in the day, the stomach was opened, under the supervision of Agricultural Inspector Geo. Gee, and Roadmaster John Cox, and they pulled out the bones of the boy Kamot. The skull, arms and legs were stripped to the bone, but, strange to relate, the left foot, bitten off at the ankle, was complete, with all its flesh and toenails. It was an Indian crocodile, and calculated to be 80 years old.

Assistant District Officer Penglase came and saw the crocodile, and the boy's remains, and photographs were taken by Messrs. Wright and Gee.

A continuous electric light and power system was made available to Samarai for the first time on April 25. It is proving a great boon to all residents and especially to those with refrigerators.



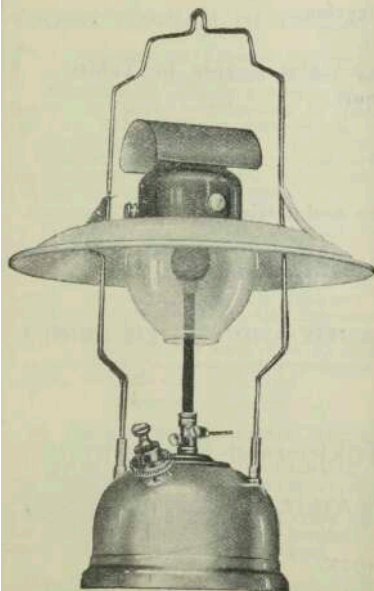
The crocodile, just after it had been hauled ashore.

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N. GUINEA RESIDENTS DEMAND DEFENCE

How Movement Commenced

From Our Own Correspondent

WAU, May 30.

THE organisation formed by New Guinea residents, to demand that some means of defence be devised, to be used in the event of a national emergency, is getting results. The organisation represents a rebellion against the headquarters of the Returned Soldiers' League (which is in Rabaul) and it is called the Morobe Voluntary Defence Advisory Committee. The chairman of the committee, who is, incidentally, also president of the R.S. & S.I.L.A. in the Morobe District, Mr. E. A. Feldt, was summoned to Rabaul in May and discussed the situation and the aims of the committee with the Administrator (Sir Walter McNicoll).

It appears that rifle clubs in all main centres have been authorised; sites for ranges are to be selected forthwith; rifles are to be loaned by the Administration, and ammunition provided; and a register of eligible men is already well in hand.

Details of comprehensive plans and organisation of action, in the event of actual aggression, have been received in Wau from the Administrator. This organisation is Territory-wide and deals not only with internal defence, but with the evacuation of, or placing in safe areas, of non-combatant Europeans and natives. The organisation is at present secret.

It seems a pity that the fact that the Administration has applied itself to such a scheme has been withheld for so long. It would have been better had the community been informed that their welfare was not being entirely disregarded during the anxious days of the past six months.

YOUNG TONGAN IN ENGLAND

IT is reported in London newspapers that a young Tongan named Tasi Kalaniuwalu, who is a cousin of the Queen of Tonga, is returning to Tonga via New Zealand, as a steward on one of the big passenger boats. He has been in England for 18 months studying farming, engineering and hotel management, and he has made many friends.

Because Tongans are very rarely seen in England—some people said that this was the first Tongan ever to visit England, but that, of course, is absurd—a good deal of fuss was made over Tasi, and he has been feted, and featured in broadcast interviews. He told the newspapers that he is returning to Tonga to open a hotel of his own, and to assist Tongan farmers in adopting more advanced methods of agriculture.

Mr. Reginald William Carlow, who had returned to his home at Samarai, Eastern Papua, from leave in Australia, by the "Bulolo" only a week previously, died on May 12. He was 47 years of age, and is survived by his widow, Mrs. Vera Carlow, and his mother, an old resident of many years' standing in Samarai.

Mr. William Bentley, eldest son of Mr. Henry Bentley, late of Fiji, married Miss Annie Moir, third daughter of Mr. James Moir, of Wellington, N.Z., in Suva, Fiji, in May.

CRUISE OF "THE DUFF"

Letter to the Editor

IN an article by Julian Dashwood, on page 17 of your issue of March, there are some incorrect and misleading statements regarding the despatch of missionaries to the South Sea Islands in the ship "Duff", which Mr. Dashwood says is "familiar history". As so many people believe everything they see in print, it behoves writers on historical subjects to be accurate.

According to "Transactions of the Missionary Society" the "Duff", under the command of Captain James Wilson, left England in August, 1796, with the first party of missionaries (29), landed them safely at their various destinations, and returned to England. Some time afterwards (the date is not given) the "Duff", this time under the command of Captain

Thos. Robson, was despatched on her second voyage to the South Sea Islands, having about 30 missionaries on board. It was on this voyage that she was captured by a French privateer.

I am, etc.,

J. D. McCOMISH.

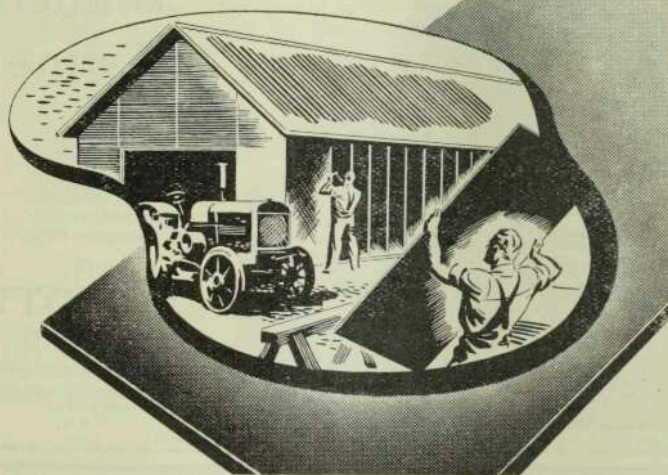
Norfolk Is., May 4, 1939.

Samarai Gets a Wetting

SAMARAI, May 22.

SAMARAI has been experiencing some heavy rain during the last two months. April recorded 1289 points and May to the 20th showed a reading of 1992 points. Rain has fallen every day this month to date and on the evening of the 3rd torrential rain fell—1210 points being registered for the 24 hours.

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Across North Pacific By Junk

ON June 2, John Anderson sailed from Kochi in an attempt to cross the Pacific to San Francisco in a 29-tons junk. He encountered trouble last month when sailing his junk from Shanghai to Japan. The auxiliary engine broke down.

Richard Haliburton, an American author, set out earlier this year to sail a junk across the Pacific, but has not been heard of for a long time.

Mrs. Chalmers, wife of Major Chalmers, in command of the R.A.A. in Papua, arrived at Port Moresby by the "Macdhui" on May 21. She was accompanied by her three children and Miss Chalmers, a niece of Major Chalmers.

Leiatua Mana, a well-known chief of Manono Island, Western Samoa, died recently after a long illness. He was a member of the Fono of Faipule and one of the Faipule delegation which visited New Zealand two years ago.

LIGHTER COSTS FOR GOLD-SEEKERS

New Guinea and Gold Royalty

THE request made in the Federal Parliament a year ago by the member for Kalgoorlie (Mr. Green), that the 5 per cent. imposed on the export of gold by the New Guinea Administration should be abolished so far as "small" miners and prospectors are concerned, appears to be still "under consideration".

Early in May, Mr. Green asked if anything had been done, and the Minister now in charge of Australian Territories (Mr. Perkins) said that the matter had been examined by the Administrator of New Guinea, and considered by the Executive Council, but no finality had yet been reached.

It probably will be found that the Administration is in favour of the principle of the proposal, but that it is difficult to find any method by which it may be put into operation.

At first glance, it seems simple enough to say that a small miner, or prospector, entitled to the concession, would be a man whose total net income did not exceed a certain amount, but the introduction of such a system would mean, of course, that there would be an obligation upon all gold producers to submit to the Administration each year, a return somewhat similar to the accrued income tax return which has to be submitted by practically every person in more civilised countries. That is the one thing above all others that the New Guinea community should avoid. One of the main attractions of life in the Pacific Territories now is that the people there are free of income tax.

There is another objection to the system. If it were once agreed that men with a certain net income should not pay the gold royalty, it is inevitable that various other men with larger incomes would transfer certain of their gold exports to their less fortunate friends, and the whole system thereby would be abused.

Yet it is not only desirable, but definitely necessary, that some relief in the form suggested be given to the small miners and prospectors in New Guinea. There still are large numbers of them there, and their expenses—represented chiefly in labour and transport—are very heavy. During the past 15 years they have worked all the richer and more accessible gold deposits and, for the most part, have made profits which have enabled them to pay the 5 per cent. royalty without hardship. But now the day has come when the gold deposits still available to them are not so rich, and unless some part of the expenses is removed, a considerable section of these individual miners and prospectors will go out of the country.

This obviously would be a calamity for the Territory. From every point of view, it would be to the advantage of the Administration to encourage these men to remain and continue their industry. Lighter costs will make the poorer gold deposits profitable. It should not be beyond the ability of a competent Administrator to find a method of giving the small men this suggested measure of relief, without dislocating the financial system or opening the door to a series of abuses.

Rev. G. T. Warren, formerly of the Melanesian Mission station at Maravovo, Solomon Islands, has taken up work in the parish of St. Martin's, Croydon, England.

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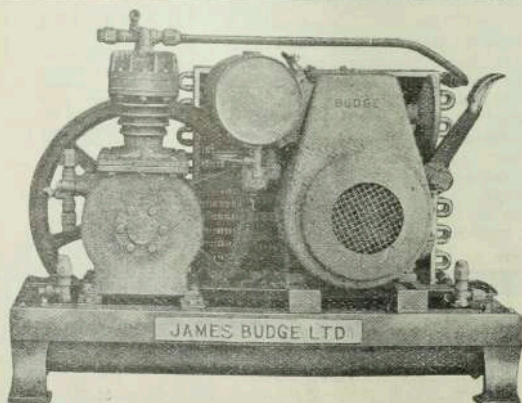
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Samoa's Defence Force

From Our Own Correspondent

APIA, May 7.
AS previously announced, the N.Z. Government has decided to raise in Western Samoa a volunteer defence force for the purpose of internal police and local defence, in an emergency.

In addition to the Territorial Force of untrained younger men, the Government resolved to create an emergency reserve force composed of older men with some military training, mostly returned soldiers of British and allied countries. The organisation of this force is now practically completed; every able-bodied European eligible to the force has now been attested and training is proceeding satisfactorily. Members of the force appear to be keen to attain a high standard of efficiency.

The following officers have been appointed to the Force: Lieutenant-Colonel W. C. Harley, Commanding Officer, seconded from the Nelson Marlborough and West Coast Regiment; Captain T. V. Fitzpatrick (North Auckland Regt.); Lieutenant E. T. Pleasants (Wellington West Coast Regt.); Lieutenant A. S. Battv (Auckland Regt.); Lieutenant J. K. H. Clark (N.Z. Corps of Signals); Lieutenant Pilot Officer A. W. R. Coker (Royal N.Z. Air Force).

POLYNESIAN CLUB

THE Polynesian Club held a successful gathering on May 2 at the club room, 250a George Street, Sydney. Polynesian dancing was the feature of the evening, the "Siya faa Samoa" being gracefully danced by Mrs. Charlotte Compain, of Tailevu, and Miss Peggy Aspinall, of Penang, Fiji. Under the direction of Mrs. Wiki Byron, of Rotorua, the Maori ladies of the club gave an exhibition of "Poi Poneke", "Poi poto ma roa" and the ever-popular "Poi waka", the Maori canoe poi.

The president (Mr. Leonard Moran) displayed a "Tabua", the gift of Miss Margaret Whitcombe, of Levuka, and lectured briefly on the significance of the whale's tooth in old Fiji and its relative importance to-day.

Among the Islands people present were: Mrs. Lembke (Taisi) and Miss Christina Hellescoe, of Apia, Samoa; Mr. "Bill" Goodman, formerly of Suva, who entertained Mr. George Griffin, a new arrival from Fiji; Miss Everett, a descendant of Adams of the "Bounty"; Mrs. Lamacraft, of Nukualofa; Mrs. E. Gosnell, a chiefly lady of Rotuma, Fiji, with three members of her family. The president and the club secretary, (Miss Frances Tie) entertained Madame Andriesse, formerly of Java, Lieutenants Purvis and Milner, R.A.N., Dr. Selby, and Mrs. Katerina Nehua Darley.

PHENOMENAL RAINFALL ON PITCAIRN

GREAT damage was done by a phenomenal rainfall on Pitcairn Island two hours before daylight on May 15. It is estimated the damage will take years to repair. Twelve inches of rain fell in four hours.

Landslides carried many timber and food trees down the hillsides to the waterfront.

Mrs. Gladys Taylor, of Suva, Fiji, returned to the Colony at the end of May after several months' visit to Japan.

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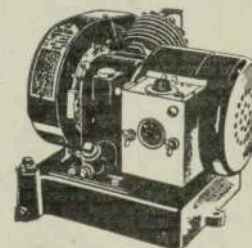
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WAU PAYS HOMAGE ON ANZAC DAY



Over 70 returned soldiers of the Morobe District, New Guinea, gathered at Wau cemetery on April 25 to honour Anzac Day and an appropriate ceremony took place at the graves of fallen comrades. A guard of honour of native constabulary with buglers attended.

In the background of the photo are Golden Ridges (in the distance) and the approach to Kaindi.

JAP. PEARLERS IN NORTHERN WATERS

THE usual reply, that the Minister for the Interior was giving attention to the whole matter of pearling in northern waters, was given to Mr. W. J. Riordan (Qld.) in the Federal Parliament when he asked whether the Government intended to patrol those waters by seaplane to protect the local industry against foreign encroachment. He declared that the Commonwealth patrol launch "Vigilant" was useless for the purpose.

Mr. Riordan said that the last annual report of the Northern Territory showed that between 4,000 and 5,000 tons of pearl shell were fished out of Thursday Island and Northern Territory waters by Japanese pearl-ers, compared with about 800 tons recovered by local pearl-ers.

Mrs. C. R. Bignell, who took over the lease of the Hotel Rabaul, in New Guinea, some years ago, has decided not to renew the lease, and other arrangements are now being made for the future conduct and management of the well-known establishment. There now are three hotels in Rabaul—namely, the Hotel Rabaul, the Hotel Pacific, and the Cosmopolitan Hotel—and it is possible that some co-operative arrangement will be made between two of them, which will affect the future conduct of the Hotel Rabaul.

RATS!

A Village Policeman Cleans Up Paama

SOUTHWARDS from Ambrim, one of the larger islands of the New Hebrides Group, lies the small rectangular island of Paama, where the natives, like most other islanders of that part of the Pacific, depend almost wholly upon copra for a livelihood and as a means of purchasing the European goods they have become accustomed to use.

In recent years, however, the Paamese have been in a minor state of perturbation and despair. It appears that a plague of rats had been responsible for a depressing decrease in copra production (and, consequently, pocket-money!) by interfering with the coconut trees to such an extent that nuts were falling before maturing.

Then, nearly two years ago, a native who had been a policeman at Vila, the capital of the Group, returned to his village at Paama. He noticed the gloom, took stock of the situation—and ordered a dozen rat traps through a European trader. On his own initiative, he walked around the whole island, stopping at each village to hold "Down With Rats!" meetings, and urging the natives to help rid Paama of the pests.

The idea caught on; and the gloom disappeared like beer at a "wharfies" picnic. In scattered villages, all over Paama, natives bought traps, set them, and gleefully surveyed the results—during 18 months over 27,000 rats were killed.

To-day, copra production has risen, the Paamese are happy again, and the ex-policeman, enjoying well-earned kudos, now spends his time wandering around the island, whipping up enthusiasm at meetings and carefully adding the latest score to his mounting tally of extinct rodents.

TWO SAILORS DESERT AT SAMOA

From Our Own Correspondent

APIA, May 10.
THE Swedish motor-vessel "Tisnaren" left Apia on May 8 with 1,800 tons of copra and 300 sacks of cocobeans for Continental markets—but minus two sailors.

Three of the crew, no doubt attracted by our Samoan beauties, deserted the ship in Apia. Though the police succeeded in finding one of the men, the other two (an Australian and an Englishman) are still at large.

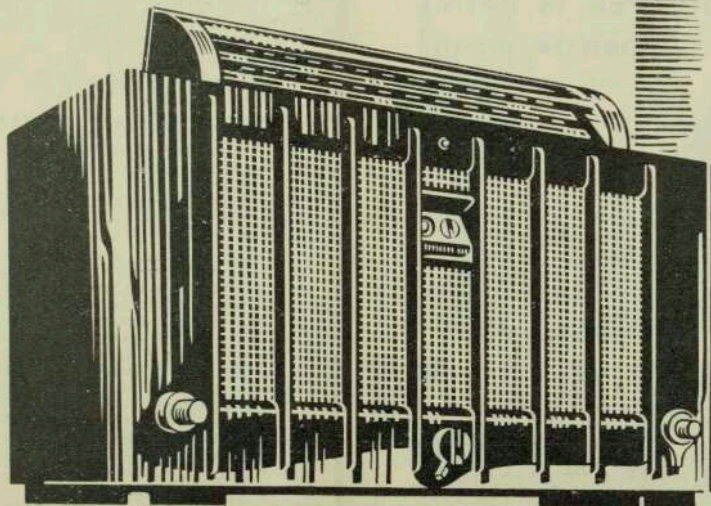
Mr. Marc T. Greene, well-known American journalist, arrived in Suva in the middle of May, and after spending a few days in Fiji went on by the Union company's vessel to Tahiti.



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MARQUESAS DROUGHT BROKEN

From Our Own Correspondent

PAPEETE, May 10.

CAPTAIN MERVIN, of the "Denise", reports that the drought in the Marquesas Group has broken at all the Islands except Ua-Pou. This is rather extraordinary, as Ua-Pou is but 30 miles distant from Nukuhiva (where ample rain is now falling) and possesses the highest mountains in the archipelago. Yet, Captain Mervin tells us, while the other Islands now are green with revived plant life, Ua-Pou remains arid,

and its plants and trees are still withered and yellow.

Ua-Pou had the reputation, 30 years ago, of being a dangerous island. It was said that the natives there were still cannibals. Perhaps this story gained belief because some of the elder natives had faces marked with tatoo and looked very fierce. More likely it was invented to give a thrill to tourists. Certainly the story has never been verified.

Miss Margaret Bechervaise, of the New Guinea Mission station at Sefoa, Papua, has been on furlough in Victoria.

"Flying Battleships" for Port Moresby**Development of Defence Plan**

IT was announced at the end of May that the Australian air force, which is to be stationed in Port Moresby, will be one of major importance.

An undisclosed number of highly armed, four-engined, Short Sunderland flying boats will arrive in Australia from Britain within a few months to be used for reconnaissance purposes off the coast of Australia. They will be attached to No. 10 Squadron (which has been formed for purposes of general reconnaissance) and which squadron will be divided between the new bases, which are being prepared at Lake Macquarie (between Sydney and Newcastle, on the eastern coast of Australia), and at Port Moresby, in Papua.

Each of these new flying boats will carry a crew of seven, and they will be the largest aeroplanes in the service of the Royal Australian Air Force, as well as being the only four-engined machines. The Sunderland is the military equivalent of the new Empire flying-boat. It has a wing span of 109 feet, and a loaded weight of nearly 20 tons, and it can carry 30 or 40 men over short distances. The Sunderland has been called "The Flying Battleship".

There appears to be considerable activity in preparing and organising this new and important air force, which is to be the eyes and the ears of the Australian defence organisation; but all the more intimate details, including the number of flying boats to be used, are—very properly—being kept an official secret.

AEROPLANE MISHAP

AN R.A.A.F. Seagull amphibian, in charge of Flight Lieutenant W. M. Gibson, with a crew of four, arrived in Port Moresby on May 21, from Australia, to assist in the naval survey of Port Moresby and district which is being carried out under the direction of Lieut.-Commander Hunt, R.A.N., who arrived by the "Macdhui" on the same day.

The machine, which was moored in the harbour, opposite the R.A.A. camp, at Konedobu, broke her moorings on May 25, during a heavy south-east squall and, drifting on to the reef off Tatana Island, was badly damaged.

Another R.A.A.F. Seagull amphibian arrived on May 30 to take the place of the damaged machine.

"ANNEX AND AMALGAMATE!"

TWO members of the Victorian Parliament, Dr. Clive Shields and Mr. A. J. Kirton, on returning to Sydney from New Guinea and Papua, late in May, expressed a number of emphatic opinions in the newspapers.

They urged that New Guinea should be annexed by Australia; that a strong defence line stretching from the Dutch East Indies through the New Guinea islands to the Solomons should be established; that a base for a central air, navy and mobile military force should be made at Samarai; and that radio stations and landing grounds should be made available wherever necessary. They argued that with this defence organisation Australia would provide a barrier which would oppose and delay any enemy approaching from Asia.

Dr. Shields urged that a non-voting member should be elected to the Commonwealth Parliament, to represent the

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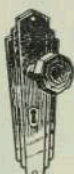
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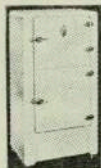
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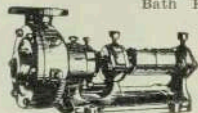
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interests of "the amalgamated territories of New Guinea and Papua". He roundly condemned the failure of the New Guinea Government to encourage settlement in the Territory. He also said that the majority of opinions heard by the travellers in the two Territories were in favour of complete amalgamation of the two Territories.

ACTIVITY AT PORT MORESBY

From Our Own Correspondent

PT. MORESBY, May 20. MEMBERS of the 13th Heavy Battery, Royal Australian Artillery, now stationed at Port Moresby, have put in the foundations for their guns, on Paga Hill, since their arrival, and a great deal of heavy equipment has been transported to the site.

It is understood that a party of naval men will make a survey of the port in regard to Navy requirements.

Nothing definite has been heard about the further activities of the Air Force, but rumours state that negotiations are proceeding for the acquisition of a site on the harbour foreshore for a seaplane base.

The Lieut.-Governor, on May 11, inspected the various military works which had been carried out during his recent absence on furlough.

A public meeting on May 11, arranged by Major Chalmers (in command of the Battery), took steps to form a Militia Unit for Port Moresby, to co-operate with the garrison and the civilian population. Judge Gore presided. A committee comprising Messrs. W. D. Brown, G. Moore, F. E. Williams and E. J. Frame, was formed to assist the project. Major Chalmers asked those prepared to join the unit to hand in their names, and 39 names were submitted.

SAMOAN PRODUCE PRICES RISE

From Our Own Correspondent

APIA, May 11. FOLLOWING the increase in prices on the European and American markets, local copra buyers have raised the Samoan price from 2/6 to 4/- per 100 lbs. With dry weather ruling, it is expected that native and European producers will begin cutting large quantities of copra and that trade generally, especially in Savaii and the outlying districts, will greatly improve.

There is also reported an improvement in the cocoa price. A consignment was sold in America a few days ago at 8½ cents c.i.f. San Francisco—the highest price obtained for Samoan cocoabeans for a considerable time.

THE COST OF LIVING IN TAHITI

From Our Own Correspondent

PAPEETE, May 5. IF the intelligence brought by travellers and letters is to be believed, there are mighty thunder-heads forming over the horizon to the North-east, and the storm is headed toward Tahiti. This commotion it appears, was stirred up by an article in the "American Mercury" (republished in the "P.I.M.").

This article represents the Tahitian Islands as a newly-discovered country as yet untouched by the tribulations of a tortured world—as a place where Europeans may live happily on a very small income.

Should people of ample means accept as truth the romantic nonsense written about the South Seas and embark on the voyage to seek the unattainable, there is no harm done. Many of them adjust their minds to the fact that the Islands are as much a part of the world as any other community, and make the best of it. The others return to the place whence they came, having lost nothing but their time.

But, for people of slender resources, it is another matter.

They should remember that Tahiti was discovered in the year 1767; that it has been frequented by Europeans for over a century, that the people living there are as enlightened and accustomed to the ways of the world as are the inhabitants of any other land.

And, finally, they should write to the Consul of their country at Papeete for full information as to living conditions, before committing their fortunes to a perilous adventure.

Rev. H. Freer Lane, who is engaged in Mission work for the New Guinea Mission at Menapi, Papua, will return to the Territory by the "Macdhui" on June 21. Mr. Lane, who has been in Adelaide, S.A., will be accompanied by his wife.

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Miss I. Knight, of the Methodist Mission, Levuka, Fiji, has returned to the Colony, after spending leave in Victoria.

Mr. T. Lowney, Chief Clerk in the Native Affairs Department, Papua, has been appointed Acting Official Secretary, during the absence of Hon. H. L. Murray (serving on the Amalgamation Committee).

Mr. W. Cadzow, manager of the Thursday Island branch of Messrs. Burns, Philp and Co., has arrived in Sydney on holidays, accompanied by his wife. Mr. Charles Mills is acting manager at B.P.'s branch at T.I.

Mr. F. E. Williams, anthropologist to the Papuan Government, arrived in Port Moresby on May 7 by plane from Lake Kutubu, where he had spent six months studying the customs of the newly-discovered tribes in the lake district.

THE "DRIFTER"

Father and Sons on Leisurely Cruise in Polynesia

By Robert (Bill) Westrem

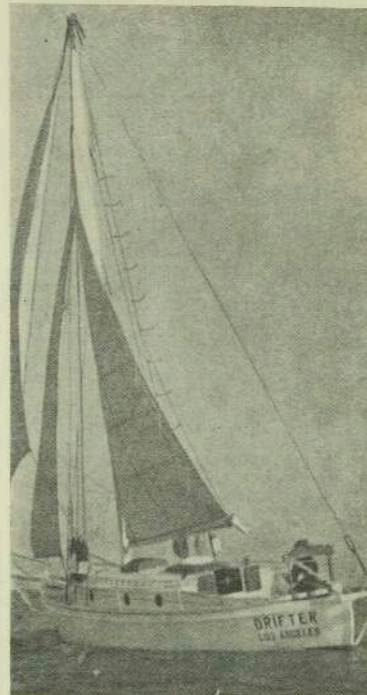
A DREAM came true. On September 1, 1938, three of us—Dad Westrem and his two sons, Bud and Bill—all novices at sea, sailed out on the broad Pacific from Los Angeles, in the staunch little ship, "Drifter", a 30ft. double-ended, sailing cutter built by themselves, on a cruise to the South Sea Islands—and, possibly, further.

Dad Westrem is 62 and a retired restaurant man. Bud and Bill are youngsters, just out of school with the ferment of adventure in their make-up.

We rocked and rolled and scouled and

grouled for sixty days; and, there before us, lay Nukuhiva Island, of the Marquesas Group, some 3,000 miles from Los Angeles. We had never navigated before, and knew little of the mysterious methods; but—God bless H.O. 203!—we made it.

For two months we sailed among the various islands of the Marquesas, par-



tially satisfying our desire to see native life, and enjoying the wonderful climate of this group, which is swept by the trade wind.

We intended to stop at Takaroa, in the Tuamotus, as we were anxious to have a close view of the large barque, which is high and dry there; but as there was a strong wind and current, when just off the pass, we decided not to risk it and sailed on to Tahiti. We arrived on January 25, 1939.

Three months in Papeete is a joyous experience. Beauty—beauty—never-ending beauty is the motif of this leisurely isle. Some people say it is sordid; but how can this be? We are only tyros in the philosophy of life; but we still are not so naive as to expect the town of Papeete to be filled with beautiful girls hastening to place wreaths of Ti'are Tahiti about the shoulders of all incoming white men, and adoring these same persons with their beautiful brown eyes—for love alone. No, Papeete is a town of commerce and trade, and is sophisticated. But, never mind! We have enjoyed our stay among the lovable people, in their wonderful clime.

Dad claims to have had enough of small-boat cruising, and is going home to Hollywood on one of the Union Co.'s boats from Papeete. Bud and Bill will then continue on around the world via the Leeward Islands (Society Group), Cook Islands, Samoa, Fiji, New Zealand, Australia, and on to Europe.

Mr. J. H. K. Langley, of Ananuka, Gilbert Islands, is spending a long furlough in Melbourne, where he is receiving medical attention.

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BULLETS OUT OF THE NIGHT

When the Crew Went Overboard

IN the early hours of the morning of May 10, there was a particularly lively incident in the port of Labasa, Vanua Levu, Fiji, where the well-known inter-island motor vessel, "Adi Rewa", was then lying.

A young man, Eric Hunter, aged 25, became involved in some trouble aboard the ship, and the captain sent him ashore. The young man apparently felt his position bitterly, and nursed his grievance to a flame. He procured a .22 rifle, and a number of cartridges, and proceeded to stalk the "Adi Rewa", with alleged felonious intent.

It was after 1 a.m., and the captain and crew of the "Adi Rewa" were sound asleep. Suddenly the silence of the lazy tropic night was broken by the report of a rifle; and some crockery was struck by a ricocheting bullet, and made a startling clamour.

Everyone woke up. Then, it is alleged, there was a dreadful howling noise ashore, and another bullet came crashing onto the little vessel. The crew decided that there was an attack in force and that, lacking arms, no useful purpose was to be served by awaiting the invaders. With celerity, and a remarkable unanimity of purpose, they leapt into the water on the other side of the vessel, while two more shots rang out, and two more bullets came whining out of the darkness.

The captain and officers, however, soon discerned the cause of the remarkable disturbance, and succeeded in getting hold of the frenzied young man and handing him over to the police. The latter made a mouthful of it—disorderly conduct, wantonly discharging a firearm in a public place, and being armed with a weapon with intent to commit a felony—and Hunter was sentenced to one day's imprisonment and fined £7/10/-.

AIR-MAIL DUPLICATED

Attitude of the Australian Government

THE duplicated airmail service between Sydney and the Territories of Papua and New Guinea, details of which were published in the "Pacific Islands Monthly" in May, came into operation at the end of May, and is now functioning smoothly.

The determined effort made by the Commonwealth aviation authorities to force Messrs. W. R. Carpenter and Co. Ltd. to cut off the service at Townsville, and run the airmail service in future only between Townsville and Rabaul, was not continued. The Commonwealth, in any event, had no legal standing, as the contract, which came into operation a year ago, has a currency of five years.

However, human nature being what it is, it is possible that the Carpenter enterprise will not be looked upon with great favour in the future by the Australian Moguls of aviation. Therefore it is of importance that the people of Papua and New Guinea, who now are en-

joying all the benefits of twice-a-week airmail communication with Sydney, should support the airmail service in every possible way. The contractors, Messrs. W. R. Carpenter and Co. Ltd., have announced frankly that, as the air service was duplicated at the request of the Territories people, it will be given a fair trial; but it will not be continued if a sufficient amount of support is not forthcoming, and the service does not pay.

It is believed, however, that if the duplicated service between Sydney and New Guinea is well supported, so that the Federal authorities are shown that it is necessary, the Government will subsidise it.

Mr. Len Bessell, a young mining engineer, well-known in New Guinea and Fiji, was killed in an accident at the Emperor mine, in Fiji, on April 20. He was in charge of a shift in the Emperor mine, and he slipped into a conveyor belt and received fatal injuries. He spent some time in Fiji in 1935-6, and then he went to New Guinea and to Borneo, but he returned to Fiji about six months ago. He was about to be married and he was held in high regard by all who knew him.

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Mr. A. L. Braisby, Inspector of the Samoan Police, joined a Matson liner at American Samoa last month en route to the United States and Canada to spend an extended holiday. He was accompanied by Mrs. Braisby.

Rev. C. W. Whonsbon-Aston left Sydney by the "Mariposa" on May 26 to take up his new charge as vicar of Viti Levu West, in Fiji, where his headquarters will be at Lautoka. Mr. Whonsbon-Aston was for some time engaged in mission work at Mukawa, Eastern Papua, and he has been on sick leave in Australia for about a year.

Mr. Bailey, of New Zealand, who has been appointed surveyor to the Cook Islands Administration, recently spent a short time at Niue Island surveying the coastline, before proceeding to Rarotonga, C.I. He was accompanied by Mrs. Bailey.

DEVELOP NEW GUINEA!

A Visitor's Recent Opinion

THE policy followed in relation to development in New Guinea has been receiving sharp criticism lately, in various directions.

A member of the Victorian Legislature, Dr. Shields, after returning in June from a visit to New Guinea, declared:—

"The land policy there is too conservative. It is extremely difficult under the present Administration for a man to get land".

Dr. Shields emphasised the great agricultural possibilities of the Markham and Ramu River valleys, and in this direction said that the Administration

should subsidise settlers to cultivate coffee, cocoa, rubber, etc.

Dr. Shields expressed the opinion that the road to be built between Salamaua and Wau should have been constructed on route "D" of the four routes examined (via the Markham Valley). This route, he said, while much longer than the others, would open up a great deal of good agricultural country. On the other hand the goldfield will peter out eventually, like all goldfields do, and the road built specially, for goldfield needs only, would be wasted. Some might think he was not qualified to give such opinions after spending only a short time in the Territory, but while he was there he gave close study to the numerous problems.

AGRICULTURAL EXPERT'S OPINION

MR. GEORGE MURRAY, M.L.C., who has been for some weeks in a private hospital in Sydney, was interviewed in May by "Sydney Morning Herald", and made the following statement:—

"If Australia does not make use of the wonderful uplands of the mainland of New Guinea, I do not consider she is justified in holding the country. Certainly no broad-minded anthropologist considers that a large tract of 90,000 sq. miles of splendid country should be kept as an anthropological zoo.

"For the natives' own welfare, the country should be opened up. But it must be by the right type of settler. Mining, to-day the cause of our yearly surplus, is a diminishing asset, I believe. We should put every penny we can to-day into public works and agricultural development; and the training of the natives should have an agricultural basis".

Mr. Murray is Director of Agriculture in New Guinea, and he has recently returned from a visit to Malaya, Coochin China and the East Indies, where he made a close study of certain aspects of tropical agriculture.

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LAUTOKA GROWS

Plea for Government Help

THERE are some indications of restlessness among the Lautoka people because of alleged failure by the Fiji Government to push on with what are described as urgent public works. It is stated also that the Government is spending unusually large sums of money, while not consulting the Legislative Council as frequently as formerly.

It is pointed out that very serious congestion frequently arises at the port of Lautoka, but that there is no sign of the commencement of the additional harbour works that were authorised a long time ago. The town of Lautoka is growing fast, and there is need not only for extended public facilities, but for more land on which business premises and private houses may be erected. The citizens of Lautoka are seeking the right to make use of the recreation reserve in the centre of the township for building purposes, and to move the recreation reserve further out; but in this matter they are not receiving much co-operation from the Government.

Mr. W. Tailby, formerly of the Cook Islands Administration, who has joined the New Zealand External Affairs Department as Inspector, recently paid an official visit to Niue to inspect the Administration.

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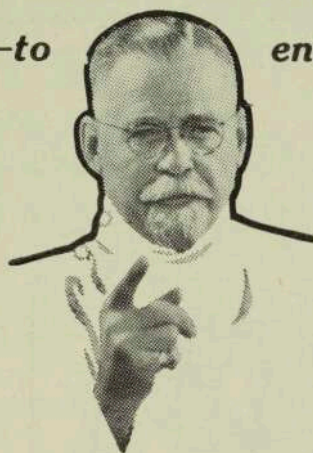
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SODIUM, to keep digestion keen, counter acidity, clear away depression, and make you feel well.



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AT ALL LEADING ISLAND STORES

New Guinea Public Service

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

PERMANENT STAFF TRANSFERS.

Health Dept.—Dr. H. S. Roberts, Medical Officer, Manus to Rabaul.

District Services Dept.—G. F. Hammond, Clerk, Madang to Lorengau; M. R. Jones, Clerk, Wewak to Rabaul; J. P. Morrissey, Clerk, Madang to Salamaua; R. J. Pascoe, Clerk, Rabaul to Kavieng; E. Taylor, District Officer, Salamaua to Rabaul; G. G. Wells, Clerk, Rabaul to Wewak.

Agricultural Dept.—G. F. Gee, Inspector, Rabaul to Namatanai; P. C. Henderson, Inspector, Rabaul to Talasea.

Government Secretary's Dept.—J. C. Doonar, Assistant Teacher, Rabaul to Wau; M. J.

Warrick, Assistant Teacher, Kavieng to Rabaul. Public Works Dept.—R. G. Hewson, Roadmaster, Rabaul to Wau.

POLICE FORCE TRANSFERS.

J. H. Theckston, Warrant Officer, Rabaul to Wau; C. Thomas, Warrant Officer, Rabaul to Wewak.

TEMPORARY APPOINTMENTS.

Government Secretary's Dept.—Miss K. A. Randell (Typist).

Public Health Dept.—Mrs. L. M. Kent (Housekeeper); C. Kerby (Probationer); T. P. Mernin (Medical Assistant); Mrs. H. Pinching (Housekeeper); Miss P. Rogers (Nurse).

Public Works Dept.—G. P. Kuster (Mechanic). District Services Dept.—Mrs. T. Broadbent (Typist); Mrs. H. M. Polay (Typist).

Lands Dept.—E. A. Hawnt (Chainman, Salamaua); C. I. McCullough (Chainman, Salamaua).

Customs Dept.—H. G. Cox (Schooner Engineer and Master).

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Miss Lou Reid, who had been relieving Miss Colebrook at W. R. Carpenter and Co. Ltd.'s branch at Salamaua, New Guinea, left for Australia by the May "Neptuna".

Mr. and Mrs. L. Noerr, of Fiji, left the Colony recently by the "Aorangi" for England.

PATTERN SERVICE

EACH month we publish a Fashions design, patterns of which may be purchased by our readers direct from this office, post free. To obtain a pattern, print your name and address below, giving the number of the pattern and the bust size, and send to "Pattern Department", Pacific Islands Monthly, Box 3408E, G.P.O., Sydney; enclose also the price of the pattern in postal note or stamps. It will be sent by return mail.

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Address

Pattern Number Size



M6302

M 6302.—This delightful frock is in printed silk. Its clear bright colours and neat tailored lines combine to create a useful and attractive garment, which is simple to run together. It takes three and seven-eighths yards of 36 inch wide material, and three-quarter yard of contrasting, for 42 inch bust. Paper pattern, 1/1.

Sister Oldroyd-Harris, popular Rabaul nurse, has been transferred to the Madang Hospital, New Guinea, and has taken up her duties there.

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Fashion Hints for Islands Women

By Therese

CLOTHES are beautiful and arresting—Nature has again inspired manufacturers in their choice of colours with the result that the new materials are lovelier than ever. Wools have all the supple qualities of silk and are so rich in colour.

Winter clothes are distinguished for their simplicity of style. Great scope for individual choice is offered by the wide variety of weaves. There are wools of exquisite fineness for formal afternoon wear and cocktail parties, and when these are allied to lace they become the highlights of any party.

Suiting-weight worsteds, heavier wools, and cloth of rougher weaves are ideal for general and sports wear and make up into delightful skirts, jackets and coats. Checks and stripes are the last word in chic. Plain materials can be procured that exactly match the predominating colours of the check. Combinations are presented in green and amber, beige and brown, amber and black, and blue and navy, with a fine red thread outlining the check.

EVENING materials are full of glamour and, whether the style chosen be crinoline or the newer moulded lines, there is a fabric for every choice. Velvets endow the wearer with an air of luxury.

Laces come in a variety of designs, including the new and equally attractive multi-coloured stripe effect. This enchanting material is also used effectively for blouses with evening ensembles and for dinner and cocktail frocks. Silver lame and black velvet make contact for a cocktail hour in a frock that embodies many of the new fashion features. High-necked, the bodice is double-shirred into an uplift waistline. The skirt is flared in front. The unusual belt is about four inches wide at the back and gathered into a clip in the front to let the two ends form a butterfly bow.

The sleeves are cut on very generous lines to the elbow, from thence fitting tightly to the wrist. A smart black velvet pill-box is surmounted with a black fur bottle brush and a

large black velvet handbag-cum-muff, with gloves and shoes finish a delightful ensemble.

ALTHOUGH crinolines with their feminine appeal will be seen frequently, form-fitting frocks are newer and Grecian lines are demanding attention. Charming effects are obtained with draperies.

Tier on tier of frothing, billowing tulle or net goes to the making of a crinoline that would delight the debutante. The foundation is of rainbow-striped taffeta, the colours showing mistily through layers of tulle. Diamante shoulder straps make it sparkle.

Black lace and net are an attractive combination for a frock of the same type, the skirt featuring bands of net and lace.

Daytime frocks and ensembles are full of charm. While many of them are on tailored lines, little dressmaker touches lend them a softly feminine air.

Sleeves are significant. Some overseas designers stand firmly by bishop's sleeves, which are long and full and gathered into a cuff. There are variations of this theme; some are narrowed away under the wrist, and others are made cuffless, so that the frock's contrasting cuff can show beneath.

Skirts are short and are given a shade more width without losing that inimitable slim line. Movement is achieved by pleats and goring.

Perfect little suits, quaint and demure, are very appealing. On removing the coat of a black suit, a tucked white crepe shirt, waist linked to the skirt with a wide jade green cummerbund, is revealed.

Black is unflinchingly chic for a score of occasions. Try different coloured belts above a black winging skirt. They give a strong touch of individuality and allow the wearer to combine two or even three colours.

ACCESSORIES are important—costumes are brightened with well chosen clips, pins and

bracelets. All dressmaker jewellery should be chosen discriminately.

A floor-length cape of petunia wool is worn over an azalia-pink evening gown cut on Grecian lines. With this ensemble a gold necklace, a bouquet of crinkled gold flowers and matching bracelet are worn.

Attractive bag and belt combinations are seen in all the newest shades in many varieties of leather—suede, patent leather, morocco and crocodile—and in the most intriguing shapes.

Miniature kit bags are very attractive and hold an amazing quantity of women's bits and pieces. Pouch bags and the envelope variety find equal favour.

The strictly tailored bag with long shoulder straps is definitely sporting and is the perfect complement to tweeds. A brown coat suit with a twin personality is lined with green and beige tweed, with the skirt matching the tweed of the coat. It calls for a bag of this type, and when one of the new squash hats and low heeled suede walking shoes are worn it marches triumphantly on the way to success.

Miss Peggy Aspinall, of Penang, Fiji, returned to her home by the May "Monowai", after spending a holiday in Sydney.

The engagement has been announced of Miss Bonnie Hamilton and Mr. Lionel Baker, of Papua. Mr. Baker, who was formerly connected with Steamships Trading Co. Ltd. at Samarai, recently joined the staff of Gili Gili plantation.

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SAMOAN "NAZIS" DISBANDED

From Our Own Correspondent

APIA, May 12.
THE Samoan branch of the German Nazi party was disbanded recently, by order of the German Consul-General in Wellington, N.Z. The existence and activities of the branch had led to severe criticism by British residents, and dissension among the German nationals of the Territory.

Miss D. Norton has taken up duties as Matron of the Samarai European Hospital, Papua.

Mr. and Mrs. D. Riemenschneider, of Suva, left Fiji by the May "Monterey" for San Francisco, U.S.A.

Dr. Campbell, Economic Adviser to the N.Z. High Commissioner in London, who personally presented the last Annual Report of Samoa to the Mandates Commission in Geneva, recently paid a short official visit to Apia.

PATROL'S VALUE QUESTIONED

What Does New Guinea Gain from Huge Expenditure?

From Our Own Correspondent

WAU, June 3.
ABOUT a year ago, a patrol of huge dimensions (for a patrol) set out on the Mount Hagen-Sepik trail, in charge of Mr. J. L. Taylor, A.D.O., who was accompanied by Patrol Officer D. Black and Medical Assistant J. Walsh. There was a strong force of native constabulary and a large number of carriers.

This patrol has been a costly affair, not only because of its size, but also because aeroplanes have been lavishly used for commissariat and other purposes.

Undoubtedly, its numbers have had a disturbing influence on the natives of

the country through which it has passed. A patrol must to a certain extent live on the country. This can be harmoniously done by a small party, who are able to purchase small quantities of food from native settlements without seriously depleting the local food resources. It is a different matter when a large party require native foods, and pay for them in tomahawks, lava-lava and so forth—with which the natives cannot fill their stomachs after the party has passed.

Some five years ago two prospectors—the Fox Brothers—did, with a handful of boys, practically the same trek as this large and costly patrol is doing. They had no field-wireless, no constabulary escort, no aeroplanes; but nevertheless they did a trek which has always been referred to with admiration. Unfortunately no report of this exploration has ever been recorded. It certainly should have been, for the Fox Brothers were not in search of anthropological knowledge, but were good, solid seekers after what the earth may have contained in the way of minerals and, therefore, they saw the country from its geological aspect. (An account of the Fox Brothers' remarkable journey, with a copy of a map which they drew, was published in the "P.I.M." of February, 1936.—Ed.).

Some years ago, New Guinea Goldfields Ltd. financed and sent out a prospecting party with a geologist, which covered the Purari and Ramu areas. As far as can be gathered, no data have been recorded officially of this expedition. Mr. J. M. Burke, who was one of a party who walked through from the Fly River to the Sepik headwaters and down to the Ramu—mineraly intentioned—offered his knowledge to the Powers—that-be, which was politely refused.

Anthropology may be "in the interests of posterity" (to quote the editor of the "Rabaul Times"), but what value has it from a budget point of view and the opening up and stabilising of this valuable country?

The Territory has been flooded with anthropologists from every corner of the world, under the auspices of scientific institutions. Perhaps their scope of research has been limited by Government restrictions. A wider field of action and, if necessary, a Government subsidy, might have provided all the anthropological data required in the region now being covered by an expensive patrol, with no anthropologist, no surveyor, no geologist, no agricultural expert in its composition.

One may pertinently ask what economic benefits have resulted from the present Mount Hagen-Sepik patrol, with no qualified surveyor to map accurately the country traversed; no geologist to determine and record the mineral potentialities; no agricultural expert to ascertain the capacity of the country to support a white population. As the patrol has not covered these essentials, there are many who rightly condemn it as a waste of money. (It is estimated to have cost between £25,000 and £30,000).

Mr. T. Aveling, formerly of Burns Philp (S.S.) Co.'s Apia branch, left Samoa for New Zealand in May.

Mr. W. Davidson, who is a merchant at Nukualofa, Tonga, paid a visit to New Zealand by the May "Matua".

Mr. L. V. Waterhouse, well-known director of Bulolo Gold Dredging Ltd., returned to Sydney by the last "Bulolo" after a short visit to the Company's workings on the Morobe Goldfield. "B.G.D.'s No. 7 dredge should be operating about the middle of June", he said, "and No. 8 in October". He estimated that the Company has at least 12 more years of life.



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of course
I will!

Tooheys
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STOUT

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TOEE"

RADIO WEATHER STATIONS

To Connect With New South Pacific Air-mails

AS part of the preparations which now are rapidly being made for the inauguration of the airmail services in the South and Central Pacific, to connect Australia and New Zealand with North America, radio wireless stations are being established on Lord Howe Island (in the Pacific, between Sydney and Fiji), and on Sunday Island (in the Kermadec Group, between Auckland and Tonga).

Workmen at Lord Howe Island are now erecting wireless towers, which will stand 150 ft. high, and the number of buildings and equipment that are being placed there, indicate that this will be an important station in the system of gathering and distributing meteorological data. No less than 170 tons of cargo, representing buildings and equipment, were unloaded at Lord Howe by the "Morinda" early in May.

The Government steamer "Maui Pomare", on her trip from Wellington to Samoa, in May, took with her Mr. E. N. Creelman, a senior radio operator, who was landed on Sunday Island, in the Kermadecs, to take charge of the new radio station there.

MR. DON WAUGH RETIRES

24 Years in New Guinea

MR. DON WAUGH who, for some considerable time, has been Acting Stipendiary Magistrate in Rabaul, arrived in Sydney by the M.V. "Neptuna" on May 18, on leave, prior to retirement.



Mr. Waugh went to New Guinea with the Military Forces in November, 1915, as lieutenant, and in 1921, when he entered the Government service as a District Officer, he held the rank of Captain. During his period of service he has had charge of the Namatanai, Morobe, Kavieng, Madang and Kieta Districts.

His natural ability, allied with wide experience, made him a valuable servant of the Government, while his kindly and courteous manner won for him respect and popularity throughout the Territory. He will be missed, not only as a capable public officer, but as a citizen. He intends to live with his family in Sydney.

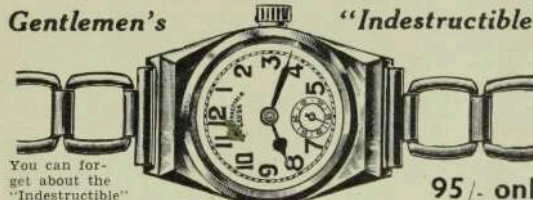
Superintendent and Mrs. I. E. Lucchinelli, of Suva, Fiji, are at present on leave from the Colony. He is a District Inspector in the Fiji Constabulary.

Mr. J. M. Reilly, who recently joined the Melanesian Mission, has now taken up his duties at Vureas, in the New Hebrides, assisting Rev. P. C. Williams.

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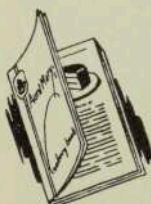
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THE HORROR THAT MIGHT BE

Review of a New Book

"THE AWAKENING", by Captain G. D. Mitchell, M.C., D.C.M.; published by Angus & Robertson Ltd., Sydney, for 1/6.

Every Australian who knows the Pacific probably has stood upon an Australian east-coast headland, at some time, and visualised an attack upon Australia by the Japanese. It is a picture that is frightfully easy to assemble in the mind. There, away over the horizon to the north, is that overcrowded nation—hungry for territory, armed to the teeth in the modern fashion, and militarily aggressive. Here is a country literally flowing with milk and honey, carrying not one-tenth of the population that it might support, and offering an unprotected coast in which there is a suitable landing-place at every mile.

Assuming that there was no British or United States navy to make the Japanese stay at home, it is easy to imagine what would happen.

In this book "The Awakening" Captain Mitchell, an experienced military officer with an eye for strategy and a great gift for writing—he is one of the best-known of the A.I.F. writers—has imagined it. The attackers come suddenly, without warning; and they find an Australia completely unprepared. They bombard the coastal districts, subject the civilian population to the kind of murder, rape and ruthlessness that has been endured in recent times by the Chinese, and they occupy the fruitful Australian coast at a dozen points. The Australians, fighting like devils, with little more than their bare hands, against the most modern armaments, are everywhere driven back into

the coastal range. In no time the struggle becomes one between an overwhelming force of attackers, with the most modern equipment and backed by bristling arrays of aeroplanes and warships, and men who have nothing, except a few bits and pieces of military equipment and whatever arms they can take from the enemy. We then are given the inevitable picture of pitiless guerilla warfare. Neither side takes prisoners.

Not once in the book is the word "Asiatic" or "Japanese" used; but it is clear, from the first page, that the Japanese are the attackers.

It is all imagination, of course—but no man who knows international politics and conditions in the Pacific, and has learned a little of military science, can deny that every frightful picture painted in these paragraphs is possible. It is a startling book and it ends on a strange and unusual note.

As a plea for preparedness it should be in the hands of every Australian; and, because their fortunes are so closely bound up with those of the British Dominions in the South Seas, it should be read by every resident of the British Pacific Territories south of the Equator.

"MUST AUSTRALIA FIGHT?", by Ion L. Idriess. Published by Angus and Robertson, Sydney, at 5/-.

Here is another book, by another well-known writer, on the same subject—the need for Australian preparedness. "If Australia were at war, what should we do?" is Mr. Idriess' opening line; and then, step by step, he exposes Australia's strength and her weaknesses, and shows the things that Australians must do, now, if they would be prepared to strike a blow in their own defence. They are only seven million people, holding a continent, and their vulnerable coastline is thousands of miles long. But there is only one possible enemy, who would have to attack at the end of a long communication line; and Australia has three strong and friendly Pacific neighbours—the United States, the Netherlands Indies and New Zealand. Summed

up: The position is not one to invite despair, if only Australia will prepare now.

MEMORIES OF LAST WAR

"THE CRUISE OF THE RAIDER WOLF", by Roy Alexander. Published by Angus and Robertson, Sydney, at 7/6.

The "Wolf" slipped out of Germany in November, 1916, cruised 64,000 miles, destroyed 135,000 tons of allied shipping, and returned to Germany in February, 1918—the only raider to escape the warships of the Allies. But, although the "Emden" and the "Seeadler" were lost—one by enemy gunfire and one by shipwreck—they somehow are better known to the present generation than the "Wolf". Therefore, it is fitting that the story of the "Wolf" be told; and told it is, in one of the most fascinating post-war books we have read. Roy Alexander was a prisoner aboard the "Wolf" for the greater part of her voyage.

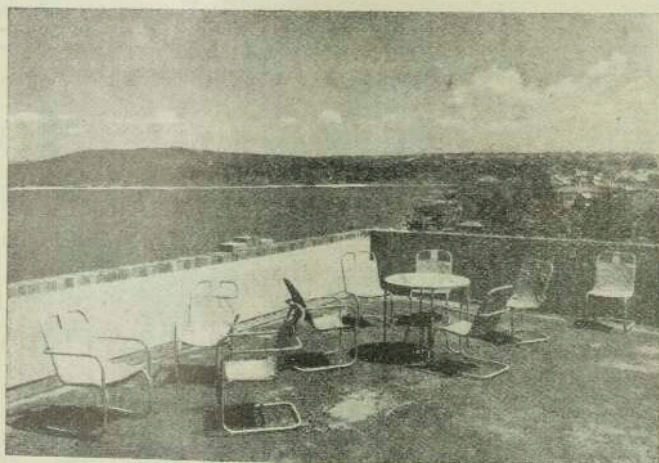
(An account of how the "Wolf" captured the Burns, Philp steamer "Matunga", near New Guinea, condensed from Mr. Alexander's detailed account of this extraordinary affair, will be published in the July issue.)

AN AUSTRALIAN NOVEL

"THREE WENT WEST", by Gilbert Anstruther. Published by Angus & Robertson, Sydney, at 6/-.

An Australian novel, with a lively plot and plenty of quick-moving drama, against a background of the Australian bush and Australian mining camps. Two brothers love the same girl; and one tries to murder the other. Instead, he shoots the girl's sister. Then he takes the girl and hides away in Central Australia. Here, twenty years later, he is found eventually by his vengeance-seeking brother. Mr. Anstruther displays technical skill in handling the plot, and working it out with swift dialogue, and literary cleverness in tell the story.

Rev. A. T. Hill, at the Melanesian Mission school on the island of Ugi, Solomon Islands, recently spent a short furlough in New Zealand.



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MINING NOTES

From Fiji

EMPEROR GOLD MINING CO., LTD.

EMPEROR GOLD MINING CO., LTD., Tavua, Fiji, reports that figures for the last three production periods compare as follows:—

	Four weeks ended			
	Mar. 22.	Apr. 19.	May 17.	
Ore treated, tons	14,750	13,650	13,912	
Head value, dwt.	6.31	6.5	6.61	
Gold, oz. fine	4,188	4,023	4,033	
Residues, dwt.	0.5	0.47	0.55	

Concentrates stacked, pending further treatment, totalled 28 tons, estimated to contain 185 oz. of fine gold.

MT. KASI MINES, LTD.

The expectation of a dividend within the next 12 months was mentioned by the chairman of Mount Kasi Mines, Ltd. (Mr. E. J. Coote) at the annual meeting in Sydney in May. "Recent development work had brought in sight at least six years of probable ore", he said. "During the past year we have devoted profits to the improvements of the mine. Immediate requirements are now almost satisfied". Mr. Coote stated that mine conditions had improved in every way, and that, although the top of the ore body only had been scratched, the new plant would facilitate a more intensive development programme.

A director (Mr. R. J. D. Richardson) said that the possibility of a prolonged breakdown of the treatment plant had been obviated by the increased stock of spare parts.

Replying to a shareholder, Mr. Richardson said that if a large ore body should be discovered in the lower level, plant would be duplicated at an approximate cost of £15,000. "So far, however", he added, "testing of the lower level values has been hampered by lack of power. A new compressor has now been installed".

The chairman said that nothing had yet been done about diamond drilling, due to a lack of power.

Following the resignation of the mine manager (Major A. J. Peterson) for health reasons, Mr. C. M. Willington has been appointed.

The Co. showed a net profit of £11,647 for the year ended December 31, 1938, compared with £8,046 for 1937, and a loss of £2,795 for 1936. The figures are expressed in Fiji currency.

Results for the year, with those of the previous year in parentheses, are:—Ore treated, 38,420 (33,232) tons; value a ton, 5.06 (5.41) dwt.; recovery, 8.363 (7.497) fine oz.; residues, 71 (.9) dwt.; working costs, 21/- 9.25d. (24/- 2.75d.) a ton.

Recent yields from the Mount Kasi mine at Vanua Levu are compared in the following table:

	Four weeks ended			
	Feb. 22.	Mar. 22.	Apr. 19.	May 17.
Ore, tons	3,554	3,310	2,826	2,893
Gold, fine, oz.	712	652	633	669
Value, £A	6,230	5,705	5,538	5,854

LOLOMA (FIJI) GOLD MINES, N.L.

The last clean-up from Loloma (Fiji) Gold Mines, N.L., for the four weeks ended May 17 compared with the two previous yields as follows:—

	Four weeks ended			
	Mar. 22.	Apr. 19.	May 17.	
Tons treated	2,355	2,185	2,390	
Gold, oz. fine	3,210	2,844	3,172	
Silver, oz. fine	563	510	657	
Residue, dwt.	1.07	1.23	1.15	

No old residues were retreated pending the installation of a larger pump.

Progress Report, June 2.—Main shaft, 224 ft. level, main South drive advanced to 1,107 ft., average value from 1,103 ft. to 1,107 ft., 17.3 dwt. per ton over width of 121 in. Theodore shaft: Advanced to 291 ft. from surface. Influenza epidemic easing, 17 per cent. of labour available, mill working.

In the six months ended January 31, Loloma earned a profit of £97,098, after providing £4,331 for Fiji income tax. For the year ended July 31, 1938, covering productive operations for 10 months, profit was £83,793.

In the last six-monthly period one dividend (No. 3) of 1/- a share was paid on December 8, requiring £41,250. Two further dividends of 1/- a share have since been declared, making total declarations 5/- a share, equal to £206,250.

Since July 31 the Co. has treated 22,975 tons of ore for 30,839 oz. of gold and 6,285 oz. of silver. Total production from the mine is 52,913 oz. of gold and 11,874 oz. of silver from 41,011 tons of ore, equal to just on 26 dwt. a ton.

From the Solomons

AUSTRALIAN GOLD DEVELOPMENT.

SHAREHOLDERS in Australian Gold Development, N.L., at an extraordinary meeting late in May passed a resolution increasing capital from £25,000 to £50,000 by raising the amount of existing shares from £5 to £10 each. The chairman (Mr. E. A. Wisdom) said that it was only intended to call up 10/- a share to cover existing liabilities at present.

Mr. T. R. Victor, the Co.'s engineer, had proceeded to Guadalcanal Island, in the Solomons, for Solomon G.M. and Valikorta in which A.G.D. has share interests. There was a possibility that he might also acquire a property for A.G.D.

GUADALCANAL, LTD.

The directors of Guadalcanal, Ltd., in their report for 1938 (just issued), state that no active operations have been undertaken, and little expense has been incurred. No expense on any proposition submitted to the company will be undertaken unless the possibilities are considered attractive.

CHARLTON SOUTH, N.L.

Charlton South, N.L., of Victoria, advises that the Company's representative has cabled from Tulagi (Solomon Islands) as follows: "Secured

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COMPLETE CYANIDE PLANTS SUPPLIED

Dorr Classifiers

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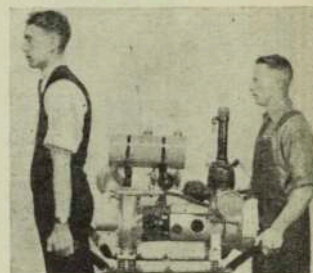
15,000 gallons to $\frac{1}{2}$ gallon of benzine or kerosene per hour.
Pressure 60lbs. to sq. inch.
All heads up to 132 feet.

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422 COLLINS ST., MELBOURNE, VIC.

working option for company next to Solomons Gold Co.'s property". Arrangements are being made for an inspection.

PACIFIC GOLD, N.L.

Shareholders in Pacific Gold N.L. at an extraordinary meeting in Melbourne in May, passed a resolution increasing capital from £20,000 to £30,000 by raising the value of the shares from £10 to £15 each. The acting chairman (Mr. R. P. Carver) said that a call was likely, probably 5/- a share. Their engineer, Mr. J. R. Victor and his brother, Mr. T. R. Victor, are at present investigating properties in the Solomons.

BREAK OF DAY SYNDICATE, N.L.

The Melbourne management of Break of Day Syndicate, N.L., early in June, received the following cable message from its mining engineer (Mr. A. J. McGeorge), from Tulagi, British Solomon Islands:—Finished inspection. Some possible chances. Not any hurry. Great caution necessary. Arranged for option alluvial area 1,000 acres. Details my arrival Melbourne, June 19".

From Papua

PAPUAN APINAIFI PETROLEUM CO., LTD.

PAPUAN APINAIFI PETROLEUM COMPANY, LTD., reports that Mr. E. A. Kodyen arrived on the field on May 20 to commence his investigations on behalf of the Commonwealth Government as to the best type of major drill to be used.

The Co. further advises that the No. 3 Olapu bore has been completed at 892 ft. Drilling conditions were ideal. The first showings of oil were struck at 140 ft., and were almost continuous throughout a depth of 700 ft. Gas appeared with the oil at 786 ft., and continued to 791 ft. The nature of the oil shows that it has been forced from depth through restricted channels. That oil in commercial quantities exists, however, can only be proved by deep drilling on the Olapu structure. The drilling plant is being transferred to the site of the No. 4 Olapu bore, the site having already been prepared about six miles north-west of the No. 3 bore.

CUTHBERT'S MISIMA GOLDMINE, LTD.

Figures for the May clean-up from Cuthbert's mine on Misima Island, Papua, compare with the two previous yields as follows:—

	March.	April.	May.
Treated, tons	2,850	3,056	2,698
Bullion, oz.	2,701	2,966	2,525
Gold, fine, oz.	757	808	617.6
Silver, fine, oz.	1,878	2,088	1,840
Est. value—gold at £28			
per oz.	£6.166	£6.591	£5.052
Value per ton	43/4	43/2	*37/5

†Reduced tonnage and grade caused by heavy rains and sickness.

Interim Dividend No. 10 has been declared payable on June 23—1/- per share. Books are closed from June 17 to 24 inclusive.

Total Development for April, 423 ft.; 500 tons of ore won from development; 2,556 tons from stoping; total, 3,056 tons. Average assay gold, 5 dwts. 18.4 grs. p.t.; silver, 37 dwts. 8 grs. p.t.

GOLD MINES OF PAPUA, LTD.

Returns for the past four months from Gold Mines of Papua, Ltd., at Misima Island, in Eastern Papua, show:—

	Feb.	Mar.	Apr.	May.
Crushed, tons	2,728	2,754	2,616	3,007
Gold, oz., fine	367	374	339	323
Silver, oz.	938	1,050	1,076	1,100
Value	£3,275	£3,400	£3,150	£3,000
Residues, gr.	7	7	7.5	8.0

YODDA GOLDFIELDS, LTD.

The monthly statement issued by Yodda Goldfields, Ltd., reports that the amount of gold recovered during May totalled 96 oz. 2 dwt.

From New Guinea

GUINEA GOLD, N.L.

AN increase of £964 is shown in net profit of Guinea Gold, N.L., at £46,807 for the year ended February 28. Dividends of 1/10 per share of 2/- require £45,833. The balance of £974 is transferred to reserve, which appears at £396,583. During the year, 1,020 shares in Bulolo Gold Dredging, Ltd., were sold for £7,151, in reduction of the overdraft. The total reduction on the year was by £8,016 to £24,806. The Co. now holds 66,825 Bulolo shares, standing (at market valuation) at £471,341.

NEW GUINEA GOLDFIELDS, LTD.

The monthly progress report issued by The Mining Trust, Ltd., consulting engineers for New Guinea Goldfields, Ltd., on May 22, showed:—

	Feb.	Mar.	Apr.
Eddie Creek mill—			
Ore, tons	3,011	3,443	2,769
Gold, oz., fine	852	1,111	795
Silver, oz., fine	3,365	4,143	4,062
Alluvial—			
Gold, oz., fine	1,035	969	836
Silver, oz., fine	766	716	572
Golden Ridges mill—			
Tons treated	2,426	2,804	2,597
Gold, oz., fine	1,012	1,015	947
Silver, oz., fine	1,379	1,545	1,435
Operating profit—			
Eddie Creek, £	680	2,523	*189
Alluvial, £	2,644	1,918	1,428
Golden Ridges, £	2,540	1,627	1,555
*Loss.			

April production at all centres was affected by the Easter holidays and by heavy rains.

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Ltd., reports a clean-up for May of 276 oz. 4 dwt. Yardage sluiced was 25,000, and hours worked 503. The yardage treated included some of the deeper gravels. Six days were lost owing to heavy rains and floods.

SANDY CREEK GOLD SLUICING, LTD.

The manager of Sandy Ck. G.S. Co. reported in June that heavy rain in May damaged the Sandy Creek and Poverty Creek water races, causing a suspension of operations for two weeks while repairs were effected. For the remainder of the month the Sandy Creek plant was engaged in treating a terrace deposit of comparatively low value as the constant flooding of the watercourse made it impracticable to operate the elevator in the creek bed. The low yield for May compares with the pro-

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Niue.

Wallis Is.

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duction of the three previous months as follows:—

	Feb.	Mar.	April.	May.
Cubic yards ..	16,482	17,834	15,609	13,343
Gold, oz. ..	445	463.1	310	153
Per cubic yd.	4/0½	3/10½	2/11¾	1/8½
Working cost ..	1/5	1/5	1/4	1/-

ENTERPRISE OF N.G. GOLD AND PETROLEUM DEVELOPMENT N.L.

The general manager of Enterprise of New Guinea Gold and Petroleum Development, N.L. (Mr. H. Tylour) reports that possible ore amounting to 285,000 tons, representing a possible value of £769,500, may be developed above the No. 3 level horizon in the Edie mine.

He considers that assuming road transport between Salamaua and Wau replaces the aeroplane, the ore can be treated at a good profit. He recommends that underground development should be advanced as rapidly as the equipment now on the mine will permit, that plans should be prepared for power supply and treatment plant, while the Salamaua-Wau road is under construction, and that no further plant construction be undertaken until a road is available. Reserves then would be blocked out several years in advance of milling requirements, and mining and treatment costs reduced to a minimum. Mr. Tylour estimates that freight costs between Salamaua and Wau will be reduced by at least £15 per ton when the Government road is constructed.

BULOLO GOLD DREDGING, LTD.

Production of Bulolo Gold Dredging Co.'s dredges in New Guinea from March to May was:—

	March.	April.	May.
Cubic yards ..	1,275,000	1,177,000	1,329,000
Bullion, oz.	16,686	15,526	19,902
Gold, fine, oz. ..	11,513	10,713	13,732

VALUE—

Aust. currency*	£100,739	£93,739	£120,155
Value per c. yd.	/18.9	/19.1	/21.7
Working profit ..	£71,277	£54,127	£79,222

*At £A8/15/- per fine ounce.

Quotations For Islands Mining Shares

Fiji.

	Mid-Nov.	Mid-Feb.	Mid-June.
Emperor Mines ..	b12/-	b9/4	b9/9
Loloma	b22/10½	b19/9	b23/7½
Mt. Kasl	b4/8	b4/2	s3/9
Tavua Dev.	s6d	s6d	b2d

NEW GUINEA

Bulolo G.D.	b£6/10/-	b£6/15/-	b£6/10/-
Enterprise of N.G.	b45/-	b25/-	b40/-
Guinea Gold	b14/3	b13/-	b14/-
Mt. Kaindi (Pd.)	—	s6d	—
N.G.G., Ltd.	b1/4	b2/7	b1/10½
Oil Search	b6/6	b5/7	b4/5
Placer Dev.	b£3/12/-	b£3/12/6	b£3/10/-
Sandy Ok.	b1/3	b1/4	b1/3
Sunshine Gold ..	b9/-	b7/11	b6/4

PAPUA.

Cuthbert's	b17/3	b16/6	s20/-
G.M. of Papua ..	b4/3	b2/3	b2/-
Mandated A.L.	b1/9	b2/6	b3/1
Orlomo Oil	—	b8/6	b6/-
Papuan Apinalpi	b5/-	b6/3	b5/-
Yodda Goldfields	b8d	b9d	b1/5

FRENCH PACIFIC SLOOP IN NEW ZEALAND

THE entente cordiale was much in evidence in Auckland between May 10 and 22, when the French sloop "Dumont D'Urville" paid a visit to the N.Z. port. The French officers and sailors were treated by clubs, institutions, and private citizens with great hospitality, and when the sloop left for Tonga on the morning of May 22, a large crowd assembled on the western wharf to bid farewell to the Frenchmen. The French officers made statements to the newspapers in which they expressed their warm appreciation of the many kindnesses which had been showered upon them by the Auckland community.

N. GUINEA AND W. SAMOA

Effect of International Developments on Their Future

THE Nazi organisation in Germany has launched a tremendous volume of well-shaped propaganda in favour of the return of German colonies, and some of the more sensational newspapers are speculating about the future of New Guinea and Western Samoa.

There is little likelihood of any development which is likely to disturb the status quo in either of the Territories named—nor in any of the former German colonies.

There is a large body of public opinion in the British Empire which held that the post-war territorial settlements were inequitable, and which believed, until recently, that the right course for Britain was to make preparations to return to Germany a large portion of the Territories taken over in 1914.

That opinion was held strongly in 1938, and especially after the Pact of Munich. It was confidently anticipated that Mr. Chamberlain, as soon as he was assured of the good faith of Adolf Hitler, would make the discussion of colonies the next forward step in his policy of appeasement.

Then came March 15—the blackest day

in the modern history of Europe. Hitler broke every assurance, verbal and moral, which he had given to the Western democracies, and seized Czecho-Slovakia. From that moment, a tremendous change took place in British public opinion. Yesterday, the British believed that if colonial territory were returned to Germany, it would be accepted as evidence of British good faith and a sincere contribution to world peace. To-day, they know that if they made any concession whatever to Germany, it would be accepted as proof of our weakness and fear, and a tribute to the glory of Hitler, and as encouragement to further demands. The overwhelming majority of British people to-day, would rather die fighting than bargain in any degree with the gang of Nazi hoodlums who now strut in Berlin, and direct the affairs of what was one of the world's greatest nations.

Beyond doubt, Germany again will be a great colonial power. But that day will not dawn until Hitler and the form of political degeneracy he represents have been destroyed.

The New Guinea Mission Cathedral of St. Peter and St. Paul, which is nearing completion at Dogura, Papua, will be opened by Rev. J. W. C. Wand, Archbishop of Brisbane, on October 28. The concrete building is 165 ft. long and 40 ft. high from floor to apex of roof. The height of the two towers—memorials to Revs. Albert Maclaren and Copland King, founders of the Mission—will be 56 ft.

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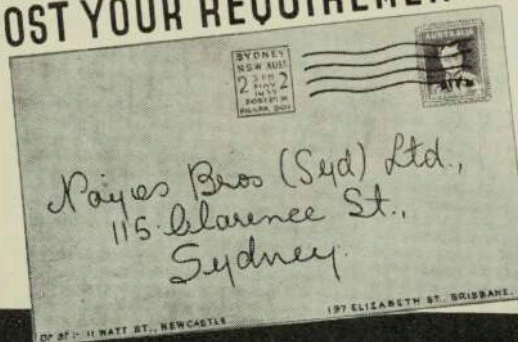
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A new motor road between Alofau and Amouli, east of Pago Pago, in American Samoa, has been officially opened by the Governor, Captain E. W. Hanson.

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PAPUANS ORGANISE SUCCESSFUL FUNCTION



A successful social evening and dance for half-caste residents of Port Moresby District, Papua, was held recently in St. Michael's Catholic School at Hannabada. Photograph shows the organisers and some of their helpers who were responsible for making the function a financial success.

ELUSIVE TONGAN ESCAPEE

Leads Police a Merry Dance

From Our Own Correspondent

NUKUALOFA, May 8.
TWO male prisoners, Tubou Gata and Amusia, escaped from the Saine Prison, Nukualofa, on April 8. Swimming across Pagauta Lagoon, they landed near the village of Talafoou, and made for the back part of the island.

near Fatumu, Gata's village, where they hid in the numerous caves that abound there. On the following day Amusia, perhaps not relishing the hard life of the hunted fugitive, returned and surrendered himself to the police.

On April 11, Gata, who was still at large, stole a shotgun and some cartridges from an old American recluse (Mr. Douglas) living near Kologa. That night, to scare off some men who were inquisitive as to his whereabouts, Gata discharged the gun near the village. The police who were searching for him, and the Royal Guards assisting them, were then armed with rifles. The search went on for some time, until information came from the island of Eua that Gata was there.

It was found that Gata evaded the searchers by hiding in a hole, which he had dug, and covered with dry leaves, near Talaslu. He remained there until April 19, when he escaped in a canoe to the small island of Fukave, where he stayed until the wind was favourable, and he made for Eua on April 23.

There he asked Ned Cook, a European, to go to Nukualofa and get him food, clothing, and a compass, so he could get away to Samoa. Ned went to Nukualofa and reported to the police.

A number of constables went by cutter to Eua that afternoon. Their plan was to keep in hiding, in the vessel, and capture Gata when he swam out to get his supplies, as arranged with Cook. But Gata learned of the presence of the police, and sought refuge in the wild, and almost inaccessible parts of the island—where he is still defying the efforts of the police to capture him.

Mr. Frank Whelan, who was one-time manager of Bulolo Gold Deposits in N.G., and who went to New Zealand some months ago, has returned to the Morobe goldfield, New Guinea.

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TWO YEARS SINCE ERUPTION

Rabaul's Memories of Scientists

From Our Own Correspondent

RABAU, June 1.
THE town is just getting over its celebration of the second anniversary of its delivery from Vulcan.

Europeans keep up the day—Black Saturday, some of them call it—by attending the New Guinea Club Frangipanni Ball. This year it was held on Saturday, May 27, and there were over 270 present. When the Club puts on an event it is usually pretty good. During the dance they staged a sort of a burlesque sketch. This year it was a skit on the visit of the two volcanologists, Drs. Stehn and Woolnough, and the conclusions they arrived at. Act 2 showed Rabaul two years later, and everyone happy, and the Frangipannis still blooming.

STARTLING LAND VALUATION

One of the recommendations made by Dr. Woolnough and Dr. Stehn, after having examined the vulcanological aspects of Rabaul, was the removal of the Government buildings situated at Rapindik, little more than a stone's throw from the Matupi crater. Here are situated the native hospital and some labour houses. These recommendations were dated September, 1937.

The Administration decided on an area over on the North Coast, a few miles from Rabaul, and situated in a thickly-populated native district called Ratavul.

Surveyors made a preliminary survey—and the natives took it into their heads to pull up the survey pegs. In a nutshell, the native-owners objected strongly to the resumption of the land. However, the land was duly resumed and gazetted, despite radios and petitions forwarded to Canberra at the instigation of a European.

The next act was staged in the Supreme Court this week, when Judge Phillips was asked to fix a fair compensation. The area in question is about 17 acres (7 hectares). The natives still maintain their stubborn attitude, and will not even consider compensation. Another radio has been sent to Canberra, notwithstanding the fact that the resumption is a fait accompli. The natives sought an adjournment for a fortnight, evidently hoping that Canberra may find time during the two weeks to cancel the action of the Administration. The adjournment was granted to June 14.

As a result, land values, with no other improvements than coconuts and bananas and bread-fruit trees, have soared in this area. It appears that the Administration is prepared, after valuations have been worked out by official valuers, to pay the dispossessed owners the astonishing sum of £727, or roughly £100 a hectare!

It certainly is a generous gesture on the part of the Government. But what about the impression it will make upon the native mind? And how are the planters going to get on in later years if they want to obtain some native-owned land? Previous official instructions laid it down that native land shall be paid for at the rate of 6/- a hectare, and coconuts on such land valued at the rate of 4/- or 5/-.

DWINDLING SURPLUS

The quarterly statement of the Consolidated Revenue Account, in the "New Guinea Gazette", shows that the Territory's surplus at March 31, 1939, was a mere £758/2/9. On the same date in 1938 the surplus stood at £78,955/12/2. Only a decrease of £78,197/9/5!

Comparative revenue figures show decrease in every item except three (Licences, Head Tax and Mines), while the expenditure items show increases in all except Lands, Native Welfare and Volcanic Eruption.

It seems to be a sorry state of affairs, and people are asking "Why?" Some even are so bold as to say that the equalisation of the financial positions of New Guinea and Papua have some connection with the proposed amalgamation of the Administrations of the two Territories! New Guinea-ites need not now be witty at the prospect of New Guinea carrying the Papuan Baby! Papua may be poor; but Papua never had tens of thousands of pounds of gold royalty to play with.

The Catholic Bishop of Fiji, the Right Rev. Dr. C. J. Nicolas, S.M., on May 12, was formally invested by the Governor of Fiji, Sir Harry Luke, K.C.M.G., with the insignia of Commander of the Most Excellent Order of the British Empire. His Excellency spoke feelingly of the splendid work done by Bishop Nicolas, and his devoted priests, brothers, and nuns, in the islands of Fiji. He praised the apostolic zeal displayed by Dr. Nicolas during half a century of work in the South Sea Islands.

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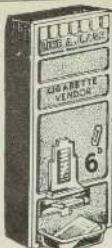
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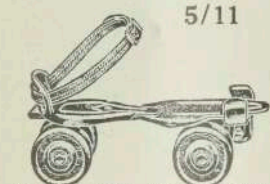
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Extension Ball Bearing Skates, Steel Wheels, 15/-. Boys' Street Skates, 5/11. Made in U.S.A.



Model Electric Motors. Work off Wet or Dry Battery or Transformer, as illustrated, 4/9. Other Types, 8/6, 11/6, 15/-. Small Model Motors, 3/6. Kit of Parts to build Small Motors, 2/6. Small Outboard Boat Model Motors, 12/6, 19/6.



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This is one of the most powerful models in the battery set series, and the Radio Frequency stage of amplification gives the set a world range on short wave channels as well as full coverage range of Australasian "A" and "B" Class Broadcasters.

The set is also specially designed to give maximum service in humid climates, such as North Queensland and Pacific Island Territories. A vital part very vulnerable to "dampness" in ordinary receivers is the "Intermediate Frequency Section". In this set our Engineers have fitted special inductance tuned intermediate frequency transformers, which do not require trimmers. These units ensure correct alignment for a continuous period. An "8" Aero Dial calibrated in stations facilitates tuning. Valves used are: 2—1C4, 1—KK2, 1—1K6, 1—1D4. The speaker is the latest Amplion Permagetic Model, capable of high fidelity reproduction. Battery equipment consists of extra heavy capacity units as follows:—

1 2 Volt 100 amp. Accumulator.
3 Ever-Ready Superdine 45 Volt "B" Batteries.
1 Ever-Ready 4 1/2 in. "C" Battery. The outfit is housed in a beautifully veneered floor model Console Cabinet.

PRICE: £22/5/-.

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Suitable for installation in any make of motor car, truck, launch, or plane. A single unit 4-valve Radio Receiver fitted with triple purpose valves and special High Gain Coils. Reception guaranteed: 75 miles in daylight—inter-State and all local and country stations.

BY NIGHT

Highest Grade Permagetic Magnet Speaker, lifelike. Excellent quality. Tonal reproduction. Lowest possible battery current consumption. Synchronous Vibrator. Six month's Free service. Fitted to car 30/- extra. Price: 16 guineas, cash only. Extremely low noise level. Easily and quickly tuned to the stations you desire. Volume to please yourself.

"Like-a-Flash" 5 Valve Battery Operated Receiver for Broadcast Reception on Wave Lengths between 220 and 550 Metres.

This special receiver has world range valve model, but with a stage of Radio Frequency Amplification added. This gives the receiver long range and is capable of excellent reception from most Australasian stations.

Valves used are: 2—1C4, 1—1C6 or KK2, 1—1K6, 1—1D4. Speaker is an "8" Amplion Permagetic Unit.

A very neat and attractive floor model cabinet houses all equipment. Battery consists of triple capacity units, as follows:—

1 2 Volt 100 amp. Accumulator.
3 45 Volt Ever-Ready Superdine "B" Batteries.
1 4 1/2 Volt Ever-Ready "C" Battery. PRICE: £20/7/6.

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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.



Play, Talk, Sing, Joke through your Radio. Great Fun. Batteryless type Microphone for Hand Holding or Hanging, 22/6. Complete with lead, fixed in a second. Others, 12/6, 15/-, 17/6, 25/-, 28/6, 32/6. All plus 1/9 for Battery and 1/6 for 20 ft. Cord. Write for Detailed List.



B.G.E. Table Type Microphone. Highly recommended for Amateur or Professional use. Built-in Transformer and Battery with Volume Control incorporated. Just plug into pick-up terminals of any set. 39/6.

Table Type Interesting Pin Games: 12/6, 15/-. Competition Dart Boards: 21/-. Others: 2/6, 8/11, 11/6. Competition Brass & Feathered Darts: 3 for 5/6. Table Tennis Sets: 7/6, 15/-. Model Aeroplane Kits, all types. Write for leaflets. Draught Sets: 4/6, 6/6, 10/6.



Ormond British Made Highest Grade Vernier Dials, 3 inch Brown Bakelite or Metal, 8/6. "UTILITY" Short Wave Dials — World's Best: 12/6.



No. 1 Morse Code Practice Sets, with Switch Buzzer to Light. Use as you desire. 22/6 complete.



No. 2, with Heavier Type Morse Key: 30/-. Pendograph Bug Key: 70/-.

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.

a.m. DAILY — WEEK DAYS

6.30 Market Reports.
6.45 National News Bulletin.
6.55 Early News Bulletin.
7.00 Physical Exercises.
7.10 Music.
8.00 Australian and Overseas News.
8.15 Music.
9.30 Story.
10.00 Daily Devotional Service.
10.15 Close.
12.00 Time Signal and Broadcast to Schools.
p.m.
12.20 Wheat and Grain Report.
12.25 Stock Exchange Reports and London Metal Prices.
12.40 Commentary by "The Watchman".
1.00 Time Signal and News Bulletin.
1.30 Afternoon Musical Programme.
6.15 Dinner Music.
7.00 (Saturday excluded) Market Reports.
7.15 Overseas News Service.
7.25 News Commentary.
7.30 Australian News.
7.40 Talk.
10.30 Late News.
10.40 Late Market Reports.
11.00 Music.
11.20 Summary of Day's News.
11.30 Close.

p.m. EVERY SATURDAY

12.40 Music.
1.00 News Bulletin.
1.15—5.30 Description of current sporting and athletic events, interspersed with music.
6.45 Sporting Session.
7.35 Sporting Highlights of the Week.
11.00 Dance Music.
12.00 Close.

EVERY SUNDAY

8.00 News Bulletin.
8.15 Sporting Session.
8.30 Musical Programme.
9.00 Brass Band Music.
10.00 News.
10.10 Summary of Week's News.
10.30 "Singers of Renown".
11.00 Divine Service.
p.m.
12.15 Music.
1.00 Luncheon Music.
1.30 Close.
3.00 Re-open—Talk.
3.20 Musical Programme.
6.30 "Adventures in Music".
7.00 Talk.
7.20 News Bulletin.
9.15 Talk on International Affairs.
10.10 News.
10.30 Close.

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PORTABLES

Reconditioned Equal to New.
£3/15/. Freight Paid by us.

Send for Latest Catalogues.

Talkeries Music Stores

451 Queen Victoria Buildings,
Sydney

JULY 1 TO JULY 22.

July 1 (Sat.)—1.15 p.m. Race and football descriptions; 9 Talk; 9.10 Marjorie Lawrence (Soprano); 10 Instrumental Ensemble; 11 Dance Music.

July 2 (Sun.)—4 p.m. Band Music; 6.30 "Adventures in Music"; 7 Talk—"Peter the Great"; 7.30 Harry Bloom's Band.

July 3 (Mon.)—1.30 p.m. Ascot Races; 8 Serial; 10 Military Band; 10.15 Modern Music.

July 4 (Tues.)—8 p.m. Ballad Concert; 8.40 Comedy Harmonists; 9 Play; 9.30 Sydney Symphony Orchestra.

July 5 (Wed.)—1.30 p.m. Flemington Races; 8 Request Items; 8.45 "Emma and Erbert"; 9 Jim Davidson's Band; 10 Sydney String Quartet.

July 6 (Thurs.)—1.30 p.m. Werribee Races; 8.10 Professor Georg Szell; 9.15 Viennese Boys' Choir; 10.50 Dance Music.

July 7 (Fri.)—8 p.m. Play; 9 Melbourne Concert Orchestra; 9.30 Artur Schnabel (Pianist); 10.15 Wireless Chorus.

July 8 (Sat.)—1.15 p.m. Race and Football Descriptions; 8.10 Marjorie Lawrence (Soprano); 9 Brass Band; 9.40 Comedy Harmonists.

July 9 (Sun.)—7.30 p.m. Salon Orchestra; 8 Play; 9 Violin Recital (Tosny Spivakovsky).

July 10 (Mon.)—1.30 p.m. Moonee Valley Races; 9.30 Sydney Symphony Orchestra; 10.15 Modern Music.

July 11 (Tues.)—9.15 p.m. Talk—"The Plain Man in Europe"; 9.30 Pianoforte Recital (Artur Schnabel).

July 12 (Wed.)—1.30 p.m. Geelong Races; 8 Request Items; 8.45 "Emma and Erbert"; 9 Jim Davidson; 9.45 Piano Recital.

July 13 (Thurs.)—8 p.m. Jim Davidson's Dance Band; 8.30 Jim Gerald Show; 9.30 Professor Georg Szell; 10.50 Dance Music.

July 14 (Fri.)—8 p.m. Play; 9 Brisbane Studio Orchestra; 10 Ballad Concert.

July 15 (Sat.)—8.10 p.m. Viennese Boys' Choir; 9 John Morley Quintet; 9.30 Minna Metz (Soprano); 9.45 Marcel Dupre (Organist); and Adelaide Symphony Orchestra.

July 16 (Sun.)—7.30 p.m. Harry Bloom's Orchestra; 8 Play; 9.30 Spivakovsky Duo.

July 17 (Mon.)—1.30 Ascot Races; 8 Serial; 9.30 Comedy Harmonists.

July 18 (Tues.)—8.10 p.m. Professor Georg Szell; 10.50 A.B.C. Dance Band.

July 19 (Wed.)—1.30 p.m. Ballarat Races; 8 Request Items; 8.45 "Emma and Erbert"; 9 Jim Davidson; 10 String Quartet.

July 20 (Thurs.)—1.30 p.m. Ballarat Races; 8.10 Artur Schnabel (Pianist); 9.15 Viennese Boys' Choir; 10 Harry Bloom's Dance Band.

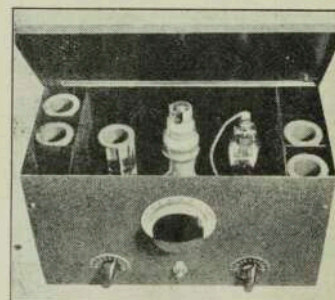
July 21 (Fri.)—8 p.m. Play; 9 Adelaide Studio Orchestra; 9.40 Organ Recital by Marcel Dupre.

July 22 (Sat.)—8.10 p.m. Sydney Symphony Orchestra; 9.30 Jim Davidson's Band; 11 Dance Music.

BROADCAST OF COPRA PRICES

SOUTH SEAS produce prices (including copra) are broadcast weekly from Sydney as the first item in the news bulletin from A.W.A.'s world range short-wave station VK2ME each Sunday at 9 p.m., and Monday at 1.30 a.m. (Sydney time). Operating on a 31.28 wave length (9,590 kilocycles), VK2ME will transmit programmes in July on Sundays between 3 p.m. and 5 p.m. (0500-0700 G.M.T.), and 7.30 p.m. and 11.30 p.m. (0930-1330 G.M.T.); and on Mondays between 2.30 a.m. and 4.30 a.m.

Mr. T. G. Kenward, well-known resident of the Wewak area of New Guinea, arrived in Sydney recently on furlough. He is taking the opportunity to make strong representations to the Territories Department in Canberra concerning recruiting disabilities in New Guinea.



Eddystone All World Two

Highly sensitive two-valve short wave receiver covering 15.5 to 52 metres. Extra coils to 220 metres. Black crackled finished cabinet. Easily constructed.

Write for Kit of Parts £6/10/- further particulars. with Valves



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BULLDOG BATTERIES

A BATTERY
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- These Batteries **DO NOT LOSE CHARGE WHEN NOT IN USE . . .**
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Continental Compensations Pty. Ltd.,
422 COLLINS ST., MELBOURNE, VIC.

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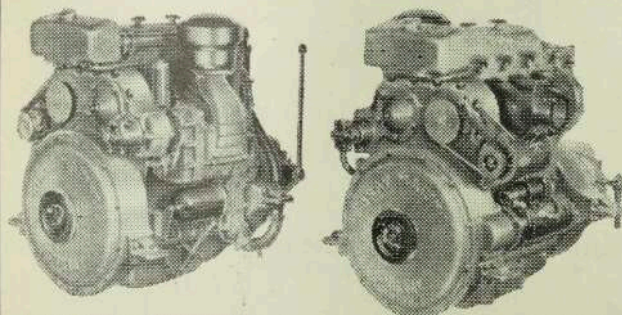
DIESEL ENGINES OF ALL TYPES.



Residents of Western Samoa are keen followers of sport. The above photographs taken recently in Apia show:—Top.—Opening of the Golf Club's season. Mr. A. C. Turnbull (Acting Administrator of Samoa) and his wife are seated in the centre of the front row. Below.—Gathering of many well-known residents at the inauguration of the Sailing Club's season. Mr. and Mrs. Turnbull in centre.—Photos: Tattersall.

Sensational NEW . . . GRAY DIESELS

deliver 20 to 30% more power per pound than diesels of previous design



All Gray Marine Diesels are available in symmetrical pairs, direct or reduction drive, as shown for the pair of "three's" above.

THE new GRAY MARINE DIESELS are based on the engine developed by General Motors Corporation, and built on the bulk-reducing two-cycle principle—the same principle that made America's Diesel railroad streamliners possible.

Adapted and equipped for light marine use by Gray Marine Motor Company, GRAY DIESELS are already setting new records for fuel economy, performance, and dependability throughout the world.

Whether you are considering a new boat or re-powering your present one, learn how GRAY DIESELS can give you better performance in less space and at a lower operating cost. For full information contact Sole Australian Agents.

W.L.HOLMES & CO.

BOATBUILDERS AND ENGINEERS

McMahon's Point, Sydney. 'Phone: XB 1310

ISLANDS PRODUCE**Coffee**

THE following quotations were obtained in Sydney in mid-June:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 26/6 per cwt. (June shipment); quote No. 2: 18/10 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.—No. 1 quotation: Grade "A": New season's supplies are not yet available. Last quote (several months ago) was 60/-; grade "B", new season, 52/- (May shipment); grade "C", 56/- (May shipment); Triage, 38/- (drought coffee). No. 2 quotations: Grade "B", 54/-; grade "C", 51/-.

Mysore, f.a.q., May shipment, c.i.f., Sydney, per cwt., No. 1 quotations: Grade "A", 55/-; grade "B", 49/6. No. 2 Quotations: Grade "A", 59/- (season closed); grade "B", 56/-; Triage, 49/-.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—No. 1 quotation, 73/6 per cwt., No. 2 quotation, 80/- per cwt.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. official prices for kapok quoted in Sydney in mid-June 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, £25/10/- per ton, c.i.f., Sydney.

Quote No. 3: £26 per ton.

Cotton

London c.i.f. cotton prices during the month were: May 12, 4.82d. lb., June shipment; May 19, 5.06d. lb., June shipment; May 26, 4.89d. lb., June shipment; June 2 (market closed); June 9, 5.08d. lb., July shipment.

Ivory Nuts

No. 1 quotation: £7 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, £12/15/- per ton; 200 lb. sacks, £12/10/- 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 ... £71
Trochus shell, No. 2 grade ... £61
Trochus shell, No. 3 grade ... £49

(b) Trochus shell, No. 1 grade ... £75
Trochus shell, No. 2 grade ... £63
Trochus shell, No. 3 grade ... £50

All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell

At the May sales of Mother of Pearl shell in London a smaller supply was brought forward. Sound shells were neglected and mostly withdrawn. Defective grades, however, were again in demand and sold with competition at about last sale's prices. A moderate supply of Torres Strait shell came forward and 135 packages were sold at prices ranging from £5/12/6 per cwt. for B Stout medium (part rather yellow) to 75/- for D defective pickings. About 50 packages of Tahitian Black Edged were put up, 6 being sold at 55/- for fair to good colour chicken.

Green Snail Shell

Green snail shell, good quality, was quoted nominally by Sydney buyers in mid-June at £45 per ton.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in mid-June:—

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 0	111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

	Francs to £	Australian
Australia on Papeete.		
Average for week ended 22/5/39	138.45	
Average for week ended 29/5/39	138.45	
Average for week ended 5/6/39	138.45	
Average for week ended 12/6/39	138.45	

	Francs to £	Australian
Australia on Noumea		
Average for week ended 22/5/39	138.30	
Average for week ended 29/5/39	138.30	
Average for week ended 5/6/39	138.30	
Average for week ended 12/6/39	138.30	

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby 10/- per cent.; on Rabaul 10/- per cent.—Other New Guinea districts £1 per cent.

From Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.

Australia on Papua 10/- per cent. premium each way, equivalent to commission of 10/- per cent.; Australia on Rabaul 10/- per cent. premium.

Papua and New Guinea on London: Same as Australia on London and vice versa.

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A100, selling £A100/10/-.
Exchange, Samoa on London, basis £100 in London:—

	Buying	Selling
Telegraphic transfer	£125 0 0	£125 0 0
On Demand	£123 0 0	£124 17 6
30 days	122 15 0	124 15 0
60 days	122 10 0	124 12 6
90 days	122 5 0	124 10 0
120 days	122 0 0	124 7 6

NEW CALEDONIA—THROUGH FRENCH BANK

Drafts, Sydney-Noumea and Noumea-Sydney, are on basis of current rate of exchange on



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

Paris, less ¾ 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 June 13, when the Australian £ was nominally worth 140.75 francs, £100 Australian would purchase a draft in Noumea of 13,887 francs.

HAPPY RELIEF FROM PAINFUL BACKACHE

Caused by Tired Kidneys

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

The kidneys are one of Nature's chief ways of taking acids and wastes out of the blood. A healthy person should pass about 3 pints a day and so get rid of more than 3 pounds of waste matter.

If the 15 miles of kidney tubes and filters don't work well, this poisonous waste stays in the body. It may start nagging backaches, leg pains, loss of pep and energy, getting up nights, lumbago, swollen feet and ankles, puffiness under the eyes, rheumatic pains and dizziness. Don't let it lay you up.

Ask your chemist for DOAN'S BACKACHE KIDNEY PILLS... used successfully the world over by millions of people. They give quick relief and will help to flush out the 15 miles of kidney tubes. So be sure you get DOAN'S BACKACHE KIDNEY PILLS.

Market Quotations

Copra

London Price on—	South Sea, Sun-dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 1, 1932 ..	£14 0 0	£14 15 0
March 25 ..	£14 17 6	£15 0 0
June 17 ..	£13 2 6	£13 5 0
September 2 ..	£13 17 6	£14 0 0
December 16 ..	£14 2 6	£14 5 0
January 6, 1933 ..	£13 0 0	£13 12 6
March 3 ..	£11 7 6	£11 10 0
June 30 ..	£10 17 6	£11 0 0
September 29 ..	£9 7 6	£9 10 0
December 1 ..	£8 12 6	£9 0 0
January 5, 1934 ..	£8 0 0	£8 7 6
March 30 ..	£7 7 6	£8 0 0
June 15 ..	£8 0 0	£8 12 6
September 7 ..	£7 12 6	£8 15 0
December 28 ..	£9 0 0	£9 12 6
January 4, 1935 ..	£9 5 0	£10 5 0
March 1 ..	£12 2 6	£12 15 0
June 7 ..	£11 15 0	£12 7 6
September 6 ..	£9 17 6	£10 17 6
December 6 ..	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to Genoa Per ton, c.i.f.	South Sea, Sun-Dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
Jan. 3, '36 ..	£13 2 6	£13 15 0	£14 0 0
Mar. 6 ..	£11 15 0	£12 15 0	£13 0 0
June 5 ..	£11 10 0	£12 0 0	£12 17 6
Sept. 4 ..	£13 2 6	£13 10 0	£14 12 6
Dec. 4 ..	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37 ..	£22 12 6	£22 12 6	£23 12 6
Mar. 5 ..	£19 0 0	£19 5 0	£20 0 0

June 4 ..	£15 15 0	£15 12 6	£16 12 6
Sept. 3 ..	£13 5 0	£13 5 0	£14 0 0
Dec. 3 ..	£12 10 0	£12 12 6	£13 7 6
Jan. 7, '38 ..	£12 12 6	£12 15 0	£13 12 6
Jan. 28 ..	£11 17 6	£12 0 0	£12 15 0
Feb. 4 ..	£11 2 6	£11 10 0	£12 7 6
Feb. 25 ..	£11 2 6	£11 5 0	£12 5 0
Mar. 4 ..	£10 17 6	£11 0 0	£12 0 0
Mar. 25 ..	£10 12 6	£10 15 0	£11 12 6
Apr. 1 ..	£10 10 0	£10 12 6	£11 10 0
May 6 ..	£10 17 6	£10 17 6	£11 17 6
May 27 ..	£10 0 0	£10 0 0	£10 15 0
June 3 ..	£9 15 0	£9 15 0	£10 12 6
July 1 ..	£9 17 6	£9 17 6	£10 17 6
Aug. 5 ..	£9 15 0	£9 15 0	£10 15 0
Aug. 26 ..	£9 10 0	£9 10 0	£10 12 6
Sept. 2 ..	£9 10 0	£9 10 0	£10 10 0
Sept. 9 ..	£9 5 0	£9 5 0	£10 5 0
Sept. 16 ..	£9 10 0	£9 10 0	£10 10 0
Sept. 23 ..	£9 7 6	£9 7 6	£10 7 6
Sept. 30 ..	£9 7 6	£9 7 6	£10 7 6
Oct. 7 ..	£9 2 6	£9 2 6	£10 2 6
Oct. 4 ..	£9 5 0	£9 5 0	£10 5 0
Oct. 21 ..	£9 5 0	£9 5 0	£10 5 0
Oct. 28 ..	£9 0 0	£9 0 0	£10 0 0
Nov. 4 ..	£8 12 6	£8 12 6	£9 10 0
Nov. 11 ..	£8 15 0	£8 15 0	£9 15 0
Nov. 18 ..	£9 2 6	£9 5 0	£10 2 6
Nov. 25 ..	£9 7 6	£9 7 6	£10 5 0
Dec. 2 ..	£9 5 0	£9 5 0	£10 2 6
Dec. 9 ..	£9 10 0	£9 12 6	£10 10 0
Dec. 16 ..	£9 7 6	£9 7 6	£10 2 6
Dec. 23 ..	£9 10 0	£9 10 0	£10 5 0
Dec. 30 ..	£9 7 6	£9 7 6	£10 2 6
Jan. 6, '39 ..	£9 12 6	£9 15 0	£10 10 0
Jan. 13 ..	£9 10 0	£9 12 6	£10 7 6
Jan. 20 ..	£9 7 6	£9 10 0	£10 5 0
Jan. 27 ..	£9 7 6	£9 10 0	£10 5 0
Feb. 3 ..	£9 10 0	£9 12 6	£10 10 0
Feb. 10 ..	£9 7 6	£9 10 0	£10 10 0
Feb. 17 ..	£9 15 0	£10 0 0	£10 17 6
Feb. 24 ..	£9 17 6	£10 2 6	£11 0 0
Mar. 3 ..	£10 0 0	£10 2 6	£11 0 0
Mar. 10 ..	£9 17 6	£10 2 6	£11 0 0
Mar. 17 ..	£9 15 0	£9 17 6	£10 17 6
Mar. 24 ..	£9 15 0	£9 17 6	£10 17 6
Mar. 31 ..	£9 12 6	£9 15 0	£10 15 0
Apr. 6 ..	£9 12 6	£9 15 0	£10 15 0
Apr. 14 ..	£9 10 0	£9 12 6	£10 12 6
Apr. 21 ..	£9 10 0	£9 12 6	£10 12 6
Apr. 28 ..	£9 17 6	£10 0 0	£11 0 0
May 5 ..	£10 0 0	£10 5 0	£11 0 0
May 12 ..	£10 5 0	£10 10 0	£11 5 0
May 19 ..	£10 5 0	£10 7 6	£11 2 6
May 26 ..	£10 7 6	£10 10 0	£11 7 6
June 2 ..	£10 7 6	£10 10 0	£11 7 6
June 9 ..	£10 5 0	£10 10 0	£11 7 6

Rubber

London Price on—	Para. per lb.	Plantation Smoked. per lb.
January 6, 1933 ..	4¼d.	2.43d.
July 7 ..	5¼d.	3.71d.
December 8 ..	4¼d.	4.09d.
January 5, 1934 ..	4¼d.	4.28d.
July 6 ..	5¼d.	7.06d.
December 28 ..	5d.	6¼d.
January 4, 1935 ..	5d.	6¾d.
July 5 ..	5d.	7¼d.
December 6 ..	6¼d.	8¾d.
January 3, 1936 ..	6¼d.	8¾d.
June 5 ..	8d.	7¼d.
December 4 ..	1/-	9 1-16d.
January 8, 1937 ..	1/2	10½d.
June 4 ..	11d.	9 5-8d.
December 3 ..	7½d.	7¼d.
January 7, 1938 ..	7¼d.	7d.
March 4 ..	6d.	7¼d.
May 6 ..	5¾d.	5¾d.
June 3 ..	58d.	5 9-16d.
July 1 ..	6¾d.	7¼d.
August 5 ..	7¼d.	7 11-16d.
September 2 ..	7¾d.	7 15-16d.
October 7 ..	8d.	8¾d.
November 4 ..	8d.	8 7-16d.
December 2 ..	7½d.	8d.
January 6, 1939 ..	7d.	8¼d.
February 3 ..	6¾d.	7¾d.
March 3 ..	7¼d.	8 5-16d.
March 10 ..	7¼d.	8 18-16d.
March 17 ..	7¼d.	8 1-16d.
March 24 ..	7¼d.	8 1-16d.
March 31 ..	7d.	8d.
April 6 ..	7d.	8d.
April 14 ..	7d.	7 15-16d.
April 21 ..	7d.	7 15-16d.
April 28 ..	7¼d.	8d.
May 5 ..	7¼d.	7 15-16d.
May 12 ..	7¼d.	7 31-32d.
May 19 ..	7¼d.	8d.
May 26 ..	7¼d.	8¼d.
June 2 ..	7¼d.	8 5-16d.
June 9 ..	7¼d.	8 5-16d.



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Shipping Services in the Pacific

Sydney – Rabaul – Hong Kong

Subject to Alteration Without Notice.

	Nankin.	Nellore.	Tanda.	Nankin.	Nellore.	Tanda.	Nankin.
Hong Kong	June 30	Aug. 4	Sept. 2	Sept. 30	Nov. 3	Dec. 2	Dec. 30
Manila	July 3	Aug. 7	Sept. 5	Oct. 3	Nov. 6	Dec. 5	Jan. 2
Rabaul	July 11	Aug. 15	Sept. 13	Oct. 11	Nov. 14	Dec. 13	Jan. 10
Brisbane	July 17	Aug. 21	Sept. 19	Oct. 17	Nov. 20	Dec. 19	Jan. 16
Sydney	July 19	Aug. 23	Sept. 21	Oct. 19	Nov. 22	Dec. 21	Jan. 18
Melbourne	J. 24-A. 2	A. 28-S. 2	S. 25-O. 4	O. 23-N. 1	N. 27-D. 2	D. 25.-	J. 22-
Hobart	Aug. 4	Sept. 4	Oct. 6	Nov. 3	Dec. 4	—	—
Newcastle	Aug. 7	Sept. 7	Oct. 9	Nov. 6	Dec. 7	—	—
Sydney, dep.	Aug. 12	Sept. 13	Oct. 14	Nov. 11	Dec. 13	—	—
Brisbane	Aug. 14	Sept. 15	Oct. 16	Nov. 13	Dec. 15	—	—
Rabaul	Aug. 20	Sept. 21	Oct. 22	Nov. 19	Dec. 21	—	—
Manila	Aug. 29	Sept. 30	Oct. 31	Nov. 28	Dec. 30	—	—
Hong Kong	Sept. 1	Oct. 3	Nov. 3	Dec. 1	Jan. 2	—	—

E. & A. STEAMSHIP CO. LTD., Agents.

Sydney – Solomon Islands – New Guinea

Subject to Alteration Without Notice.

M.V. Malatta.

Sydney	June 24	Aug. 5	Sept. 16	Oct. 28	Dec. 9
Brisbane	June 26	Aug. 7	Sept. 18	Oct. 30	Dec. 11
Townsville	June 29	Aug. 10	Sept. 21	Nov. 2	Dec. 14
Calms	June 30	Aug. 11	Sept. 22	Nov. 3	Dec. 15
Tulagi	July 4-5	A. 15-16	S. 26-27	N. 7-8	D. 19-20
Makambo	July 6	Aug. 17	Sept. 28	Nov. 9	Dec. 21
Gavutu	—	—	—	—	—
Domma	—	—	—	—	—
Su'u	—	—	—	—	—
Tasavarong	—	—	—	—	—
Mamara	—	—	—	—	—
Aruligo	—	—	—	—	—
Lavoro	—	—	—	—	—
Mamara	—	—	—	—	—
Tasavarong	—	—	—	—	—
Aruligo	—	—	—	—	—
Merenge	—	—	—	—	—
Hivo	—	—	—	—	—
Yandina	—	—	—	—	—
Banika	—	—	—	—	—
Ufa	—	—	—	—	—
Falami	—	—	—	—	—
Younger	—	—	—	—	—
Pepesala	—	—	—	—	—
Lingatu	—	—	—	—	—
West Bay	—	—	—	—	—
Somata	—	—	—	—	—
Gizo	—	—	—	—	—
Faisi	—	—	—	—	—
Kieta	—	—	—	—	—
Arigua	—	—	—	—	—
Numa Numa	—	—	—	—	—
Teopasino	—	—	—	—	—
Soraken	—	—	—	—	—
Rabaul	—	—	—	—	—
Soraken	—	—	—	—	—
Kieta	—	—	—	—	—
Faisi	—	—	—	—	—
Gizo	—	—	—	—	—
Tetipari	—	—	—	—	—
Russell Is.	—	—	—	—	—
Gavutu	—	—	—	—	—
Makambo	—	—	—	—	—
Brisbane	—	—	—	—	—
Sydney	—	—	—	—	—

BURNS, PHILP AND 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, Port Moresby, Apla, and Suva. The Australasian agents are Messrs. Birt & Co., Ltd., 4 Bridge Street, Sydney.



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Sydney — New Guinea — Hong Kong

Subject to alteration without notice.

M.V. Neptuna.			
Sydney	Aug. 2-5	Oct. 6-11	D. 13-16
Salamaua	Aug. 12	Oct. 18	Dec. 23
Rabaul	Aug. 14	Oct. 20	Dec. 25
Cebu (opt.)	Aug. 21	Oct. 27	Jan. 1
Manila	Aug. 24	Oct. 30	Jan. 4
Hong Kong	A. 26-30	Nov. 1-5	J. 6-10
Saigon	Sept. 5	Nov. 11	Jan. 16
Madang	Sept. 16	Nov. 22	Jan. 27
Salamaua	Sept. 19	Nov. 25	Jan. 30
Rabaul	Sept. 22	Nov. 28	Feb. 2
Sydney	S. 29-30	Dec. 5	Feb. 9
Melbourne	Oct. 2-4	Dec. 8-11	Feb. 12

BURNS, PHILP & CO. LTD., Agents.

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Sydney — N.Z. — Fiji — Hawaii

Subject to Alteration Without Notice.

	Niagara.	Monowai.	Aorangi.	Niagara.	Aorangi.	Niagara.
Honolulu	July 12	Aug. 9	Sept. 6	Oct. 4	Nov. 1	Nov. 23
Suva	July 21	Aug. 18	Sept. 14	Oct. 13	Nov. 9	Dec. 8
Auckland	J. 24-25	A. 21-22	S. 17-18	O. 16-17	N. 12-13	D. 11-12
Sydney	July 29	Aug. 26	Sept. 22	Oct. 21	Nov. 17	Dec. 16
Sydney, dep.	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 23	—
Auckland	A. 7-8	S. 4-5	O. 2-3	O. 30-31	N. 27-28	—
Suva	Aug. 11	Sept. 8	Oct. 6	Nov. 3	Dec. 1	—
Honolulu	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 8	—

The "Niagara", which was in dry dock, re-entered 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.

Saigon — Java — South Seas — N.Z. — Sydney

Subject to alteration without notice.

	Maet-suycker.	Tasman.	Maet-suycker.	Tasman.	Maet-suycker.	Barentz.
Saigon	July 16	Aug. 16	Sept. 16	Oct. 18	Nov. 17	Dec. 14
Singapore	J. 18-19	A. 18-19	S. 18-19	O. 20-21	N. 19-20	D. 16-17
Batavia	J. 21-24	A. 21-23	S. 21-23	O. 23-25	N. 22-25	Dec. 19
Samarang	July 25	Aug. 24	Sept. 24	Oct. 26	Nov. 26	Dec. 20
Sourabaya	July 26	Aug. 25	Sept. 25	Oct. 27	Nov. 27	Dec. 21
Pt. Moresby	Aug. 2	Sept. 1	Oct. 2	Nov. 3	Dec. 4	Dec. 29
Samarai	—	Sept. 2	—	Nov. 4	—	Dec. 30
Salamaua	—	Sept. 4	—	Nov. 6	—	Jan. 2
Rabaul	—	S. 6-7	—	N. 8-9	—	Jan. 4-5
Vila	Aug. 7	—	Oct. 6	—	Dec. 8	—
Noumea	A. 8-10	—	O. 7-10	—	D. 9-12	—
Auckland	Aug. 13	Sept. 14	Oct. 13	Nov. 16	Dec. 15	Jan. 13
Wellington	Aug. 19	Sept. 20	Oct. 20	Nov. 22	Dec. 21	Jan. 19
Sydney	A. 23-25	S. 25-27	O. 24-26	N. 27-29	D. 25-28	J. 24-26
Pt. Moresby	Aug. 30	Oct. 2	Oct. 31	Dec. 4	Jan. 2	Feb. 1
Sourabaya	Sept. 6	Oct. 9	Nov. 7	Dec. 11	Jan. 9	Feb. 9
Samarang	Sept. 7	Oct. 10	Nov. 8	Dec. 12	Jan. 10	Feb. 10
Batavia	S. 8-10	O. 11-13	N. 9-11	D. 13-14	J. 11-12	P. 11-12
Singapore	Sept. 12	Oct. 15	Nov. 13	Dec. 16	Jan. 14	Feb. 14
Saigon	Sept. 14	Oct. 17	Nov. 15	—	—	—

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451A. 1939.

Carolines—Western and Central Pacific

Twice a year, the Japanese motor vessel, "Takachio Maru", 160 tons (Nanyo Boyeki Kaisha) leaves Ponape, Carolines (Japanese Mandated Territory) to visit Kavieng, Rabaul, Salamaua (New Guinea); Port Moresby (Papua); Vila (New Hebrides); Noumea (New Caledonia); Nukunono (Tonga); Suva (Fiji); Tulagi (Solomon Islands); and thence back to Ponape, via Rabaul (N.G.).

Fiji Inter-Island Services

M.V. Matafele, 334 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itinerary comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

M.V. Yanawai (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva.

Trip A: Suva-Labasa, via Levuka and Macuata ports, returning to Suva by the same route. Duration of voyage, 8-10 days. Trip B: Suva-Labasa, via Levuka and Macuata ports, then calling at the ports on the coast beyond Labasa, Natewa Bay ports, Levuka, and Suva. Duration of voyage, 10-12 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakaloua, Dreketi, Naisereewa, Lekutu, Galoa, Nabouwalu and Levuka. The latter round trip from Suva occupies about 10 days.

M.S. Tui Kauvaro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

Sydney – N.Z. – Fiji – Samoa – Hawaii

Subject to Alteration Without Notice.

	Mariposa.	Montrey.	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.
Honolulu	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11
Pago Pago	July 1	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16
Suva	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19
Auckland	July 7	Aug. 4	Sept. 1	S. 29-30	Oct. 27	Nov. 24	D. 22-23
Sydney	July 10	Aug. 7	Sept. 4	Oct. 3	Oct. 30	Nov. 27	Dec. 26
Melbourne	J. 14-17	A. 11-14	S. 8-11	O. 6-9	Nov. 3-6	Dec. 1-4	D. 29-J. 1
Sydney	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 9	Jan. 5
Auckland	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 12	Jan. 8
Suva	July 27	Aug. 24	Sept. 21	Oct. 19	Nov. 16	Dec. 15	Jan. 11
Pago Pago	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 16	Jan. 12
Honolulu	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 21	Jan. 17

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney – Papua – New Guinea

Subject to Alteration Without Notice.

	Maedhui.	Bulolo.	Maedhui.	Bulolo.	Maedhui.	Bulolo.	Maedhui.
Sydney	June 21	July 12	July 29	Aug. 19	Sept. 6	Sept. 27	Oct. 14
Brisbane	June 23	July 14	July 31	Aug. 21	Sept. 8	Sept. 29	Oct. 16
Townsville	June 26	—	Aug. 3	—	Sept. 11	—	Oct. 19
Cairns	June 27	—	Aug. 4	—	Sept. 12	—	Oct. 20
Port Moresby	June 29	July 18	A. 6-7	Aug. 25	Sept. 14	Oct. 3	O. 22-23
Samara	June 30	July 19	Aug. 8	Aug. 26	Sept. 15	Oct. 4	Oct. 24
Rabaul	J. 2-3	J. 21-22	A. 10-11	A. 28-29	S. 17-18	O. 6-7	O. 26-27
Kavieng	July 4	—	Aug. 12	—	Sept. 19	—	Oct. 28
Lorengau	July 5	—	—	—	Sept. 20	—	—
Lindenhafen	—	July 23	—	Aug. 30	—	Oct. 8	—
Madang	—	—	—	—	—	—	—
Alexishafen	July 6	—	—	—	Sept. 21	—	—
Salamaua	—	—	—	—	—	—	—
Lae	J. 7-8	J. 24-25	A. 14-15	A. 31-S. 1	S. 22-23	O. 9-10	O. 30-31
Madang	—	July 26	Aug. 16	Sept. 2	—	Oct. 11	Nov. 1
Alexishafen	—	—	—	—	—	—	—
Boram	—	July 27	—	Sept. 3	—	Oct. 12	—
Wewak	—	—	—	—	—	—	—
Madang	—	July 28	Aug. 16	Sept. 4	—	Oct. 13	Nov. 1
Salamaua	July 8	July 29	Aug. 17	Sept. 5	Sept. 23	Oct. 14	Nov. 2
Pinschafen	July 9	—	Aug. 17	—	Sept. 24	—	Nov. 2
Kavieng	—	J. 30-31	—	S. 6-7	—	O. 15-16	—
Pondo	July 11	—	Aug. 19	—	Sept. 26	—	Nov. 4
Rabaul	July 12	Aug. 1	Aug. 21	Sept. 8	Sept. 27	Oct. 17	Nov. 6
Salamaua	—	Aug. 2	—	Sept. 9	—	Oct. 18	—
Samara	July 14	Aug. 4	Aug. 23	Sept. 11	Sept. 29	Oct. 20	Nov. 8
Port Moresby	July 15	Aug. 5	Aug. 24	Sept. 12	Sept. 30	Oct. 21	Nov. 9
Cairns	July 17	—	Aug. 26	—	Oct. 2	—	Nov. 11
Brisbane	July 20	Aug. 9	Aug. 29	Sept. 16	Oct. 5	Oct. 26	Nov. 14
Sydney	July 22	Aug. 11	Aug. 31	Sept. 18	Oct. 7	Oct. 27	Nov. 16

BURNS, PHILP AND CO., LTD., agents.

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. Coombbar, 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.

Noumea – Australia

The small steamer Neo Hebridais (Societe Maritime et Miniere Havon) carries on a monthly service between Noumea (New Caledonia), and Newcastle and Sydney (N.S.W.). The round trip occupies about 17 days.

The three vessels of the Societe Le Nickel, Cap Tarifa (2,177 tons), Capitaine Illiaquer (2,138 tons), and Notou (2,384 tons) make irregular trips between Noumea (New Caledonia) and Sydney, Newcastle, and Port Kembla, N.S.W.

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.

Central Pacific Services

Subject to Alteration Without Notice.

	M.V. Matua.		
Auckland	June 15	June 29	July 13
Rarotonga	June 19	—	July 17
Outer Islands	J. 20-21	—	J. 18-20
Rarotonga	June 22	—	July 20
Nukualofa	—	J. 2-3	—
Apia	—	J. 4-5	—
Suva	—	July 8	—
Auckland	June 27	July 11	July 26*

*On arrival in Auckland on July 26, the "Matua" will go into dock for a survey. She will resume from Auckland on August 15.

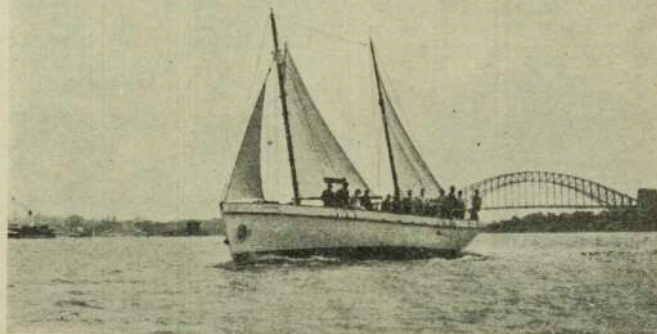
The cargo vessel "Hauraki" (7,113 tons) will depart from Sydney on June 22 for Fiji, Tahiti, and North American ports. She will carry a limited number of passengers in addition to mails and general cargo. The following vessel from Sydney will be the "Cape Horn", early in July.

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Nauru — Ocean Island

Ships are despatched by the British Phosphate Commissioners from Melbourne (via Suva) two or three times monthly, and from Auckland (New Zealand) irregularly, according to the requirements of the phosphate trade.

Europe — Suva — N.Z. — Sydney — New Guinea

The M.V. Rabaul is expected to arrive in Sydney on August 7. She will then depart for Queensland and New Guinea ports and return to London via Capetown.

The S.S. Suva is due to arrive in N.G. ports from Suva, Fiji, at the end of June, and will return to London via Panama.

The M.V. Salamaua is expected to reach London in mid-June.

W. R. CARPENTER & Co. LTD.

Gilbert and Ellice Islands

M.V. Moamoa (Burns Philp (South Sea) Co. Ltd.) and M.V. John Bolton (W. R. Carpenter and Co.) operate from Tarawa (Gilbert Islands), and connect regularly with all Islands in the Gilbert and Ellice Groups.

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N. Zealand—Samoa—Niue

Subject to alteration without notice.

The New Zealand Government's steamer Maui Pomare (1,159 tons) is the only direct connection between N.Z., the Mandated Territory of Western Samoa and Niue Island. The vessel, which carries mails, passengers, and cargo, is controlled by the Department of External Affairs at Wellington, where application should be made concerning freights, berths, etc.

M.V. Maui Pomare.

Wellington ..	July 11	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 21
Apia	J. 18-20	A. 15-17	S. 12-14	O. 10-13	Nov. 7-9	N. 28-30
Niue	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 2
Lyttelton ...	J. 31-A. 1	A. 28-29	S. 25-26	O. 23-25	Nov. 20	D. 11-12
Wellington ..	Aug. 2	Aug. 30	Sept. 27	Oct. 26	Nov. 21	Dec. 13

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.

Papeete	D'Ambiens.	C. Ramel.	Eridan.	Sagittaire.	D'Ambiens.
Suva (opt.) ..	J. 2-3	A. 13-14	S. 23-24	Nov. 5-6	D. 17-18
Vila	—	Aug. 21	Oct. 2	Nov. 13	—
Noumea	July 12	Aug. 23	Oct. 4	Nov. 15	Dec. 27
Vila	J. 14-21	A. 25-S. 2	Oct. 6-14	N. 17-24	D. 29-J. 5
Vila	July 24	Sept. 5	Oct. 17	Nov. 27	Jan. 8
Raiatea	July 31	Sept. 12	Oct. 24	Dec. 4	Jan. 15
Papeete	A. 1-3	S. 13-15	O. 25-27	Dec. 5-7	J. 16-18

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**Sydney — Papua — N.G. Air Service**

Under contract with the Commonwealth Government, a bi-weekly airmail service between Sydney, Papua, and New Guinea is conducted by W.R.C. Airlines Ltd., with two 10-seater De Havilland airliners. A plane leaves Kingsford-Smith aerodrome, Sydney, every Wednesday at 7 a.m. and calls at Brisbane (Wed.), Rockhampton (Wed.), Townsville (Wed.), Cairns (Thurs.), Cooktown (Thurs.), Port Moresby (Thurs.), Salamaua (Thurs.), and Rabaul (Frid.). The return trip from Rabaul commences at 1 p.m. every Saturday, the airliner reaching Sydney at 4.45 p.m. the following Monday.

A second plane leaves Sydney every Sunday at 7 a.m. and calls at Brisbane (Sun.), Rockhampton (Sun.), Townsville (Sun.), Cairns (Mon.), Cooktown (Mon.), Port Moresby (Mon.), and Salamaua (Mon.). The return trip from Salamaua commences at 7 a.m. every Wednesday, the airliner reaching Sydney at 4.45 p.m. the following Thursday.

W. R. CARPENTER AND CO. LTD.

N.G. Goldfields' Air Services

Aeroplanes conducted by Guinea Airways Ltd., Mandated Airlines Ltd. (late Carpenter Airways) and other companies, leave Salamaua and Lae, the New Guinea mainland ports, two and three times daily for Wau and other centres on the Morobe goldfield. The aerial services are the only means of communication.

Wau — Port Moresby Air Service

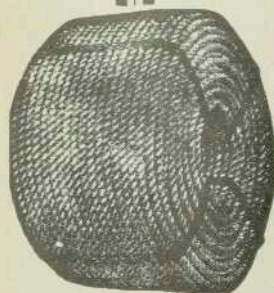
A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the New Guinea goldfields to connect with Port Moresby, Papua. Details from the pursers of the Burns, Philp steamers.

French Oceania Inter-Island Service

A regular cargo and passenger service between Tahiti and the Leeward Islands (Huahine, Raiatea, and Pora Pora) is carried on by the small vessel "Hiro".

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Sydney Agents:

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Sydney – Noumea – New Hebrides – Indochina

Subject to alteration without notice.

		Pierre Loti.				
Sydney	June 29	July 20	Aug. 17	Sept. 7	Sept. 21	Oct. 19
Noumea	July 3-4	J. 24-25	A. 21-22	Sept. 11	S. 25-26	O. 23-25
Mare	July 5	July 26	Aug. 23	—	Sept. 27	—
Vila	July 6	J. 27-28	Aug. 24	—	S. 28-29	Oct. 26
Luganville	July 7	July 29	Aug. 25	—	Sept. 30	Oct. 27
Le Dart	J. 8-9	J. 30-31	A. 26-27	—	O. 1-2	Oct. 28
Norsup	July 9	July 31	Aug. 27	—	Oct. 2	—
Saigon	—	—	—	—	—	N. 11-13
Haiphong	—	—	—	—	—	N. 16-19
Zamboanga	—	—	—	—	—	N. 24-25
Luganville	—	—	—	—	—	Dec. 5
Le Dart	—	—	—	—	—	Dec. 6
Vila	J. 10-11	A. 1-2	Aug. 28	—	Oct. 3	D. 7-8
Mare	July 12	Aug. 3	Aug. 29	—	Oct. 4	—
Noumea	J. 13-14	A. 4-5	A. 30-31	Sept. 12	O. 5-6	D. 9-12
Sydney	July 18	Aug. 9	Sept. 2	Sept. 16	Oct. 10	Dec. 16

MESSAGERIES MARITIMES CO., Agents.

Sydney – Norfolk Is. – New Hebrides

Subject to alteration without notice.

			S.S. Morinda				
Sydney	July 20	Aug. 10	Aug. 31	Sept. 30	Oct. 12	Nov. 11	Nov. 23
Lord Howe	July 22	Aug. 21	Sept. 2	Oct. 2	Oct. 14	Nov. 13	Nov. 25
Norfolk Is.	July 24	Aug. 23	Sept. 4	Oct. 4	Oct. 16	Nov. 15	Nov. 27
Vila	J. 27-28	—	Sept. 7-8	—	O. 19-20	—	N. 30-D. 1
Ringdove Bay	July 29	—	—	—	Oct. 21	—	—
Bushman's B.	July 29	—	Sept. 9	—	Oct. 21	—	Dec. 2
Malo	—	—	—	—	—	—	—
Tangao	July 30	—	Sept. 9	—	Oct. 22	—	Dec. 2
Segond	—	—	—	—	—	—	—
Aoba	—	—	—	—	—	—	—
Hog Har.	July 31	—	Sept. 10	—	Oct. 23	—	Dec. 3
Vila	Aug. 1	—	Sept. 11	—	Oct. 24	—	Dec. 4
Norfolk Is.	Aug. 4	Aug. 24	Sept. 14	Oct. 5	Oct. 27	Nov. 16	Dec. 7
Lord Howe	Aug. 6	Aug. 26	Sept. 16	Oct. 7	Oct. 29	Nov. 18	Dec. 9
Sydney	Aug. 9	Aug. 28	Sept. 19	Oct. 9	Nov. 1	Nov. 20	Dec. 12

BURNS, PHILP & CO. LTD., Agents.

Sydney – T.I. – Darwin – Singapore

Subject to Alteration Without Notice.

		Marella.	Merkur.	Marella.
Sydney	July 8	Aug. 7	Sept. 7	—
Brisbane	July 10	Aug. 9	Sept. 9	—
Townsville (opt.)	July 13	Aug. 12	Sept. 12	—
Thursday Is.	July 16	Aug. 15	Sept. 15	—
Darwin	July 20	Aug. 19	Sept. 19	—
Sourabaya	July 25	Aug. 24	Sept. 24	—
Samarang	July 26	Aug. 25	Sept. 25	—
Cheribon (opt.)	July 27	Aug. 26	Sept. 26	—
Batavia	July 28	Aug. 27	Sept. 27	—
Singapore	J. 30-A. 4	A. 29-S. 4	S. 29-O. 3	—
Batavia	Aug. 7	Sept. 7	Oct. 6	—
Samarang	Aug. 8	Sept. 8	Oct. 7	—
Sourabaya	Aug. 9	Sept. 9	Oct. 8	—
Darwin	Aug. 14	Sept. 14	Oct. 13	—
Thursday Is.	Aug. 17	Sept. 17	Oct. 16	—
Townsville (opt.)	Aug. 19	Sept. 19	Oct. 18	—
Brisbane	Aug. 22	Sept. 22	Oct. 21	—
Sydney	A. 24-25	S. 24-25	O. 23-24	—
Melbourne	Aug. 28	Sept. 28	Oct. 27	—

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New Caledonian Inter-Island Services

A vessel owned by Societe des Iles Loyalty makes regular trips, carrying mails and passengers, from Noumea along the east coast to Arama. Also from Noumea to Poupou and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Foutarou, N. Goye, Kankue, Thio, Nakety, Canalo, Gouaoua, Haoulou, Mueo, Pouterhouen, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balada, Pam and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Poumbout, Kono, Voh, Temala, Ouaco, Koumac, Karamble, Tanga-

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diou, Paagoumene, Nehoue, Mouac, Belep, and return by same route.

The same vessel also maintains a 4 weeks' service between Noumea and the Loyalty Group. The vessel calls at Tadiue (Mare Is.), Chepenehe, and We (Lifou Is.), Pajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

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, Mal, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

M.V. Polynesian (Messageries Maritimes Ltd.) maintains a service from Vila to northern and southern ports as well as occasional trips to Wallis and Futuna Islands. The service comprises the following:—

Northern run: Leaves Vila on August 4, calling at N'Guna, Mai, Tongoa, Diamond Bay, Ringdove, Nelson, Paama, Port Sandwich, Craigcove, Olai, Rhanone, Wanour, Baie Homo, Pointe Truchy, Melsissal, Namarang, Lolong, Loloque-pue, Nengire, Lone, N'Dui-N'Dul, Port Patteson, Port Olry, Hog Harbour, Baie des Requins, Baie des Tortues, Mate Wulu, Saramy, Sarautou, Surrenda, Aisse, Luganville, Malo, Barclay, Malo Pass, Baie Benier, Vao, Walla, Norsup, Sarmette, Rensari, Banam Bay, Ouesso, Port Sandwich, Lamap, Sakau (Maskelines) and returns to Vila on August 18.

Southern Run:—Leaves Vila on September 24, calling at Lenakel, Iuok, White Sands, Waisissal, Erromanga, La Teouma, Mele, and returns to Vila on September 29.

Wallis and Futuna Is.:—Leaves Vila on October 4, calling at Siguave, Mata Utu, and returns to Vila on October 21.

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	June 23	Aug. 11	Sept. 29
Madang	July 5	Aug. 23	Oct. 11
Salamaua	July 7	Aug. 25	Oct. 13
Tulagi	J. 12-14	A. 30-S. 1	O. 18-20
Rabaul	J. 17-22	S. 4-9	O. 23-28
Lorengau	July 24	Sept. 11	Oct. 30
Hong Kong	Aug. 4	Sept. 22	Nov. 10

GILCHRIST, WATT & SANDERSON, AGENTS.

Papuan Inter-Island Services

M.V. Lakatoi (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima Island, via the Conflict Group; also calls at Woodlark Island.

M.V. Lakatoi.

Samarai	July 2	Samarai	July 7-9
Conflicts	July 2	Conflicts	July 9
Misima	July 3	Misima	J. 10-11
Woodlark Is.	July 4	Samarai	July 11
Trobriands	J. 5-6		

M.V. Nusa (Steamships Trading Co. Ltd.) holds the Papuan Government's contract for carrying mails and passengers on the north-east coast of Papua. The Nusa connects with all Southern mail steamers at Samarai.

M.V. Nusa.

Samarai	July 4	Buna	July 9
Puni Puni	July 4	Cape Nelson	July 10
Dogura	July 4	Baniara	July 11
Baniara	July 4	Puni Puni	July 12
Cape Nelson	July 5	Samarai	July 13
Mambare	J. 7-8		

S.S. Papuan Chief (Steamships Trading Co. Ltd.) makes regular round trips from Port Moresby to Samarai via Kapa Kapa, Abau, and Baibara, returns by same route; then Port Moresby to Daru via Hisiu, Yule Is., Kukipi, Orokolo, Kikori and back via Orokolo, Yule Island, and Hisiu—full trip occupying about one month.

Samoa Inter-Island Service

Operating from Pago Pago, the small vessel Tutuila makes regular trips between American Samoa and Apia, Western Samoa.

The Apia customs launch connects regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago.

Mr. Peter Seaforth has taken over Mr. Jack Hoile's mining property on the Bulolo River, T.N.G.

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Aerodrome and Some "Politics"

Piquant Situation in New Guinea

A FEW years ago, when it was seen that the capital of New Guinea would be connected with Australia by airmail, an aerodrome was planned.

Some people thought the aerodrome should be close to the town. The Administrator (Sir Walter McNicoll) thought otherwise. An aerodrome was constructed out in the Toma hills, 15 miles away.

Those 15 miles, on the arrival and departure of the airmail liners, were an exasperation to everyone concerned—especially the airmail contractors and the business community.

In September, 1938, the Administrator went on furlough, and Mr. Harold Page, Government Secretary, became Acting Administrator. About the same time the difficulty about the aerodrome came to a head.

Mr. Page solved it by prompt decision and quick action.

He discussed the problem with the trustees and officials of the Lakunai Racecourse—especially Mr. R. L. Clark, M.L.C., president of the Rabaul Amateur Turf Club. The latter were reasonable and co-operative, an agreement was soon reached, and the work was put in hand rapidly—and when His Honour the Administrator returned to Rabaul, in February, 1939, planes were already using the new Lakunai aerodrome.

It was current report in Rabaul that His Honour did not approve of the new drome.

At the end of May, the Turf Club held a special meeting under Mr. Clark's presidency, and Mr. Clark then declared that the Administration, in forming the aerodrome at Lakunai, had departed from the word and the spirit of the agreement made between the Club officials and the Administration, and he declared that the racecourse had been ruined. It was decided to ascertain whether the present racecourse may be used again as a racecourse, or whether the Administration will assist the Club in finding and equipping another racecourse.

The land upon which the racecourse and the aerodrome stand is Government land, held in trust by the officials of the Club. Within a couple of days of the general meeting referred to, the trustee-ships were cancelled by the Administration.

Immediately, the trustees went on the warpath. They sent a strongly-worded radio to the Territories Minister in Canberra, asking for a full inquiry. Meanwhile, proclamations had been printed cancelling the racecourse trustee-ships, and the reserve.

Finally, at the eleventh hour, there came radio instructions from Canberra, ordering the Administration to "hold everything". Whereupon the proclamations were cancelled, and everything was held, as desired.

All this happened while His Honour was away on tour in the Morobe District. He was expected back in Rabaul on June 5. It then was expected that His Honour would hold an inquiry into the whole position.

The trustees are Mr. R. L. Clark, M.L.C., Dr. E. T. Brendan, Director of Public Health, and Mr. E. P. Holmes, Secretary for Lands.

The circumstances suggest that the defendant in the case is Mr. Harold Page, Government Secretary, one of the ablest

men in the Administration, and a brother of Sir Earle Page.

Sir Walter McNicoll, formerly a Country Party politician with no previous experience of tropical administration, went to New Guinea as Administrator with, it is believed, the cordial blessing of Earle Page (Country Party leader and Deputy Prime Minister) and with the goodwill of Mr. Harold Page.

PACIFIC TRAVELLERS

(CONTINUED FROM PAGE 1.)

Davies, Daimel, De Groen, Dupertuis, Frost, Graham, Grand, Hogan, Hall, Hunter, Jurd, Lindsay, Mullen, Northcott, Newson, Scott, Riley, Mesdames Birch, Carrick, Davison, Fenton, Frost, Grand, Hayman, Hooke, Hollison, Lucas, Northcott, Purdy, Riley, Scott, Wills, Misses Barker, Cerully, Doran, Daley, Elyward, Frost, Grand, Harris, Hudson, Lipscomb, Messter, Matthews, Singleton, Sharp, White.

PER W.R.C. AIRLINER FROM N.G. ON JUNE 3: Messrs. Schumaker, Huson, McGeorge, Ritchie, Ollson. Dr. McQueen. Misses Rossi (2).

PER "AORANGI" REACHED SYDNEY FROM FIJI ON JUNE 4: Messrs. Browne, Davis, McPherson, Rice, Martin. Mesdames Beattie, Cahill, Davis, McPherson, Rice. Misses Cahill, Harrowell, Martin.

PER "NIAGARA" FROM SYDNEY FOR FIJI ON JUNE 9: Messrs. Adams, Arnheim, Allpress, Burnitt, Browne, Cadwallader, Clarke, Davis, Derrick, Day, Farrer, Groom, Greenward, Handley, Jones, Judd, Kendrick, Mumford, Matthews, Newland (2), Palmer, Parker, Riley, Sunderland, Trewnack, Wyatt, Watson, Waugh, Grant, Hembrough, Jeram, Maranj, Steel, Wood, Brodie-Hall, Martin. Rev. Bull. Mesdames Clark, Donnan, Fenner, Greenward, Handley, Jones (2), Judd, Kendrick, Mumford, Palmer, Parker, Sheedy, Trewnack, Watson (2), Williams, Clark, McMillan. Misses Hill, Jones, Judd (2), McKay, Ohlson, Sheedy, Watson (2), Williams, Chapman, Hembrough, Lechte, Guire.

PER "MACDHUI" REACHED SYDNEY FROM PAPUA & N.G. ON JUNE 14: Messrs. Small, Worsley, Stewart, Robertson, Schuch, Devine, Buhl, Delangre, Fell, Maggs, Purves, Gillespie, Parkes, Rawnsley, Smart, Bell, Hearn, Barnes, Barrow, Cheetham, Clarke, Egan, Gauld, Gibson,

Gilechrist, Hancock, Johnston, Rickman, Stocker, Thomas, Walshe, McK. White, Mesdames Schumacher, Schuch, Gillespie, Pearson, Owen McK. White, Misses Cassidy, Gill, Kirby, McCullough, Rudd, Tyson, Chalmers. Brother Priche.

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MORRIS HEDSTROM LTD.**Company's Sound Position**

"**PROFIT falls**" was the heading given by Australian newspapers to the review of Morris Hedstrom Ltd.'s accounts for the year ended March 31, thus suggesting that some sort of decay had fallen upon the old firm. Actually, all that has happened is that the company's profit (£176,667) was down by £30,000 compared with 1938, which was a "boom" year; but it is better than the average of the three previous years. The accounts show the same usual steady volume of sound trading during the year.

The net profit was £52,867, to which has been added £13,000 transferred from inner reserves, making £65,867 for the shareholders, compared with £82,099 in 1938 and £70,384 in 1937. The ordinary dividend remains at 6 per cent. The subscribed capital is £739,613, and reserve funds include £120,000 of general reserve and £55,026 of funds accumulated for insurance. On the assets side there are:—Land, buildings, plantations, stock and plant (including capital value of branches, £84,034) £725,534; sundry debtors, £157,270; cash and investments, £184,493. A very sound position.

The vacancy on the board of this company caused by the death of Sir Henry Marks was filled by Mr. J. Dowling. Other directors are: Sir Maynard Hedstrom, Messrs. R. Crompton, P. A. Morris, H. E. Snell, R. A. Crompton, B. H. Marks.

This company contributes regularly to an employees' pension fund, which now amounts to £72,258.

Mr. B. Sherman flew from Rabaul to the Morobe goldfield recently to take up a position with New Guinea Goldfields, Ltd., at Golden Ridges.

LUCK OR VISION?**Guinea Airways' Record in Australia**

THE accounts of Guinea Airways Ltd. for the last financial year (to February 28, 1938) begin to show the results of the important moves made by the directors some three years ago.

For many years, G.A. enjoyed large profits from New Guinea, and very large dividends. Then, as the goldfield became established, the freighting of new equipment, etc., grew less; competition became keener, and rates were cut, and cut again; and the probability of road transport was marked. In any event, the end of the goldfield was a calculable period.

The directors thereupon decided to use their splendid New Guinea asset in establishing themselves in the developing air transport business in Australia. Quietly, before anyone knew what was happening, a surplus Lockheed from New Guinea had established a weekly air-mail between Adelaide and Darwin. Other Australian aviation companies, already scrambling aggressively for position, did not like the newcomer. But it was fait accompli. The Lockheed carried on; other Lockheeds were bought, to strengthen the service.

Then the flying-boats began their quicker airmail service, London-Sydney; and immediately Adelaide and Melbourne wanted to know why their airmails should be carried away around the east coast, losing a day in transit. The answer was at hand. It was natural that southern States' airmails should be loaded on to the waiting G.A. Lockheed at Darwin, and flown direct to Adelaide; and G.A. received a most welcome airmail subsidy. Other airmail companies howled and moaned; but G.A. already had the service organised and running, and, of course, received the job.

What everyone now wants to know is, Was it sheer luck? Or did G.A. recognise, with vision clearer than all the others, that the flying-boat service would mean splitting the Australian airmail delivery at Darwin?

Anyway, the effect is that G.A., getting into the Australian field just a moment before it was too late, is now likely to become soundly established. The Australian service will never be comparable in earning power with the original New Guinea service, but it should be a good investment. The New Guinea service was a wonderful money-spinner for six or seven years; but it was plainly a diminishing asset. Now, the combined fields of operation should give the company, for a long time, a certain 7 per cent. on its preferences (£80,000) and from 10 to 15 per cent. on its ordinaries (£80,000).

That, in fact, is what it earned last year—£16,265. But £5,000 of it was put away against doubtful debts, and £11,603 carried forward (compared with £6,171 brought forward from 1938); and this policy of sound trading left only 5 per cent. for the ordinaries. But the latter ultimately will get the full benefit of the directors' long vision. Interesting comparisons from the G.A. accounts:—

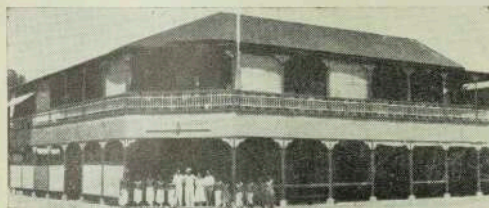
IN NEW GUINEA			
	Tonnage Carried	Passengers Carried	Gross Revenue
1935	6,102	9,721	£114,465
1936	6,476	12,137	137,729
1937	6,705	11,869	96,134
1938	8,408	12,120	92,541
1939	8,804	11,626	102,576

IN AUSTRALIA			
	Tonnage Carried	Passengers Carried	Gross Revenue
1938	18	1,918	24,586
1939	117	2,332	54,862

Which shows that, whatever may be happening in Australia, the New Guinea end of the business is in excellent condition.

COSMOPOLITAN HOTEL

SAMARAI.

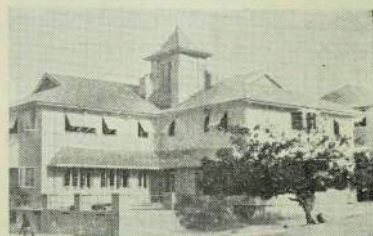


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NEW GUINEA AREA NOT NOW "UNCONTROLLED"

ACCORDING to advice received by Enterprise of New Guinea Gold and Petroleum Development N.L., an area of 1,850 square miles in the Sepik District, North West New Guinea, is being removed from the restricted areas described as "uncontrolled". This is taken to mean that the area will soon be available for oil search.

Enterprise of New Guinea has been trying for two or three years to get the right to search for oil in certain areas in North-western New Guinea; but it has intimated that it is not interested in the particular area referred to above.

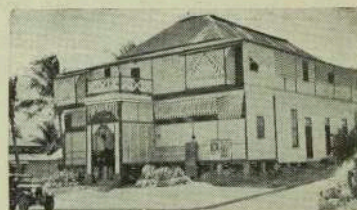
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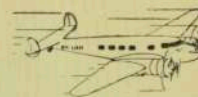
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was established in 1927; and has grown as the figures show. To-day it is the largest freight-carrying service in the world.

Year Ended Feb. 28.	Tonnage Trans-ported	Passen- gers Carried.
1929	434	869
1930	949	2,047
1931	1,146	1,995
1932	3,947	1,607
1933	3,980	3,856
1934	6,044	7,398
1935	6,102	9,721
1936	6,476	12,137
1937	6,705	11,869
1938	8,408	12,120
1939	8,939	15,876
Totals ..	53,130	79,495

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GUINEA AIRWAYS

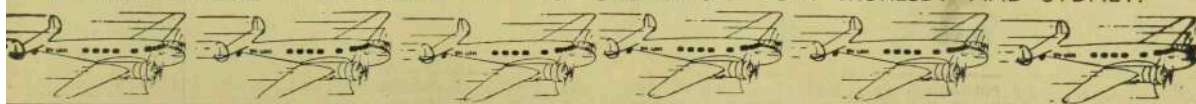
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Pacific Islands Monthly—June 15, 1939



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