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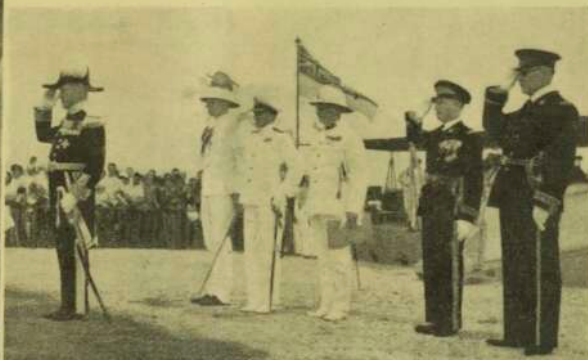
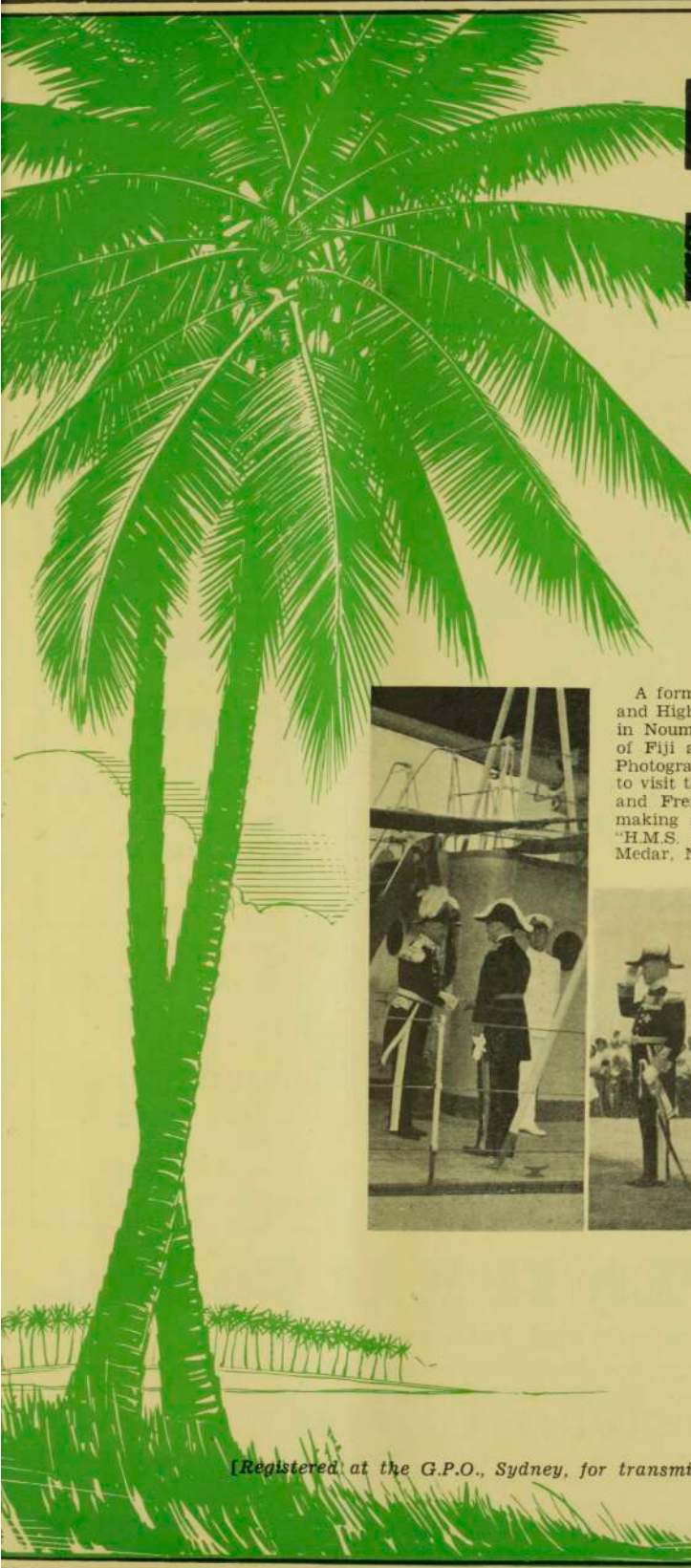
PACIFIC ISLANDS Monthly

July 15, 1939

Parliament of the Commonwealth
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Entente Cordiale in the Pacific

A formal call upon M. Jore (Governor of New Caledonia and High Commissioner of France in the Pacific) was made in Noumea, on May 27-28, by Sir Harry Luke (Governor of Fiji and High Commissioner for the Western Pacific). Photographs show: Below—Sir Harry Luke coming ashore to visit the French Governor. British officials are in white, and French officials in dark uniforms. Left—M. Jore making a formal call upon the British Governor aboard "H.M.S. Leith". (See article, page 31.)—Photos. by W. Medar, Noumea.



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Pacific Islands Monthly—July 15, 1939

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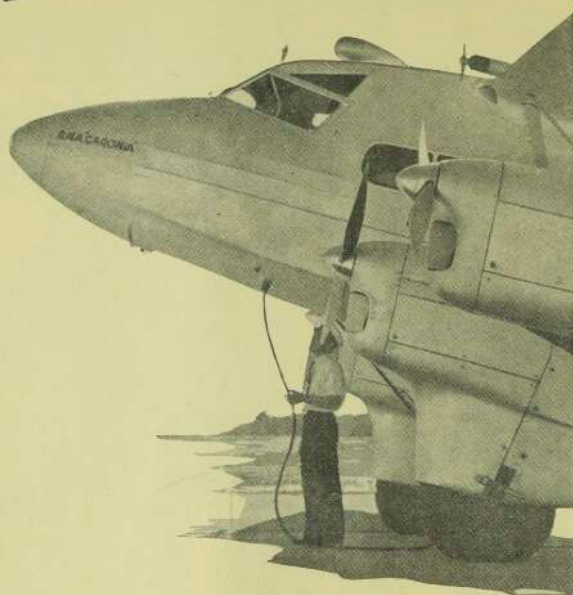
In pursuance of their policy of SERVICE, W.R.C. Airlines have installed a second plane on the Sydney-Salamaua route—making possible a BI-WEEKLY aerial service to the Territories. It is hoped that all those to whom this airline brings its many advantages, will, by their support, justify the augmentation, and so assure a continuance of the improved service.

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Pacific Islands Monthly—July 15, 1939

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PACIFIC ISLANDS TRAVELLERS

PER AIRLINER FROM N.G. FOR SYDNEY ON JUNE 15: Dr. C. E. M. Gunther.

PER "MORINDA" FROM SYDNEY TO LORD HOWE ISLAND, NORFOLK ISLAND & NEW HEBRIDES ON JUNE 15: Messrs. Bannister, Schreiber, Hartman, Sabine, Dibley, Cameron, Hand, Callaghan, Wilson, Murphy, Dennis, Blamey, Quintal, Austic, King, Beck, Lothringer, Hutchings, Carr, Ingram, Clapp, Holder, McLachlan, Prior, Nelson, Wilson, Murphy. Mesdames Bannister, Johnston, Schreiber, Lusk, Anstee, Hartman, Panse, Davison, Wilson, Innes, Phillips, McLachlan, Webster, Abel, McPherson, Carr, Phillips, Wilson, Quintal, Misses Koth, Freer, Drummond, Young, Hunt, Austic, Adam, Hanscombe, Simms, Cocks, Fisher, Joseph.

PER AIRLINER FROM SYDNEY FOR N.G. ON JUNE 16: Messrs. Wylie, Bell, Gray.

PER "MALAITA" ARRIVED SYDNEY FROM N.G. & B.S.I. PORTS ON JUNE 17: Messrs. Driver, Fraser, Hay, Jenkins, O'Loan, McGeorge, Musgrave, Owen, Stuyvenberg, Smith, Spencer, Thomas, Victor (2), Vidor, Waddell, Walker, Walton, Walsh, Cording. Mesdames Birdsall, Colley, Driver, Hay, Hanscombe, Morris, Seton,

Waddell, Walker, Watson, Misses Cohen, Griffin, Hallingberg, Schrader, Waddell.

PER AIRLINER FROM SYDNEY FOR N.G. ON JUNE 18: A. E. Carpenter.

PER AIRLINER FROM N.G. FOR SYDNEY ON JUNE 19: Messrs. Heron, Tobin, Klotze, Shanahan, Montgomery.

PER AIRLINER FROM SYDNEY FOR N.G. ON JUNE 21: Mrs. W. Balmain.

PER "TANDA" WHICH REACHED SYDNEY FROM N.G. ON JUNE 22: Messrs. Walstab, Turner, Silk, Crouch, Crawley, Ash, Cox, Chow Chan Yiu. Mesdames Crawley, Ash, Silk (2), Walstab, Haig, Wiedmann. Misses Bennett, Brabin, Ash.

PER AIRLINER FROM N.G. FOR SYDNEY ON JUNE 22: Messrs. Collopy, Heading, Libbesson. Mesdames Corfe, Cannon. Miss Corfe.

PER "MAETSUYCKER" FROM SYDNEY FOR PAPUA ON JUNE 23: Messrs. Kingdon, Wills, Martin, Johannsson. Mrs. Ahearn. Miss Ahearn.

PER "MALAITA" FROM SYDNEY FOR B.S.I. AND N.G. PORTS ON JUNE 24: Messrs. Gerber,

Kohler, Pendlebury, May, Bignell, Einseidel, Oliver, Ferris, Mill, Webb, Bell, Chartres, Scott, Pearl, Thompson, Bilton, Scott, Giffen, Harrison, Hancock, Adams, Dupertuis, Osborne, Venn, Brown, Harper, Fowler, MacStewart, Prince, Chapman, Rev. Silvester. Mesdames Farlow, Oliver, Jenkins, Manning, Findlay, Knibbs, Scott, Pearl, Thompson, Antcliffe, Harrison, Osborne, Silvester, Moller, Brown, MacStewart, Gridley, Misses Howell, Jenkins, Calder, Hackett, Winterbottom, Kennedy, Antcliffe, Ballment, Whittingham, Duff, Paton, Moller, Cohen, Moore, Heinrich (2).

PER AIRLINER FROM SYDNEY FOR N.G. ON JUNE 25: Messrs. Montgomery, Ahearn, Addison. Mrs. Montgomery.

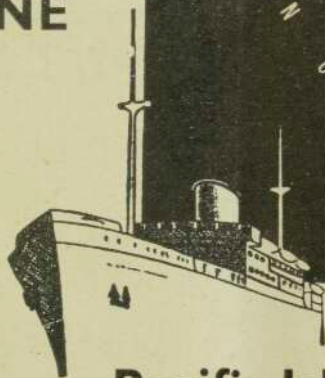
PER AIRLINER FROM N.G. FOR SYDNEY ON JUNE 26: G. Marshall.

PER AIRLINER FROM N.G. FOR SYDNEY ON JUNE 28: Messrs. Croft, Pollard, Carpenter, Young, Ellis, Wylie, Henke. Mrs. Pollard.

PER AIRLINER FROM SYDNEY FOR N.G. ON JULY 2: Major Cox, A. Collins, Mrs. Edwards.

PER "BULOLO" ARRIVED SYDNEY FROM PAPUA & N.G. ON JULY 4: Messrs. Adams, Banks, Birks, Blau, Broad (2), Conder, Cosgriff, (CONTINUED ON PAGE 14.)

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American Territory of Guam.
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Vol. IX. No. 12.

JULY 15, 1939.

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Anxious Humanity Awaits a Lead from the United States

ON March 15, Hitler broke his promise and seized Czecho-Slovakia. Italy, not to be outdone, annexed Albania.

Within a few weeks, Britain, France, Poland and Turkey, all "good fighting nations", had formed an alliance to resist any further Axis aggression. Roumania, Greece, Belgium and Portugal supported them. Britain and France invited Russia to join the Anti-Aggression Pact. Russia temporised—and still is backing and filling.

Germany, preparing to rush on eastwards, over Poland, and south-east, into the Balkans and the Ukraine, paused. Two million mobilised troops, in Germany and Italy, still are marching and counter-marching, goose-stepping and Heiling Hitler; but they know, now, that if they try to grab any more independent nations, the democracies will fight.

Britain, France, Poland and Turkey could hold, and probably thrash, Germany and Italy; but they would have neither time nor energy to spare for any campaign outside Europe.

Thus, there enters the picture Japan, unofficial partner in the Axis. Axis diplomats have persuaded Japan that if she can eject Britain from the China coast, she yet can save herself from the military and economic disaster with which she is threatened in the Sino-Japanese War. Japanese military chiefs, conceited and insolent people, have taken control of their Government, and deliberately are harassing and insulting Britain, trying to provoke war.

The plot is easy to read. If Britain avoids the Japanese challenge, she "loses face" in Asia, and then may be driven out of China. If she fights Japan, she will be so busy in Asia and the Pacific that she will not be able to maintain the Anti-Aggression Pact, and Germany and Italy then can get on with their plan of dominating Europe. Either way, Britain may be weakened and so there may be brought nearer the day for which Germans, Italians and Japanese constantly pray—the day when they can dismember and loot the British Empire.

Britain is handling the situation with great skill. While patiently avoiding war, she is rapidly building up her armed strength—and waiting. Time is on the side

of the democracies. Hitler, Mussolini and the Japanese military clique—especially the latter—are gambling. The situation, from Britain's viewpoint, cannot get worse; and it may soon get better.

If Japan advances far in Asia, she must fight Russia. If she would extend her dominions in the Pacific, she must be challenged by the United States. She apparently hopes that if she can engage Britain in war, Germany can take care of Russia, and that America will remain neutral. This is gambling, indeed.

Britain and Russia yet may become allied against the Axis group; but it appears increasingly unlikely. Russia hates Britain, "imperialist and capitalistic", and hopes that Britain yet may weaken herself (and save Russia!) by undertaking the inevitable war with Japan. The British people—except the "long-haired Eden-Churchill group"—for their part are reluctant to ally themselves with "the bloody Reds of Moscow". They would rather draw closer to Germany. In any event, the military value of the Russians can be over-estimated. In a general war, the Germans probably would "clean them up" just as quickly as the French would "clean up" the Italians.

The key to the Pacific situation, and therefore to the world situation, is held by America. If the United States only would join with Britain in declaring for the maintenance of the status quo in the Pacific, and for the freedom of democratic institutions in the world, the threat of general war (and, with it, the almost certain destruction of civilisation as we know it to-day) would depart overnight.

The conclusion is inescapable that the democratic world, tortured by anxiety, is waiting for something—and that something is a definite lead by the United States.

Bishop Wolf, of the Catholic Mission at Alexishafen, New Guinea, celebrated the 25th anniversary of his consecration to the Episcopacy in June. **Bishop Vesters**, of the Vunapopo mission, and **Bishop Wade**, of the North Solomon Islands, attended the celebrations. The new Christ the King's cathedral erected by Bishop Wolf was consecrated at the same time.

M.V. "TULAGI"

New B.P. Freighter Enters Central Pacific Service

THE new motor-vessel "Tulagi", which has just been built for Messrs. Burns, Philp and Co. Ltd., in Hong Kong, is expected to reach Sydney, ready to begin service, at the end of July. She will sail, at an early date, for Fiji.

The "Tulagi" will run regularly (about every three months) between Sydney and North American ports, via Fiji and Tonga, and calling at various Central Pacific islands, such as Washington, Christmas, etc., where copra may be picked up. She is a handsome ship, of the same attractive design, and about the same size, as the B.P. motor-vessel "Malaita", now in the Solomons service. She has a small draught, to allow her to work small ports and shallow anchorages. She will call regularly at Western American ports, including Mexico and North-west Canada.

The "Tulagi" has comfortable accommodation for 12 passengers.

Another New Governor for N. Caledonia

A FEW weeks ago, it was announced that M. Desanti would succeed M. Jore as Governor of New Caledonia. On May 10, it was decreed that, instead of M. Desanti, M. Pages would receive the position.

On June 17, this was cancelled, and M. Barthes (Chief Inspector in the Colonial Ministry) was appointed.

M. Barthes is due in Sydney, by the air service, on July 31, and should be in Noumea on August 7.

These extraordinary manoeuvres have not been explained. M. Barthes will be New Caledonia's 24th Governor since 1897. The "Bulletin du Commerce" calls it "the Waltz of the Governors".

High Chief Malietoa Tanumafili, O.B.E., head of one of the royal families of Western Samoa, and held universally in high esteem, died suddenly in Apia on July 9, aged 59.

Dr. Peter H. Buck, New Zealand-born director of Bishop Museum, Honolulu, and lecturer on anthropology at Yale University, has been given the degree of Doctor of Science by the University of Rochester. Dr. Buck will return to the Bishop Museum this month.

KILLED BY NATIVES

Another Patrol Officer Lost in N. Guinea

NATIVES in the uncontrolled area near the Sepik River, in the north-western section of the mainland of Mandated New Guinea, on June 30, attacked and killed an Australian, Patrol Officer Neil Campbell Elliott, aged 27, and a native constable.

Mr. Elliott was the son of a famous Australian soldier, the late Senator Major-General H. E. Elliott. This is the third young officer of the District Services who had been killed in New Guinea, in attacks by natives, during the last two years. The other two also were young men noted for outstanding ability—namely Colin Macdonald and Tom Hough.

Mr. Elliott had been stationed for some time at Yapunda, an administration



Patrol Officer Neil Elliott.

—Photo. by Courtesy of "Daily Telegraph".
post between the coast and the Sepik River, some 50 miles southward of Aitape. On June 30, he apparently was engaged in a patrol and, attended by native police, he halted at Wanali village, 10 miles north of Yapunda and about 40 miles south-east of Aitape. He was using the rest-house in the village as his headquarters, when he and his party were suddenly attacked by natives. There are at present no details of the attack, and the cause is not known.

As soon as news was received of the incident, Patrol Officer Shand and a police party hurried to Wanali. This party also was attacked by natives, and was fired upon by men who apparently had taken rifles and ammunition from Mr. Elliott's party.

On July 4, Assistant District Officer Niall, Patrol Officer Nader and a strong detachment of native police left Aitape for Wanali.

Mr. Elliott was buried at Wanali on Sunday, July 2. He was appointed a cadet in the Administration Service in 1936, and was promoted to Patrol Officer early in 1938. He was at the Sydney University

undergoing special training, in 1938, and, on his return to New Guinea in September, 1938, he was posted to the Sepik District. He was a fine type of young man and was held in high regard by his chiefs. He had spent most of his service, since his appointment as a cadet, in the more difficult areas. He frequently made patrols into the uncontrolled districts and therefore was experienced in handling wild natives.

OVER £2,000,000

New Guinea's Gold Production in 1938-9

From Our Own Correspondent

IN the year ended June 30, 1939, the gold output of the Morobe Goldfield was a record, and exceeded in value £2,000,000 (Australian).

The actual figures, at present, are 391,026 ounces, valued at £2,041,317, but this may be increased eventually, by about £80,000, owing to the rise in gold values.

The Territory's administrative revenue, enjoying a royalty of 5 per cent., will benefit by over £100,000.

"MORE AND MORE CRUISERS"

Sir W. Carpenter on Pacific Defence

SIR WALTER CARPENTER, head of the large group of Pacific companies, of which Messrs. W. R. Carpenter and Co. is the chief, returned to Sydney on July 10, after a tour abroad. He was in Europe during the very critical days of March, when Hitler seized Czechoslovakia, and he saw history being made. He gives comforting assurances about the new strength of Britain; but he is insistent about the need for strong naval forces in the Pacific.

"I am more than ever convinced that Australia's vital necessity is a strong navy," he says.

"Australia's naval strength at present is hopelessly inadequate. Australia should join with Britain, New Zealand, and South Africa, if possible, in building a fleet strong enough to make any attempt by Japan to move southward too dangerous to be undertaken. It is no use spending millions of pounds and waiting three years or more for a battleship and a graving dock. We should concentrate on cruisers, with the Singapore Base as the bulwark of our defence.

"Britain has battleships to spare, and some could be sent to the Pacific, while Australia should make every effort to obtain more and still more cruisers for the protection of our long coastline."

Report of Chinese Refugees Entering N. Guinea

A REPORT from New Guinea states that, during many months, many Chinese refugees—men, women and children—have been allowed to enter and settle in the Territory.

An official, who recently arrived in Sydney from New Guinea, says there is no truth in the statement that many refugees are arriving. A very few may have come in; but, if so, the fact is not known, or discernible.

John Cox and the Wild Tigers

REPORTERS who prowled hopefully over the "Tanda", in Sydney, on June 22, looking for a story, sighted a broad-brimmed felt hat, with red and blue decorations, above the heads of the crowd on deck. They trailed the unusual headgear, and thus located 6ft.

3in of sun-tanned Irishman, in the person of Mr. John Cox.



Mr. John Cox, complete with hat.

Their enterprise was rewarded. For a couple of days afterwards, John Cox, as world-wanderer, Malayan trader, Sumatra tiger-shooter and New Guinea road-master, was "front page news" in the Sydney newspapers.

Mr. Cox did not at first realise what was happening to him. By the time he had discovered himself plastered across various journals, complete with hat, it was too late to do anything about it. But he hid himself away in the "Tanda" until she sailed for Melbourne; and, when he returned on her to Sydney, en route

to China, he remained hidden.

It was bad luck for Mr. Cox, who loves human companionship, makes friends wherever he goes, and will talk to anyone about his queer adventures in many lands. But, now, he classifies reporters with wild tigers.

Before he left Namatanai, New Guinea, on long furlough, Mr. Cox was the guest of honour at a dinner given by the planters, who warmly praised the good work of Mr. Cox in building roads and bridges in their district.

World-Wide Circulation of Pacific Islands Monthly

WITH this issue, the "Pacific Islands Monthly" completes nine years of continuous publication. The usual index for the year—namely for Volume 9—is printed at the back of this issue.

We take this opportunity of expressing, to our subscribers and advertisers, our appreciation of their valuable and consistent support, which has made the sound establishment of this journal possible. The "Pacific Islands Monthly" has its critics—particularly regarding its activity on matters relating to administration in the several territories—but at least we can claim that it has given real service to the residents of the Pacific Islands, insofar that it has created an amount of interest in Pacific Islands affairs that was not dreamed of in 1929.

It may interest subscribers to know that the journal not only has a large established circulation in every territory of the Pacific, south of the equator, but it also has a remarkable growing circulation in other countries. It is probable that, with the single exception of the Sydney "Bulletin", there is no Australian publication which goes in such large numbers to so many different countries.

BOGUS BOOKS

How Indian Hemp Was Smuggled into Fiji

AN ingenious system of smuggling "Indian hemp" (a forbidden narcotic) into Fiji through the Post Office, was discovered recently, and one of the Indians concerned was fined £100.

For some time, the authorities suspected that the drug was entering the Colony in considerable quantities, but the method of transport was long a mystery. Then the attention of someone was directed to the number of Indian magazines coming in by post, and soon the whole plan was uncovered.

Certain people in India kept a stock of old Bombay railway timetables—thick, chunky books. They cut the centre portion right out of them, leaving the covers and edges of the pages intact, and into each little compartment thus created they put two ounces of Indian hemp wrapped in a sheet of rubber. The timetable was then carefully covered, so that it looked like a magazine, and was prepared for posting.

Meanwhile, in Fiji, other Indians had rented a number of Post Office letter-boxes. By each mail, there arrived what apparently were Indian magazines, addressed to what apparently were members of the Indian community. The customs and postal clerks did not attempt to examine them, and sorted them at once into the boxes to which they were addressed. Actually, the names were all fictitious, and the boxes were all rented by one gang.

In May, the Fiji police set a watch upon certain postal boxes; and an Indian named Bhirgu was caught when taking the packages out of one box, while the key of another box, also containing packages of the drug, was in his hand. Bhirgu declared that he was merely acting for another Indian, Chotkhan; but Bhirgu had been caught, and

A STRANGE VISITOR

£1,000 Lighter on Reef in Samoa

From Our Own Correspondent

APIA, June 29.

A MOTOR launch from Savaii, on June 22, reported to the Harbourmaster at Apia that it had noticed a strange craft on the reef at Faleula, westward of Apia.

The Harbourmaster (Captain D. McClymont) went out and found that the vessel was a lighter, which he towed to Apia.

At first, the appearance and character of the lighter was a complete mystery; but inquiries showed that it belonged to Pan American Airways.

It is a covered steel barge and was specially built for fuelling and anchoring the Clipper planes of Pan American Airways. It was last used at Pago Pago, to fuel the "Samoa Clipper", before her last disastrous flight in January, 1938. Since then it had been lying in Pago Pago. Recently, it was decided to transfer the lighter to the new base at Canton Island, and the U.S.S. "Roger Taney" was towing the lighter to Canton Island, one night about four weeks ago, when the towline parted and the lighter disappeared into the darkness, and could not be found.

It is calculated that the value of the lighter is at least £1,000, and the launch owner who discovered the craft probably will be entitled to a substantial salvage payment.

Chotkhan was not, so Bhirgu, on June 13, was fined £100, or four months' gaol.

Thus, for the moment, has the Indian hemp trade in Fiji been broken up.

Notorious Ile de Nou

To Be Seaplane Station on Trans-Pacific Air Route

From Our Own Correspondent

NOUMEA, June 25.

A SMALL army of workmen, under the direction of technical experts sent out by Pan American Airways, Ltd., is now busy preparing a seaplane base at Noumea, in New Caledonia.

The base is being called Nouville, and it is on the island directly opposite the town of Noumea. This is the once notorious Ile de Nou, and on it there still remain the great prisons which housed the convicts sent from France.

In more recent times, these old buildings have been used to house the thousands of Javanese labourers, who are brought in periodically from Java, employed for two or three years on the mines and plantations, and then repatriated.

The Ile de Nou, lying opposite Noumea, helps to enclose the sheltered water which is the port of Noumea.

A special water supply, electric light and power, a meteorological station, and all other modern requirements are being installed. The Ile de Nou, which was once the melancholy home of so much human misery and horror, will in future be an important station on one of the main trans-Pacific aerial routes—a place where lighthearted tourists may spend a few hours under tropical surroundings while on their way between New Zealand (or Australia) and North America.

It is generally expected in Noumea that Pan American Airways will attempt their first test flight between Noumea and Auckland in July; but there is as yet no indication that a suitable seaplane will then be available.

2,000,000 FRANCS BEING SPENT

The "Bulletin du Commerce" of June 17 says that the work, which will cost

RAPID PREPARATION OF SEAPLANE BASE AT CANTON IS.



From Our Own Correspondent

HONOLULU, June 26.

A CONSTRUCTION crew of 75 Americans is making rapid progress on the air base at Canton Island, for use by Pan American Airways planes on the projected Hawaii-Canton-Noumea-Auckland service.

In the great 5-miles lagoon at Canton, the construction gang is dynamiting a runway through the coral heads, 8,000 ft.

long and 2,000 ft. wide. Minimum depth will be 7 ft.

The channel into the Canton lagoon is too shallow to permit entry of regular vessels, so much time is being consumed, moving some 5,000 tons of equipment from lighters into the lagoon, and on to the beach where the new American camp is being erected.

One important job is the distillation of water suitable for "domestic" uses

from the ocean. Little rain falls at Canton Island.

The P.A.A. village is some 200 yards from the camps of the British and American official "colonists", who have been resident at Canton Is. for two years.

This photograph—the first published since the Americans commenced operations—shows the equipment lying on the inner beach, which faces the large lagoon which will be used by the clippers.

more than 2,000,000 francs, will comprise:

A large pumping station for the refuelling of the seaplanes; a jetty, equipped with a crane, which will be constructed close to the former military post; a depot for material; workshops and office; a large hall for the accommodation of passengers and crew; and various structures to meet the need of P.A.

All buildings will be erected in modern style, surrounded by lawns, after the American fashion.

In a comparatively short time, the appearance of Nouville will be completely changed. This part of the island will represent a miniature city, where great activity will be afoot with giant seaplanes, which will arrive four times per month—two will come fortnightly from San Francisco-Honolulu-Canton Island, and two will return from Auckland to San Francisco, with the same itinerary and regularity, every 15 days.

For the radio station, which will be in constant touch with the seaplanes, the property of M. Steinmetz, at Magenta, has been chosen, after close study and examination of the region of Nouville, Brun Isle, and the district surrounding Noumea for a favourable zone.

The P.A. technicians, with complete portable material and little motor, have conducted experiments on the property of M. Steinmetz. They are in touch with the Company's station on Canton (Phoenix Islands), which is an airport on the San Francisco-New Zealand route. If suitable results are obtained from these experiments which have lasted several days, arrangements will be made for the erection of the necessary works.

Passengers arriving at Noumea in the afternoon, will remain one night in the town and will depart the next day.

It is probable that, at some future time, the seaplanes will call at Brisbane, but the project is still indefinite—nothing official has yet been established.

SYDNEY-AUCKLAND AIR MAIL

British Imperial Airways are pushing on steadily with their preparations to make test flights between Sydney and Auckland and between Auckland and Suva. It is officially announced that the Sydney-Auckland air mail will commence in October.

UNUSUAL MASS TRIAL

Chinese and Samoan Women
Convicted of Cohabitation

THERE was an extraordinary scene in the High Court, Apia, Western Samoa, on June 21, when 34 Chinese labourers (at present employed on the New Zealand Reparation Estates) and 34 Samoan women were lined up, and convicted of the offence of cohabitating. There is a law in Western Samoa which says that Samoan women must not live with Chinese coolies on European plantations.

The Chinese were ordered to come up for sentence within three months. The women, many of whom had small children with them in the Court, were sentenced to three days' in prison, after which they were to be sent back to their villages. The village chiefs were made responsible for seeing that the women did not return to the Chinese.

The New Zealand authorities are determined to stop this cohabitation. On moral and social grounds, they doubtless are right.

It is well known, however, that the Chinese treat their Samoan "wives" kindly and generously, and a home with a Chinaman is eagerly sought. Ethnologically, it has been shown that the offspring of a Chinese-Polynesian union are acclaimed the healthiest, brightest, handsomest and most industrious people in the Pacific.

SAMOAN LAUNCH IN BREAKDOWN

THE Samoan Government launch, "Pilot", with mails and passengers, left Apia on June 29 for Pago, to connect with the "Monterey" en route from Australia to America; but it did not arrive at Pago on June 30.

The launch "Amy" left Apia, and two vessels left Pago, to search. The "Amy" found "Pilot" with a broken shaft; and it picked up passengers and mails and transferred them to the "Monterey".

White Man Battered by Native Police

Recent Vila Incident Reflects
Badly Upon N. Hebrides
Officials

A PARTY of firemen, off the S.S. "Morinda", while in Port Vila (New Hebrides), on May 23, were at one of the French bars in the rue Higginson. Some misunderstanding arose, which resulted in the French Commandant of native police arriving on the scene, with some of his native police, into whose custody he handed two of the stokers.

The Frenchman was not in uniform, nor is he able to speak English. One of the stokers resisted arrest, and was dragged along the street by several native police, who hammered him with their batons.

Three times, along the street, the batoning of the European was stopped by white men; and the stoker was at length allowed to get away.

This stoker fainted, somewhere on the outskirts of the town. On regaining consciousness, bleeding and half-naked, he made his way back to the Burns Philp wharf, to await a launch to take him to his ship. A squad of British native police arrived, in charge of a native sergeant, who told the stoker that he had orders to arrest him. So as not to make any further scene, the stoker decided to go with them quietly. En route, the party was met by the British Commander of Native Police.

The man was then taken to the French Police Station, lodged in a cell, and then charged by the British Commander of police with being drunk and disorderly, and assaulting a police officer.

At the subsequent court proceedings, where this man was arraigned, with two of his mates, the stokers claimed that they had been improperly deprived of a bottle of brandy which they had bought; and, when they protested, they were attacked and ejected.

Evidence was produced that the man who was battered by the native police was neither drunk nor disorderly. The judge found him not guilty, on both charges.

The charge of being drunk and disorderly was also dismissed in the case of a second fireman; and a third, who pleaded guilty to drunkenness, was fined 5/-.

Such misunderstandings, between people speaking different languages, may occur among the quietest people. But the notorious Condominium of the New Hebrides seems to be the only place where white men can be arrested and manhandled by native police. There have been other similar cases in Vila; and always it has been visiting British men who have become involved, and the manhandling has been done by the French native police.

Apparently well-informed people who have sent this information to the "P.I.M.", say that the fault lies with certain French and British major officials "who are too high and mighty to use a little ordinary tact". They also say that "the French native police in Vila are an ill-disciplined body, very cheeky, and with little respect for white men, French or English".

Mr. A. Ulfby, of Rarotonga, Cook Islands, where he has been a resident for 10 years, arrived in Sydney in July on his way home to Norway.



WEDDING IN WESTERN SAMOA

On June 7, at Apia Protestant Church, Western Samoa, Miss Isobel Toothe was married to Mr. James Knox, of the local Burns, Philp staff. The group shows: Front row—Miss Marion Edwards (bridesmaid), the bridegroom, the bride, Miss Joan Marston (flower girl), Miss Mavis Edwards (bridesmaid). Back row—Mr. L. Cook (groomsman); Mr. J. Parkhouse (best man).

URGENT SEARCH FOR LABOUR

What New Guinea Has been Doing

Letter to the Editor

IN regard to your article on the Native Labour Problem in New Guinea, in the June number, it may interest you to know that New Guinea applied for Javanese labour last year and was refused.

Only certain countries may apply for Javanese and (I believe) Tonkinese labour—those countries where the practice of permitting such contracts of labour has become an established custom. There is no intention to extend the privilege to other countries.

On this refusal, the New Guinea Administration applied to the Dutch authorities for permission to recruit labour in Dutch New Guinea. This, again, was refused—and for the reason that they need all the labour they can command for their own enterprise.

Thereupon, New Guinea approached Papua for permission to recruit labour. Again, they were turned down—and not unreasonably. It is suspected that it was with the object of removing this last restriction that certain New Guinea interests supported the idea of amalgamation.

So, you see, the New Guinea Administration really has done its best, and failed. This information is O.K., but for some reason which I do not understand it has been suppressed.

I am, etc.,

RABAULETE.

Sydney, July 1, 1939.

OLD "MAKAMBO"

Reported Sold to Japanese

THE old Burns, Philp steamer "Makambo", known to two generations of Pacific Islands people, has been sold to the Japanese.



The S.S. "Makambo" (1,100 tons), on the beach at Vila, New Hebrides, where she was run ashore at the end of 1935, after nearly 30 years running in the B.P. services.

She had been last in use in the New Hebrides, for inter-island communication; and, finally, she was laid up in Port Vila, out of commission. It is reported there that she was sold to a German planter for £100, and that he, in turn, sold her to Japanese interests for about £500.

GILBERTS CHIEF CELEBRATES SILVER JUBILEE



Kaiea, the Chief of Makin, Gilbert Islands, and his wife, were escorted through the village, drawn in this decorated cart, when the silver jubilee of his accession to the chiefship was celebrated recently.—(Photo. by C. Kanzaki).

Britain, U.S.A. and France

Cordial Meetings In The Pacific

CORDIAL friendship between Britain, France and the United States in the Pacific has been seen lately in a series of official visits.

A French official party recently was overwhelmed by hospitality in Auckland, N.Z.

At the end of May, the Governor of Fiji and High Commissioner for the Western Pacific (Sir Harry Luke) made an official call, at Noumea, upon the Governor of New Caledonia and High Commissioner for France in the Pacific. His party, and the men of the British warship on which they travelled, were very warmly received by the French.

The Governor of American Samoa, Captain E. W. Hanson, U.S.N., and a party, including administrative officers and three Samoan chiefs, arrived in Suva on June 21 in the U.S.S. "Ontario" station ship from the Pago Pago naval station, on an official visit.

After firing a salute of 21 guns, which was answered by H.M.S. "Leith", the "Ontario" berthed beside the "Leith", and Governor Hanson landed and was met on the wharf by the Governor's Deputy, the Hon. Juxon Barton, C.M.G., O.B.E., Commander G. R. Waymouth, of H.M.S. "Leith", and several Government officials.

The "Ontario" sailed on the return journey on June 25, after a series of official functions and entertainments.

AIR BASE IN NEW HEBRIDES

THERE is a report current in Sydney that one of the numerous air bases which are being prepared in the Pacific Islands, will be located at Port Stanley, near the plantation of Mr. E. Corlette, on Malekula Island, in the New Hebrides. It is stated that this will be an ideal site for aeroplanes, and that a sea-plane base in the vicinity is also possible.

During the Western Pacific High Commissioner's recent visit to the New Hebrides, an officer from H.M.S. "Wellington" commented very favourably on the Erakor Lagoon, on Efate Island, as a sea-plane base (says our Vila correspondent). He estimated that the broad upper pool of

BANNO'S TONGAN TRADE

N.Z. New Law May Cause Transfer to Fiji

THE far-reaching disturbance of South Pacific overseas trade, caused by New Zealand's new finance regulations, has upset the organisation of Banno Brothers, a Japanese firm with considerable interests in Tonga.

Tonga's limited trade is competed for by several firms. At Vavau, for instance, there are the stores of Burns Philp (S.S.) Co. Ltd., Morris Hedstrom Ltd., Brown Joske Ltd. (from Fiji, who recently took over the store of the late T. L. Slatter), Lever Bros., and Banno Brothers. Five firms, therefore, are operating where there is enough trade only for one or two.

Until recently, when Tonga put a heavy tariff on non-British goods, it was impossible for the European firms to compete against the cheaply-produced goods imported from Japan by Banno Brothers. The Japanese were steadily taking possession of the Tongan retail trade. The new tariff checked the Japanese invasion, however.

Banno Brothers had a warehouse in Auckland, N.Z.; goods arrived there from Japan in Japanese ships; and they were held there under bond and re-shipped to the Islands.

The N.Z. imports embargo has seriously upset the operations of the Japanese firm—to the relief of the European firms, which it consistently undersold.

It is now reported that the Banno headquarters, or distributing point, is being placed in Fiji. Fiji will not be as kind to the Japanese as Auckland or Tonga. Fiji does not like too much cheap, foreign trade, and operates a quota system against it.

this Lagoona has a suitable landing area of at least a square mile. It is sheltered on the north, east and south-east by hills and thickly wooded slopes; and its waters are quite calm at all seasons of the year.

Mr. Tulsi Ram Sharma has been admitted to the Fiji Bar as a barrister and solicitor, on the motion of Sir Henry Scott, by His Honour the Chief Justice, Sir Owen Corrie.

Queer Incidents Near New Guinea

An Official Party is Startled

MYSTERIOUS incidents, in and around New Guinea, in recent months, have indicated the delicacy of the international situation, and emphasised the fact that, just over the horizon from Australia's Mandated Territory is the Japanese Mandated Territory of the Marshall and Caroline Islands.

When the E. and A. liner "Neilore" was on her way south, from Manila to Rabaul, about the middle of February, she quite unexpectedly came upon the German (N.D.L.) steamer "Friderun", near Manus (Admiralty Islands). The "Friderun" was unloading what appeared to be drums of oil, or motor-spirit, into a small, unidentified vessel.

The "Friderun's" activity may have been quite innocent, but those most interested seem to see a particular significance in it.

Within the last three months, the New Guinea Administration's vessel "Leander" was off the eastern coast of New Ireland when she encountered—apparently by accident—a large mysterious vessel. When the "Leander", which carried a party of officials, proceeded to investigate, she was met with every indication of hostility. Exactly what happened, no one knows, outside of officialdom; but it is known that something of an urgent character was reported by radio by the "Leander", and then the latter vessel returned immediately and unexpectedly to port. It is known positively, however, that the myster-

Another Freighter for the W.R.C. Line

AN order for the construction of a new cargo-carrier, of approximately 10,000 tons, for service in the Pacific, has been placed in England by Messrs. W. R. Carpenter and Co. Ltd.

Sir Walter Carpenter, who returned to Sydney in July, placed the order in England while he was there, but was informed that, owing to the number of orders in British shipbuilding yards, it probably would be a few months before the vessel could be laid down.

The W.R.C. freight service was started in 1934, with the two motor vessels, "Salamaua" and "Rabaul". A new steamer was constructed, and named the "Suva", and entered the service early in 1939. The vessels run on a regular schedule between European and Pacific Islands ports.

ious stranger was not Japanese.

About the same time, in the same region (off the eastern coast of New Ireland) just after daylight one morning, a large naval vessel, attended by two or three smaller craft, was noticed travelling south-eastwards; and again, in relation to this visitor, officialdom adopted a policy of "hush, hush!"

Mr. J. W. Sadlier, who for over 30 years was in charge of the Fiji Government's Makuluva Quarantine station, died at Nasota Island, Fiji, in June at the age of 66.



TOP.—Miss P. R. Osborne, of Port Moresby, and Mr. J. A. Jenks, of the Australasian Petroleum Company, Papua, reached Sydney by the "Bulolo" on July 4. They were married in Sydney the same day.

BELOW.—Ven. Archdeacon Alfred J. Thompson, Th.L., accompanied by his wife, arrived in Sydney from Samarai, on furlough, by the July "Bulolo". They are members of the New Guinea Mission's staff in Papua.

Mr. George Shepherd, who for many years was a member of the staff of the Suva Metal Works, died in Fiji, in June.



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TROPICALITIES

NEW Zealand newspapers, at the end of June, foreshadowed the early construction of two liners, each of 25,000 tons, to replace the Union Company's "Aorangi" and "Niagara" in the Pacific service, between Sydney and Vancouver. The vessels are to have each a speed of 22 knots, and each will carry 750 passengers.

As the same kind of optimistic announcement has been made at intervals during the past five years, residents of the Pacific can be pardoned if they do not treat the latest statement with any great respect.

It is worth noting that the "Niagara" was built in 1913, and the "Aorangi" in 1924. Both liners—but more especially the "Niagara"—do not find it easy to compete with the more modern vessels of the Matson Line. The managers of the Matson Line, for their part, are now talking of replacing the "Monterey" and "Mariposa" with two more modern liners.

CAN anyone explain what this is all about:—

"London, June 26. To Pacpub (Pacific Publications Pty. Ltd.), Sydney. World's biggest slander and poison campaign has failed to ruin me. My enemies are raving. Happy days to everybody. (Signed) C. Hughes".

This is the third radiogram of a similar character, with the same signature, received from London by the "Pacific Islands Monthly" during the past twelve months. Is it a practical joke? If so, when do we laugh?

EARLY last year, a well-known New Guinea miner was returning to his claim in the Wewak district, taking with him a cherished cat. In Wewak, before departing for his claim, he was eating his first meal in the only restaurant the place boasted—a combination trade-store and "hash-house" run by a "Kong Kong"—when sleek pussy, rubbing herself against his legs as he sat eating, made him give thought to her welfare during his intended short stay in the district.

He called the Chinaman and, indicating the cat, told him to open a tin of meat and give it to her. Looking a trifle puzzled, the "Kong" obeyed. The cat immediately sent out a series of calls, which brought several others of the species to join her in the meal.

The miner was rather startled at his cat's generosity, but decided that if it was all right with her it was O.K. with him, too, and went on with his dinner. When leaving, he pointed to the cat and instructed the Chinaman to give her a tin of meat every night until further notice, and to charge her maintenance on his bill. The Chinaman, still looking rather mystified, but grinning widely, agreed.

Arriving at his temporary camp, the miner was met by his personal boy, who informed him that "Puss cat 'im 'e no got kai-kai, master".

"Puss cat 'im 'e kai-kai finish", replied the master.

"No got", answered the native. "Puss cat 'im 'e no kai-kai something, 'im 'e 'ungry too mus".

"Puss cat 'im 'e stop where?" inquired the master, now beginning to have an inkling of what had happened.

"Puss cat 'im 'e stop onetime me-fella".

The inkling became a certainty. The miner had "shouted" a meal for the Kong-Kong's own cat and her family. The standing order for the feline's sustenance was cancelled next morning.—IMEB.

UNDER a double-column heading of "Doing Sums on a Tropic Isle", the Melbourne "Herald" in June ran an article in which a fanciful picture was drawn of a young man undergoing a two days' examination in the Trobriand Islands, Eastern Papua, while the Assistant Resident Magistrate sat solemnly at a distance and supervised. The young man was the assistant to the medical officer and he was one of 327 candidates, in Australia and territories, for air pilot's licence, second class. According to the "Herald" writer, while the young man inside wrestled with his examination problems, an admiring circle of Trobriand islanders sat outside under the palm trees and watched the sparkling sea and told each other, "That feller plenty big swot". Such is journalism in our time.

A MURDER occurred in an outback village in Papua, where only recently a village constable had been stationed. The newly appointed dignitary promptly arrested a small boy and, taking him down to the coast, eventually entered the Resident Magistrate's office grinning broadly.

"There's been a murder", he announced proudly, "and I've brought you a prisoner."

The Magistrate looked doubtfully at the youth with handcuffs on his wrists. He was not more than 12 years of age. "But surely", he protested, "this young boy has not killed anybody?"

"Oh, no", the constable replied. "He had nothing to do with it."

"Then why have you brought him?"

"You see, sir", the constable explained

eagerly, "you told me to bring a prisoner along every time a man is killed. The man who did the killing said he did not want to come, so I brought this boy instead. He was the only one I could get!"

CAN any student of Pacific history say who Mount Gower (one of the two main peaks of Lord Howe Island) was named after? Mr. Arthur Peck, of 99 Queen Street, Melbourne, who has been visiting the island, wants to know. Lieut. Lidgebird Ball, of H.M.S. "Supply", found the island on February 17, 1788, and gave his name (Mt. Lidgebird) to the other peak. But who was Gower?

Mr. Peck reports that, last year, 22,000 rats (destroyers of the Kentia palm seed) were killed on the island, and a bounty of 3d. each was paid on their tails. The bounty now is down to 2d. per tail. Kentia palm seed is now worth £12 per bushel.

Monsieur Cassagne, Commissioner of Police at Vila, New Hebrides, left for furlough in France by the "Sagittaire" in mid-June. He has been in the Group for six years.

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Guam Students for Suva Medical School

Why Does Australia Hold Aloof?

THE work of the Suva Medical School, a remarkable institution which trains native medical practitioners from all over the Pacific, was warmly praised by various speakers at the Pacific Islands Club meeting in July; and the principal of the School, Dr. Hoodless, who was present as the guest of the Club, told something of the history of the movement.

In the course of discussion, Dr. Hoodless was asked if he could give any explanation of why Australia has so far refused to co-operate with the Suva Medical School, and has sent no trainees from the Australian Pacific Territories to that institution; but Dr. Hoodless said he could not reply to the question.

Small parties of Papuan youths have been trained in Sydney for medical work, and some system of training of native youths is carried on in the hospitals in New Guinea; but neither system is comparable with the work that is being done in the Suva Medical School.

Selected natives from the Solomon Islands and from the New Hebrides (who are of the same Melanesian type as the people of Papua and New Guinea) have been trained in Suva and are doing splendid work in both the Solomons and the New Hebrides. The four years' course that these selected natives undergo at the Suva Medical School not only gives them a useful knowledge of medicine and simple surgery, it also trains them in hygiene, sanitation and administration, and their work in the native villages in consequence is increasingly valuable. Furthermore, these young men come together in Suva from all parts of the Pacific—Fiji, Samoa, Cook Islands, Tonga, New Hebrides, Solomons, Gilbert and Ellice Group—and in this association they get a new understanding of the future of the Polynesian races, and a greater confidence in themselves, and this influence is reflected in better social conditions in the villages where they work.

An interesting development recently is the announcement that the American authorities have approved of the Suva Medical School. A party of selected youths from the American island of Guam is being sent to Suva to undergo the 4-years' course in training as native medical practitioners.

This means that the United States is co-operating with the British Colonial Office and the N.Z. Government in this institution; and, naturally, the question is asked, with increasing urgency, why Australia holds aloof.

Centenary of Christianity in Rotuma

REV. C. M. CHURCHWARD, M.A., of the Methodist Mission has completed a valuable piece of work in the compilation of a Rotuman Dictionary and Grammar. This is referred to in the highest terms by recognised experts, and the Methodist Mission Board has applied to the Fiji Government for some help in connection with its publication.

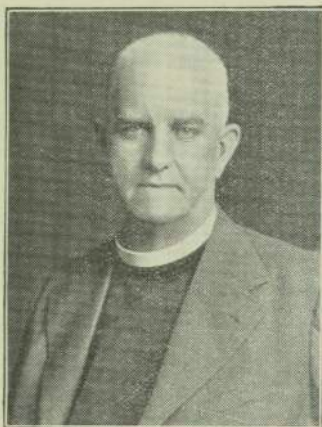
The Centenary of Christianity in Rotuma will be celebrated on July 21 and 22, says the "Mission Review".

ABOUT ISLANDS PEOPLE

Miss A. Mills, B.Sc., of Pinikidu, New Britain, who has served with the Methodist Mission for nine years, is at present spending long furlough in New South Wales.

Miss Mildred Free, formerly of Nukualofa, Tonga, left Sydney in July for Suva, Fiji, where she will reside in future.

Mrs. Harold B. Lange, of Apia, Western Samoa, who has been visiting relatives in New Zealand, returned to Apia by the July "Matua".



Rev. HAROLD J. SHORT, F.R.G.S., of the London Missionary Society, who is one of the best-known men in Papua, both as a missionary and as a writer of delightful little sketches on native life, is at present on furlough in England, from his station at Hula. On April 27, he took part in a television broadcast from Alexandra Palace and was the first minister of religion to be seen and heard on the air. Reports from many quarters indicated that the clearness of vision and speech was excellent.

—Photo: "Australian Christian World."

Mr. William G. King, formerly of Tamworth, N.S.W., married Miss Jean Forster, of Suva, early in June. The ceremony, at the Holy Trinity Pro-Cathedral, was performed by the Bishop in Polynesia, Rt. Rev. L. S. Kempthorne.

Captain William Ross, a veteran master mariner of the Pacific, died in Auckland, New Zealand, on June 28, aged 89. In 1884 he entered the Niue Island trade and continued in it for 25 years, with the barquentine "Ysabel". During the early stages of the Great War, Captain Ross played a prominent part in negotiating the purchase of premises and stocks of German firms operating in Tonga. It was he who hoisted the British flag at Haapai on July 24, 1916.

Mr. Mistry Muthan, a mason, who had been in Fiji since 1882, died at Suva in June, aged 93.

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His Honour Sir Owen Corrie, Chief Justice of Fiji, left Suva on leave by the "Niagara" in mid-June.

Mr. and Mrs. W. A. Campbell, accompanied by their three children, returned to Fiji by the "Monowai" from Sydney on July 6, after furlough in Australia. He is a member of the Colonial Sugar Refining Co.'s staff at Ba.

Mr. C. R. Chaseling, well-known Australian aviator, has joined the staff of Carpenter Airlines. He spent June in New Guinea gaining experience of local conditions, flying with Mandated Airlines.

Members, and their families, of the C.S.R. Co., who are booked to sail for Fiji after leave in Australia by the "Mariposa" on July 21 include: Mrs. T. N. R. Carew and family (Labasa); Mr. W. Finlayson (Ba); Mrs. J. G. Davis (Lautoka); and Miss Betty Craddick (Lautoka).

Mr. G. C. Holmes, one of the most popular men of the New Ireland district, New Guinea, was entertained at a smoke concert, in Kavieng, by about 30 friends, in June, and presented with a wardrobe trunk. Mr. Holmes has left the Territory, to reside in England.

Mr. F. A. Roades, manager of the Burns Philp plantation at Ysabel, Solomon Islands, who has been in Sydney on furlough, is now convalescent, having undergone hospital treatment for a duodenal ulcer.

Lieutenant-Colonel Gaffiero has been appointed head of the Health Department in New Caledonia, replacing Lt.-Colonel Gorjux.

Mr. "Tommy" Horne, of Suva, Fiji, head of the well-known firm of Walter Horne and Co. Ltd., who has been undergoing treatment for his health in Sydney for some considerable time, is now very much better, and expects to return to Fiji at no distant date. He complains that he is on a "hay diet", and that the ruthlessness of his doctor destroys many of the savours of life; but, nevertheless, he is in very good form and appears to have quite recovered the health he lost a couple of years ago.



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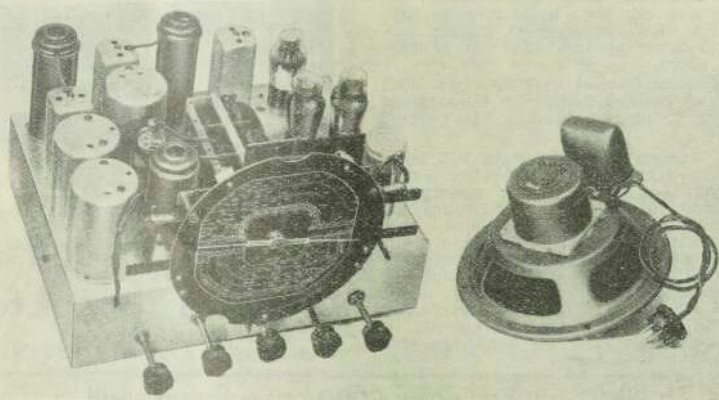
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N.G. GOLDFIELDS ROAD

Likelihood of Hold-up
Reported

A CORRESPONDENT at Lae, New Guinea, writing to the editor of the "P.I.M." says: "We have learned on very good authority that a spanner has been thrown into the machinery in regard to the Wau-Salamaua road, and we strongly suspect that the whole plan is being held up. We do not know what has happened, but the inclination here is to blame the Administrator for the development."

There is not much doubt about what has happened.

The problem is entirely one of finance. When Mr. Hughes promised the road to the residents of the Morobe towns, he said that the cost would be £150,000 and that the money would be raised by a special loan, to which companies trading in New Guinea would subscribe. It has been found that £150,000 is not sufficient. The estimated cost of the road is not less than £200,000. Enquiries show that the amount promised towards the loan by the big firms concerned is about £100,000. That leaves a gap of £50,000 in the original estimate and of £100,000 in the probable cost of the road.

A year or two ago, it seemed possible to provide £50,000 or £100,000 for a road project out of the accumulated funds of the New Guinea Administration. But, for some reason that no one can explain, the New Guinea Administration has been running at a loss, with the result that the surplus funds have all disappeared. Australia has no money for road work in New Guinea—it wants every penny for its own purposes and for defence—and the only way in which the money could be provided for the cost of the road would be to take anything up to £100,000 out of the trust funds in the hands of the N.G. Administration. That would be a very risky procedure.

Finance is the problem; but unsuspected engineering difficulties may be offered as an excuse for not going on with the road at an early date. The people of the Morobe goldfields can thank the profligate spending of the N.G. Administration for the present position. The N.G. Administration has received hundreds of thousands of pounds in gold royalties, from the gold industry, during the past ten years—most of which was taken on the plea that it was needed for the building of a road—but none of that money is available.

Sir Philip Goldfinch, general manager in Sydney of the Colonial Sugar Refining Co. Ltd., will visit Fiji at the end of July. Accompanied by Mr. W. L. L. L. Inspecting Engineer, and Mr. L. S. Dalrymple, Private Secretary, Sir Philip will leave Sydney by the "Mariposa" on July 21.

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, August 2, 8 p.m., Hotel Carlton, Sydney.

Address for Correspondence:

THE PACIFIC ISLANDS CLUB,
Box 2134 M.M. G.P.O., Sydney.

RADIO TELEPHONE SYSTEM

New Guinea Now Has Most Modern System

THE installation of a radio-telephone system linking four New Guinea towns, and giving a service based upon principles at least as advanced as those of any similar service in the world, was announced in July by Sir Ernest Fisk, chairman of Amalgamated Wireless (Australasia), Ltd.

Sir Ernest Fisk said that the towns are Lae, Salamaua, Bulolo and Wau. These places are from 25 to 60 miles apart, and the intervening country is so rough that to erect telephone lines there would be difficult. Lae and Salamaua are on the coast; but Bulolo and Wau, up in the mountains, would have been cut off from most of the amenities of civilisation, had it not been for aeroplane transport and communication by wireless.

Now, the radio-telephone system gives connection between any two of the four townships by the mere lifting of an ordinary handset telephone, and the pressing of a button to give the pre-arranged signal for the desired station. As soon as a conversation is completed, the replacing of the handset leaves the equipment in readiness for calls from or to other stations.

TECHNICAL DIFFICULTIES

The technical difficulties of the installation were overcome in the research laboratories of Amalgamated Wireless, which organisation designed and constructed the equipment by arrangement with the Bulolo Gold Dredging Company and Guinea Airways, by which companies it is used for communication in carrying on aeroplane transport services.

Although incorporating the most modern principles of radio communication, said Sir Ernest Fisk, the system had to be simple, calling for no expert skill nor attention and capable of operation by any layman. Actually, six complete alternating-current-operated transmitting and

receiving equipments have been provided, fitted for duplex privacy operation, and employing four different transmission frequencies.

Two equipments have been installed at Lae, and one each at Bulolo, Wau and Salamaua, the sixth being a standby.

NO EAVESDROPPING

Eavesdropping has been rendered impossible by the mechanical inversion, or "scrambling", of speech. If anyone should succeed in overhearing a conversation, the words would be unintelligible, as the inverted speech is only rectified at the receiving instrument.

SAMOA'S LOYALTY

From Our Own Correspondent

APIA, June 22.

A FEATURE of the celebration of the King's Birthday here on June 9, was an address by Hon. O. P. Nelson, on behalf of the European residents. He gave the Government an assurance of the sincere loyalty of the population of the Mandated Territory to the British flag and to the ideals of the British Empire. A representative of the Samoan race spoke in similar strain.

"LA PHOQUE" IS AFLOAT AGAIN

Good Salvage Work in Loyalty Islands

ON June 15, the steamer "Loyalty" reached Noumea, towing the new inter-island motor-vessel "La Phoque", which had been successfully salvaged from the beach in Ouvea, Loyalty Islands, where she was thrown high and dry by the cyclone on March 25.

It was reported in May that "La Phoque" was in a hopeless position. But a remarkably successful salvage job was done by M. Brunelet, and by the end of May it was evident that the little vessel would soon be afloat again.

"La Phoque" will be repaired in Noumea, and should be back on her regular run in August.

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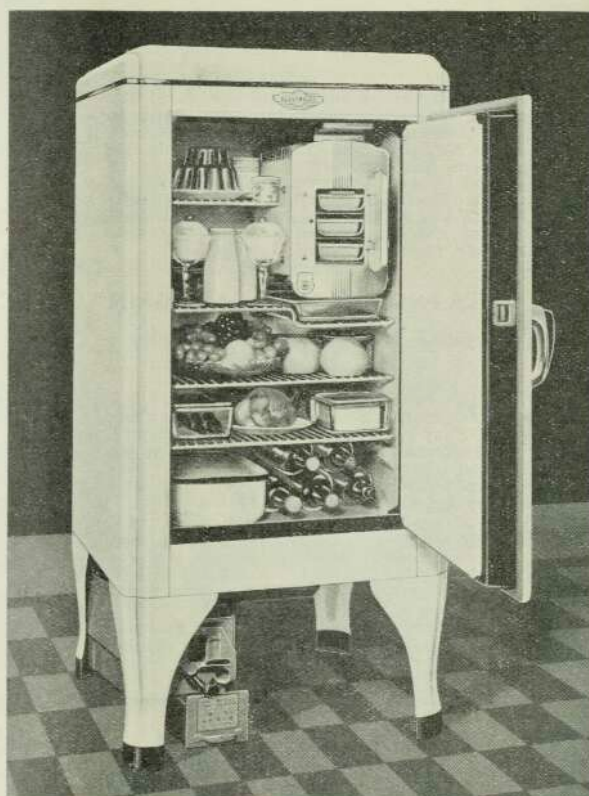
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LEAVES £200,000 P.A. IN COLONY

Value of Fiji's New Gold Industry

IT would appear that the new gold industry in Fiji, established within the last few years, is already worth over £200,000 per annum to the Colony.

In an interesting contribution to the "Fiji Times" the chief accountant of the Emperor Gold Mining Co. says that the two mines, Emperor and Loloma, in 1938, employed 1,450 men (Europeans, Europeans, Fijians, and a few Indians) and paid them £130,000 in wages. In addition, the companies paid the following:—

Total direct duty, port and service tax paid during 1938 on imports for the two Companies totalled	£ 11,549
Indirect duty, etc., on purchases of imports from local firms (estimated) 1938	11,127
Total Royalty, Port and Service Tax on Gold Exports for 1938	39,738
Estimated Income Tax payable by the two Companies for the year 1938	16,398
Total	£78,814

Mr. Taverner says that it is fully expected that these figures will be repeated annually for many years to come.

May Beat Quinine Monopoly

Achievement in New Guinea

THE Australian newspapers, in June, got hold of a story to the effect that, despite the efforts of interests in the Netherlands Indies to keep the quinine industry as a Dutch monopoly, New Guinea had succeeded in breaking through the monopoly, and was now on the way to establishing a quinine industry there.

There were some doubts as to whether this was a correct presentation of the case.

Finally, a reporter discovered Mr. G. H. Murray, Director of Agriculture in New Guinea, who has been making a somewhat slow recovery from an illness, in Wootton Private Hospital, in Darlinghurst, Sydney, and got the facts from him.

Mr. Murray said that, four years ago, he obtained a quarter of an ounce of seed from a former German agricultural research station in German East Africa, and from this small quantity of seed, at the experimental station established on the Ramu tableland, on the mainland of New Guinea, he had succeeded in raising 4,000 cinchona trees.

The trees which have been established in New Guinea are of the Red Cinchona variety. This variety yields four times as much quinine from its bark as ordinary cinchona, and this has enabled the Dutch to capture 95 per cent. of the world's quinine market. The Dutch, for years, have taken extraordinary precautions to prevent the seeds of the Red Cinchona from being taken out of Java, and the world, as a result, has paid "through the nose" for quinine.

Mr. Murray's success in establishing the Red Cinchona in New Guinea is a rather remarkable feat in tropical agriculture.

RUBBER PLANTER'S BAD LUCK

Flying Nail Destroys Eye

From Our Own Correspondent

PORT MORESBY, June 25.
AN unfortunate accident occurred at Kikori, in the west of Papua, on June 19. Mr. Gordon Marshall, manager of Ogamobu rubber plantation, was opening a packing case when he was struck in the eye by a nail flying upwards and his eyeball was seriously injured.

A radio message was sent to Port Moresby, and to Guinea Airways at Lae, and the same afternoon Mr. Marshall was brought in to Port Moresby by Stinson seaplane and admitted to the European hospital. Owing to the serious and

delicate nature of the injury, it was decided to send Mr. Marshall by air-liner to Sydney.

Mr. Marshall was taken to St. Vincent's Hospital, Sydney, and it was found necessary to remove the injured eye. He is making an excellent recovery.

This family had had its full share of bad luck. A few months ago, Mrs. Marshall nearly died from blackwater fever. She was saved by good nursing, and was carried from that plantation to the coastal steamer, and sent to Port Moresby and Sydney, where she was convalescing when her husband arrived.

Mr. W. Candler, well-known representative of Australian trading firms, was in Fiji in June on one of his periodical visits to the Colony.

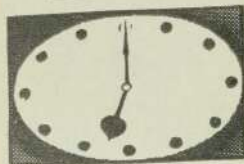
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JAPAN'S NAVAL SPY SYSTEM IN THE PACIFIC

The Real Purpose of the Wandering Trawlers

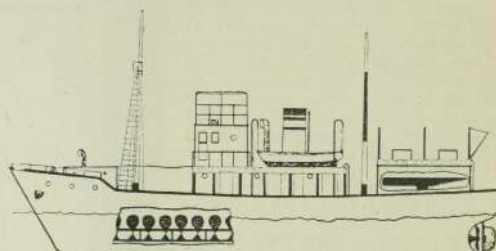
BY JOHN WILLIAMS—NO. 3 OF SERIES

HONOLULU, June 12.
THERE is no need to exaggerate one word about the spy web which Japan is casting across the Pacific. The facts are far stranger than any fiction.

Two Japanese official documents before me assert:

(1) "We Japanese say that the Pacific Ocean and the Japan Sea are Japanese pastures . . ."

This drawing shows the notorious trawler, "Amano Maru" (see opposite page) in cross section. One may see how a torpedo tube could be housed in the so-called bait tank over the stern, and mines could be set up in the so-called fish hatches, below the water-line.



(2) " . . . It is manifestly incumbent on the people to rise in perfect unity to fulfil the Holy Mission entrusted to the Nation—the construction of a New Order in East Asia . . . The mission of the Imperial Navy, to enable the Japanese people to achieve their glorious task, will be more important than ever. It must continue the present tactical operations . . ."

Japan means business. She regards America, particularly the alertness of the U.S. fleet, as the major handicap to her expansive dreams in the Pacific.

The facts deal with the new technique which Japan is using as an important part of her "tactical operations".

TRAWLERS—BUT NO FISH!

JAPAN is developing a widespread fleet of what she calls "trawlers". To-day

they are to be seen in the following waters: Off the Siberian coast, in Alaska and then right down the North American west coast to Panama and even below the equator to South American ports. They snoop through the Hawaiian Islands and the waters of the outlying islands (Johnston, Midway and Wake) which screen the Hawaii defence scheme.

The mandated islands are only 1,200

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miles from potent Midway. The mandates have for these trawlers fine roosting and refuelling ports, which are called "commercial" developments. America says the same thing about the warplane, submarine and destroyer facilities now under way at Midway, Wake and Johnston Islands.

These steel-hulled Japanese trawlers are super-North Sea type. Here are average specifications: 120 tons gross; range of 10,000 miles with 250 h.p. diesel engines, but range can be doubled by filling so-called bait wells, on each side of the trawlers, with fuel oil; they carry crew of 15 men; they are equipped with short wave radio, Sonic depth finders and electric deep-sea sounders.

Remarkable thing about some of these nomadic trawlers is that seldom is a fish seen in their holds by the observers of various Governments who have been justified in boarding them in coastal waters!

Above the stern is a large fish tank; it could house a torpedo tube. The spacious fish hatches below could be converted for mine-laying racks. (See illustration on previous page.)

The officers and crews are Japanese navy reserves.

A SINISTER CRAFT

UNANNOUNCED, the "Amano Maru", a fine example of these trawlers, called in at Honolulu on July 1 and 2, 1937. Her captain was a Danish citizen, Christian S. Albertson, and under him he had a crew of 15, all Japanese. The "Amano Maru" sailed for Balboa, California, and thence to Panama.

"P.I.M." readers should read "Secret Armies", a new book dealing with the new technique of Nazi warfare, and exposing Hitler's undeclared war on the Americas, which has just been published in New York. The author is John L. Spivak, crack U.S. investigating newsman.

Of the "Amano Maru", Mr. Spivak writes:

"... In 1937, Yoshitaro Amano, a Japanese millionaire who has far-flung interests all along the Pacific coasts of Central and South America, organised Amano Fisheries, Ltd. The 'Amano Maru' was the first of the fleet built in Japan. It has an extremely secret Japanese invention for detecting mines... On October 7, 1937, Yoshitaro Amano headed straight for the military zone off the Nicaraguan coast (just north of the Panama canal). He was arrested and charged with espionage... Result of this was that the Republic of Panama cancelled the 'Amano Maru's' registration... The 'Amano Maru' thereupon sped for Punta Arenas, Costa Rica, nearer the canal, in which harbour lurk the Japanese vessels prohibited from Panamanian waters. To-day the 'Amano Maru' is a mystery ship..."

But I can tell a better story about another Japanese trawler which has been observed in Alaskan, North American and Panama waters—the "Hachinohe Maru".

MYSTERIOUS WRECK

FROM February to May, 1938, the U.S. Pacific fleet conducted annual war games which centred, naturally, around the "keystone" of the navy-army bases in Hawaii and rigidly tested the protective screen established about Wake, Midway and Johnston Islands to the west.

By a "coincidence", the "Hachinohe Maru" happened to be in the vicinity and so closely engrossed in the movements of the U.S. fleet that she ran aground on

Ocean or Kure Island (near Midway) on February 18—unknown, of course, to the fleet.

It was not until March 16, however, that the Japanese Consul-General in Honolulu advised the American naval authorities about the wreck. Japan had dispatched a rescue vessel, meanwhile, but it found the trawler deserted (so Japan said). American units inspected the wreck and superficially it looked as though the crew of 25 men might have been drowned in making their escape from the wreck on the exposed reef. No S.O.S. signals were heard by the U.S. fleet or shipping near the area.

But, again, the crew might have been

rescued by another Japanese trawler: after all, the closest port of the mandated isles is only 1,200 miles distant and the "Hachinohe Maru" was well equipped with radio.

Now, if the "Hachinohe Maru's" mission was honest, why was her wreck kept secret for so long, and why has the Honolulu consulate made such efforts to hush every reference to the "disaster"? Commercial wrecks, according to international custom, are reported immediately. If she was a commercial vessel, what was she doing in U.S. territorial waters, off the trans-Pacific tracks usually used by commercial ships?

Is it any wonder that America to-day

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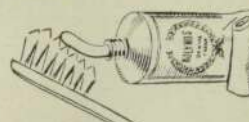
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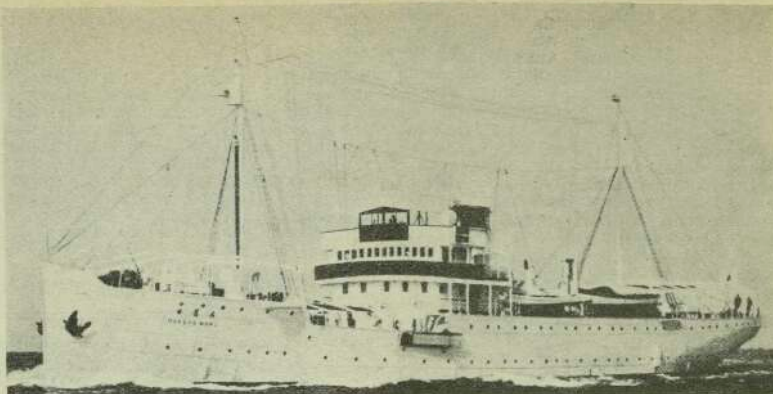
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A striking photograph of the "Hakuyo Maru" at sea.

is pushing the establishment of an air and sea patrol base at Midway Island, which will take care of foreign wanderers near Ocean Island?

Incidentally, the "Hachinohe Maru" embarrassment was so well hushed (by Japan and America) that first announcement of it was not made by the Honolulu dailies until November 5, 1938, and then the facts were vague.

It is difficult to estimate just how many of these long-range, wasp-like trawlers Japan has sprinkled all over the Pacific. But it is not difficult to imagine the menace they will become in time of war. Overnight, they can be converted into well-armed mine-layers, a menace to all the sealanes criss-crossing the Pacific. They are constructed with 3-inch gun emplacements and machine gun stands. Effective raiders.

MOTHER SHIPS FOR TRAWLERS

HERE is another angle: As "mother" ships for these potent broods, Japan has developed so-called training-ships, under the auspices of the Japanese department of agriculture, forestry and marine products.

Such a ship, the "Hakuyo Maru", visited Hawaii in August, 1936. From the 13th until the 18th, she remained in Hawaii's second port, Hilo, which is a Little Tokyo, so dominated is it by alien Japanese businessmen.

Upon arrival the captain, Junzo Nakagawa, said he had come from Alaska (he would not specify his last port of call) and when he left he said the "Hakuyo Maru" was going to "South Sea islands" but he would not specify which.

The "Hakuyo Maru" aroused immense interest among the Japanese of Hilo. She is 1,327 tons gross, 225 feet long and 36 feet beam. She is powered with twin 700 h.p. diesel engines. What interested observers most, though, was her survey equipment, which included large boats, range and depth finders!

Hilo's Japanese entertained the crew: 14 officers (navy reservists), crew of 29, and 23 cadets. These men took in all they could of the small port. They rowed about the coast, snapped photos. Hilo is being

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Mr. Richard Judge.

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improved, coincidentally, for U.S. submarine purposes!

"SNOOPERS" ANNOY AMERICANS

THE Japanese trawlers are a nightmare to the U.S. fleet. During the recent war games of the fleet in the Atlantic, trawlers rounded Cape Horn and made their way into West Indies ports from which they steamed out and shadowed the U.S. fleet's movements.

What could America do about it? After all, they were on the high seas. But what would Japan do about American "snoopers" off Japan?

These trawlers mean business. I have seen them in Dutch Indies waters, even hovering near Singapore. By now they must have made their way into the waters of the Islands territories administered by Australia. The ports of the Japanese mandated islands give them a strategic central Pacific position from which to operate.

INQUISITIVE SAMPANS

THE achievements of the ocean-going trawlers are supplemented by smaller Japanese fishing boats, usually called sampans, which confine their activities to local waters.

For example, the California, Mexican and Central American coasts are dotted with them. In Hawaii, alone, there are some 800. This sounds too stupid to be true; but 18 of the Japanese-owned sampans in Hawaii are permitted to fish within the potent Pearl Harbour navy base itself.

In 1938 when the Pacific fleet was holding its war games, a special proclamation was made to exclude these 18 sampans from the harbour from March 30 to May 1.

Even though the navy patrols the harbour, every now and then these Japanese are caught out of bounds, fishing in special sections of the harbour which are called "secret".

For a long time the navy did not think these local sampans could do much about the High Seas Fleet. But an American navy reserve officer caused a panic when he did this:

The sampans are ocean-worthy boats. He stated he could sneak into the fleet at sea under darkness and escape without being detected. Navy observers were placed aboard his sampan.

The Pacific fleet was approaching Honolulu simulating war conditions. That is, lights out etc. This man cruised out 20 miles and located the battleships. He sneaked in between the flagship (the exhaust muffled under water) and intercepted small visual signals. These he radioed to the defending army forces at Honolulu, and they flew out bombers, much to the chagrin of the admirals.

Next year, at the next war games, this navy reservist, who knows his coastal boats, repeated the trick.

Now the U.S. navy is watching the sampans—and the trans-Pacific trawlers—closer than ever. The admirals are conscious now of what "mosquito" coastal craft can do!

(Next month's instalment will deal with unbelievable angles to the menace of Japanese navy tankers in the Pacific, the undercover work they do, how they act as secret links between the Japanese communities outside Japan. In Honolulu, for example, they remain for several days each visit. What happens behind the scenes of these visits?)

Mr. G. Washington, of W. R. Carpenter and Co., Ltd., Salamaua, New Guinea, is at present spending furlough in the East.

A Master of Melanesian Languages

THE announcement in the April "P.I.M." of the death in England, after a paralytic stroke, of Mr. Sidney Herbert Ray has brought to light interesting details of the career of this former schoolmaster whose study of Melanesian languages won him a foremost place in scientific circles.

Mr. J. H. L. Waterhouse, F.R.G.S., F.R.A.I., who corresponded for some years with Mr. Ray, paid the following tribute to him in a recent issue of the "Rabaul Times":—

The passing of the Grand Old Man of Oceanic linguistics—Sidney H. Ray—will be received with regret the world over. This wizard of Islands languages could take any one of some 50 Oceanic or Indonesian tongues and not only translate their vocabularies, but dissect and explain them word by word. Numerous languages of Papua and of New Guinea came under his review; in fact the first link with N.G. was forged some 40 years ago.

In 1898, Cambridge University, ever alert to the value and possibilities of Oceanic research, despatched an expedition to Borneo, Torres Strait and New Guinea, and in the party was the eager young London schoolmaster who was, in due course, to become the doyen of Oceanic linguists. He was in Torres Strait again in 1907, with another Cambridge Expedition.

Ray's achievements have ever carried the hall-mark of a devoted and enthusiastic scientist, and long years have seen

an almost continuous flow of books, monographs and reviews from his pen. At the time of his passing, at the age of 80, he had been solely responsible for over 70 publications, apart from another 50 in which he had collaborated. In 1926, his monumental work appeared — "A

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Comparative Study of the Melanesian Island Languages" (600 pages).

He was an active and honoured Fellow of the Royal Anthropological Institute for many years, and rendered invaluable service on the Council. A member of the Polynesian Society, he was also associated with various learned societies in Europe. The R.A.I. awarded him the Rivers' Medal and Cambridge bestowed its honoured M.A. honoris causa. Imperial recognition came, too, when Mr. Ray was placed on the Civil List by his late Majesty, King George V.

Monsieur Casimir, who was Acting French Resident Commissioner in the New Hebrides prior to the arrival in April of Monsieur Sautot, has gone to France on leave. He has been in the Condominium Service since 1927.

FUTURE OF THE SOLOMONS

Gold is Difficult to Work

THERE undoubtedly is gold on the island of Guadalcanal", said Mr. A. Macgeorge, a member of the Australian Institute of Mining and Metallurgy, who returned to Sydney from a gold investigation in the Solomon Islands in June. "But it seems that its development is a matter for the future. It would cost at least £30,000 to construct a decent road, and the cost of developmental work would be very heavy.

"There is a range of mountains up to 8,000 ft. in height that forms the backbone of the island of Guadalcanal, and it is on the ridges that gold is likely to

be found. But it is difficult, broken country. Some prospectors are panning small quantities of gold in the rivers in the gullies".

AUSTRALIAN CONTROL?

MR. C. E. CORDING, who went to Guadalcanal to investigate the chances of purchasing land in gold-bearing country, also returned to Sydney. He said the Solomon Islands should be administered in Australia.

"Colonial Office administration does not seem to be successful", he added. "The whole place seems to be dead. There is no developmental work. Roads are wanted badly. The British officials there seem to be sitting back waiting for the time they can retire.

"Accommodation for the visitor is bad. I travelled through Dutch New Guinea several months ago, and the Dutch have erected comfortable resthouses in many places. There is nothing like that in the Solomons".

EDITORIAL NOTE

It is easy for casual visitors to criticise and condemn. These Pacific Territories are administered in accordance with certain policies. In the case of the Solomons, the policy of the British Colonial Office is to govern the Protectorate as an important group of islands, of little economic value, except for copra production. There can be no roading plan unless there is money provided therefor, and money will not be provided unless there is a policy of encouraging settlement and development.

There is no such policy in existence in relation to any of the British-owned Pacific Territories—except Fiji (where the colony is well-established, and the impulse comes from within) and Papua (where there is a Governor wise and strong enough to do something on his own account). In all the other Territories, the officials mostly sit and wait for instructions from London, Canberra or Wellington; and the latter Governments merely fumble around, aimlessly, and become petulant and spiteful when urged to formulate some well-planned policy of development.

SEEKING THE REAL LODGE

Gold Mines of Papua to Carry on

THE Sydney gold-mining company, Gold Mines of Papua Ltd., which is operating a large establishment on Misima Island, Eastern Papua, will not discontinue operations, as was announced by some of the newspapers in Australia. It will carry on with operations at the mine, and will intensify prospecting operations in its locality, in the hope of picking up the lode on which Cuthbert's very prosperous gold mine is situated.

Gold Mines of Papua Ltd. was formed several years ago, out of the wreck of Misima Options, Limited. The well-known Pratten group got behind G.M.P., the ground was very carefully examined, and a large milling and recovery plant was placed in a selected part. The company had an extraordinary amount of ill luck, with accidents, sickness, and bad weather, but finally it got into operation early in 1938. Everyone believed that the mine was on the rich Cuthbert lode. All examinations and assays up to that time supported that view. But when operations were commenced it was found that there was an extraordinary percentage of silver in the metal recovered, and a corresponding reduction in the amount of gold, with the result that it

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was found almost impossible to make the returns pay the cost of operations.

It soon became obvious that the mine was not on the Cuthbert lode at all, but on a much poorer formation. It was thought likely that the company then would cease operations altogether; but, finally, the directors decided that before they abandoned the enterprise they would make a determined effort to find the Cuthbert lode which, they are confident, extends into their lease.

The company's shares are nominally

worth 5/-. At one time (in April, 1937) they were as high as 17/6. To-day they are quoted at a few pence.

Mr. G. Maunsell Turner, of the Crown Law Office, Rabaul, arrived in Australia on holidays by the June "Tanda" from New Guinea.

Mr. R. Sutherland, who for many years was in the Administration service in Western Samoa, has been appointed local government auditor at Norfolk Is.

Abolish N.G. Gold Tax

Mr. Green, M.P., "To Make Fight Pretty Hot"

THERE still is no decision by the Australian authorities, on the application to abolish the 5 per cent. gold royalty tax in New Guinea, so far as it applies to prospectors.

Mr. A. E. Green, M.P., brought the matter up in September, 1938, and the then Minister (Mr. Hughes) promised sympathetic consideration. Nothing was done. On May 4, 1939, Mr. Green again interrogated the Minister (now Mr. Perkins), and was informed "the matter is being kept under notice and a decision will be taken as early as practicable".

Mr. Green, on June 16, indicated that his patience was exhausted, and he criticised the Federal Government and the New Guinea Administration in words of plain meaning. He said:—

"In New Guinea owing to the inertia or obtuseness of the Administration—and I do not exempt the Administrator, though I have never before said a word against him—the iniquitous gold tax is still levied on prospectors, because the authorities, apparently, do not realise the value of what the prospectors have done, and are doing. If the Minister is unable to influence those who form the Administration in New Guinea, he should take steps to have them removed.

"The Legislative Council of New Guinea meets at Rabaul, hundreds of miles from where the gold was discovered. The members of that Council are largely interested in copra and missions. They have single-track minds, apparently, and think only of planting. These are the people who are inflicting this injustice on the prospectors.

"Numerous letters have been sent to the department on this subject, and I should like to know what the Minister has been doing about it.

"If I live until the next meeting of Parliament, I intend to make this fight pretty hot, unless something has been done in the meantime. The prospectors could not be treated worse in one of the Latin-American countries in South America."

The Minister made no reply.

Mr. Herbert Norris Hiskins, formerly of Norfolk Island, died in June at Napier, New Zealand, aged 80. Born in England, he took up journalism and roamed around the world as a press correspondent. Going to Norfolk Island in 1927 for a holiday, he decided to settle there and purchased a plantation. He left N.I. for New Zealand about two years ago.



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TONGAN ESCAPEE K.O.'d

Captured by Young Boxing Champion

From a Special Correspondent

NUKUALOFA, June 2.
TUPOU GATA, a young Tongan criminal, who escaped with a companion from Nukualofa Prison in April, was captured on Eua Island on May 8 by Soakai, Tonga's boxing champion, who



Soakai (right) shows how he chained the escaped prisoner, Tupou Gata (centre), after knocking him out. Standing by is the young Eua lad, who was with Soakai when he captured Gata. He is holding Soakai's rifle and torch, also the gun seized from Gata. This photograph was taken, by permission of the Tongan Minister of Police, at Nukualofa gaol.

had voluntarily offered his services to the police. The other escapee surrendered a month ago.

Gata—his name is the Tongan word for snake!—had previously been in gaol for burglary. He was arrested again and charged with the theft of cash and goods worth £34 from Burns Philp (S.S.) Co.'s trading station at Fatumu village, on the east coast, and with stealing dynamite from the Government store. Before his trial came off at the Supreme Court, he and another prisoner, Amusia, escaped from Siaine gaol.

A few days later it was reported from Fatumu, Gata's home village, that natives had seen him in the bush, armed with a gun. This weapon was later found to be missing from Mr. Douglas's plantation, only a few miles from Fatumu.

A posse of armed police was immediately rushed out by lorry to Fatumu to hunt for the escaped prisoner, but they found only a taunting note from Gata.

While the police were engaged in a fruitless three week's search, Gata obtained a canoe and paddled along the dangerous Hahake coast then across to nearby Eua Island.

When messages came from Eua that Gata had established himself in a bush village there, another posse of police was sent across by boat. They were joined by Soakai, Tonga's heavy-weight boxing champion. For days the police scoured the countryside for some trace of the escaped convict, but without success. Disappointed, the sergeant-in-charge was on the verge of calling in his men. Then, unheralded, Gata was brought in to police headquarters, having been captured and chained by Soakai, assisted by a young Eua lad.

Soakai had noticed a new track leading

into the bush from the village where he was stationed. Curious, he lay in wait with a young Eua boy, after sundown. Some hours later Gata walked by, with a gun on his shoulder. Soakai sprang at him and connected a terrific straight left to the jaw, knocking him out. Thus ended Gata's freedom.

Hon. C. J. J. T. Barton, C.M.G., O.B.E., is acting as Governor's Deputy in Fiji while Sir Harry Luke is on a tour of the Western Pacific High Commission territories.

Mr. A. E. Ray has returned to New Guinea after furlough in Australia and has resumed duties in New Ireland as manager of Burns, Philp and Co.'s store at Kavieng.

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THE FATE OF THE "MATUNGA"

How a Burns, Philp Liner Vanished Completely,
Near Rabaul

(Condensed From a Chapter in "The Cruise of the Raider Wolf")

ON July 27, 1917, the Burns, Philp passenger steamer "Matunga" left Sydney for Rabaul, with mails, stores, and general cargo. Her crew numbered about 50, and the passengers included troops for the garrison, and several military officers—among them Colonel Strangman, former Acting-Administrator of New Guinea. She called at Brisbane, having previously wirelessed, in plain language her time of arrival.

Leaving Brisbane on July 29, the "Matunga" was due at Rabaul on August 7. At 5 p.m. on August 5, she wirelessed Rabaul that she would arrive at 2 a.m. From that moment, she vanished. Her disappearance caused a nation-wide sensation.

The first theory was that time-bombs had been secreted in her cargo. No connection was seen between her disappearance and the similar disappearance of the steamer "Wairuna", now many weeks overdue between New Zealand and San Francisco. Writers of letters to the newspapers had a great time for months, ascribing her disappearance to causes ranging from sudden pestilence to non-observance of the Jewish Sabbath.

Finally, all doubts appeared settled when it was discovered that an earthquake, estimated to have occurred off New Guinea, had been recorded on the seismograph at the Sydney Observatory on August 6. Most people were convinced that

the ship and all aboard had been engulfed during a seismic disturbance.

WHAT REALLY HAPPENED

THE actual fate of the "Matunga" differed from all of these surmises. The first wireless message, sent from Burns, Philp and Co., Sydney, to the Rabaul agents, on July 27, had informed them—and, incidentally, the secret enemy raider "Wolf", lurking almost coal-less and foodless near the Solomon Islands—that the "Matunga" was carrying 500 tons of Westport coal for a Government vessel at Rabaul, together with many hundreds of tons of general cargo, mostly stores, for Rabaul and outlying ports. Then there was the ship's own bunker coal for the round voyage.

The "Matunga" was a prize worth waiting for by the hungry raider, which kept an intense wireless watch, but never herself sent out a radio message, so that her presence in the Pacific was unsuspected.

On July 29 the second message (that sent to Brisbane) gave an idea of the ship's progress, and when the "Wolf" might expect her.

For some days, the raider cruised slowly on the Brisbane-Rabaul direct route. Morning and evening the raider's seaplane swung out in wide circles (she was often out of sight from the "Wolf" for long periods) so that the oncoming "Matunga" could not hope to avoid cap-

ture, even had she been well off the usual direct route.

The Japanese cruiser "Chikuma" was at least one warship known to be cruising in the vicinity. She had to be avoided at all costs, but the air patrols reduced the risk of an encounter. Then, it was necessary for the "Wolf" to get as close as possible to the "Matunga" before arousing suspicion, so that the wireless cabin could be shelled immediately and effectively should an attempt be made to send distress calls.

Further, it was necessary not to mistake the Sydney-bound "Morinda" for the "Matunga". The former would be almost empty of stores and fuel, and it would be unwise to raise a hue and cry before the "Wolf" had got safely away with the well-laden "Matunga".

ON August 5 the "Wolf" was 300 miles from Rabaul, between Papua and Bougainville. The raider was hove to while the seaplane went on her usual late-afternoon flight. She returned and taxied to the ship, Observer Stein shaking his head to the officers on the bridge as a signal that nothing had been sighted. Most of the crew looked a little doleful as the derrick swung out and the seaplane hauled aboard. It was time that the "Matunga" was showing up.

Suddenly there was a slight commotion forward, and orders came for the plane to be re-launched at once. The "Matunga" had just wirelessed Rabaul giving her approximate time of arrival on the following night.

LINER'S FATE IS SEALED

IT was almost dark, and the plane was out of sight, when the observer picked up the lights of the "Matunga". Then a white Very light trailed across the dark

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sky far to the south . . . then a red light . . . another white one. The observer was marking out the course of the approaching vessel. Darkness had fallen when the seaplane returned to the raider.

The lights of the "Matunga" appeared about 10 p.m. The "Wolf" then gradually closed in on the ship. At daylight the "Wolf" stopped again to launch the seaplane, which took off so as to be well out of sight until the "Matunga" was within range of the raider's guns. The presence of the plane—either on the deck or in flight—would have made the "Wolf's" disguise useless. No prisoners were on deck, of course.

All the crew were at action stations, with the gunners and torpedo crews hidden behind the hinged sides of the ship, the raider still outwardly a harmless merchantman.

She showed her colours about 7 a.m. A scurry of feet on deck, then the hinged sides of the raider collapsed against the hull, as the guns swung out. A gun was fired somewhere forward . . . no further shots . . . the "Matunga" was captured.

"We prisoners were allowed on deck soon after the 'Matunga' prisoners had been searched the ships being hove to within 200 yards of each other", says Mr. Alexander. "All navigation officers, male passengers, the wireless operator, certain others of the crew, and all military men other than two medical officers had been brought aboard the 'Wolf'. A German prize crew was aboard the 'Matunga', with most of the stewards and certain other ratings still on the ship. A couple of hours after the capture, the two vessels steamed off in company, on a northerly course which would take them to the coast of New Britain and close to Rabaul.

"Sitting on deck, with the 'Matunga' steaming along on our beam, we had the story of her capture as seen by those on board. The 'Wolf' had been sighted about 6 a.m., the raider appearing to be merely a large cargo vessel. She was much closer by 7 a.m.

"In the tropics it is customary to rise early to enjoy the cool morning hours, and a number of passengers were having tea on deck and discussing the strange vessel. Those on the bridge of the 'Matunga' gave no indication that they realised that a war was in progress. Big ships of the class to which the 'Wolf' outwardly belonged, were rarely, if ever, seen in those waters.

"The passengers lounging on deck—some of them joking about raiders—had no need to speculate further on the identity of the big black ship on the 'Matunga's' beam. The German ensign flew up, the raider's sides collapsed, her guns swung out, a warning shot was fired, and the seaplane appeared flying low over the Australian ship.

"This sudden quick-change act of the 'Wolf', this spectacle of a merchantman transforming into a cruiser with hundreds of men on her decks, all in a few seconds, was always effective. It was now effective enough to deter the 'Matunga's' captain from attempting to send any wireless calls. The 'Matunga' thereupon obeyed the raider's instructions, and stopped her engines."

The two vessels presently turned away westward; entered the landlocked, almost unknown harbour of Waigen, Dutch New Guinea; and there the "Matunga" was stripped of everything, and sunk. Her passengers and crew were taken as prisoners on the already over-crowded



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"INTELLIGENCE"

HERE is an extract from the book which any civilian population, faced with war and surrounded by spies, should remember. The "Wolf" is now approaching Singapore:—

"For the 'Wolf' to push her nose into this area looked like deliberate suicide; particularly considering that the raider was making only ten knots—eleven, at the

outside. But Captain Neger was not steaming blindly into this deathtrap. He possessed fairly recent information of naval movements at Singapore, and was well aware of the risks he ran. His souvenirs from the 'Wairuna' had included fourteen bags of mail for America, from New Zealand. This mail had given the raider's intelligence officer an excellent idea of general conditions in the Pacific. The mailbags from the 'Matunga' had been even more informative. She had been carrying the garrison mail and Government dispatches to Rabaul. And the private mail, uncensored in Australia,

gave many details of the movements of cruisers in the East.

"Australia is closely linked with Singapore. Some Australians were serving aboard ships attached to the Singapore base (H.M.S. Psyche as one instance) and the writers of these letters had sent long, gossiping screeds to people in Rabaul, detailing the movements of mutual friends in the Eastern port. The writers had not imagined that they would fall into German hands, but they gave Captain Neger valuable information of the renewed naval activities at this base."

(From "Cruise of the Raider Wolf", by Roy Alexander, just published by Angus and Robertson, Sydney, at 7/6.)

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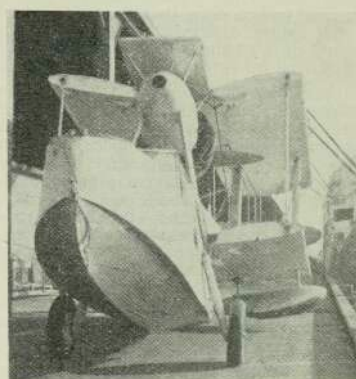
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A26

R.A.A.F. SEAPLANE DAMAGED AT PT. MORESBY



The R.A.A.F. Seagull amphibian which broke away from its moorings in Port Moresby Harbour, Papua, during a storm recently and was badly damaged on the reef off Tatana Island, was brought to Sydney on the deck of the "Macdhui", for repairs. With its wings folded, the seaplane is shown on the wharf at No. 6 Walsh Bay, just after the "Macdhui's" arrival in Sydney on June 14.

Warrant Officer D. Crawley, bandmaster of the New Guinea Police Force, reached Sydney on June 23 by the "Tanda" from Rabaul, with his wife and child. They are now spending a short holiday in Melbourne.

Messrs. McKellar White and Egan, of Mariboi Rubber Estates, Ltd., returned to Australia by the "Macdhui" on June 14 after a short visit to their company's property in Papua.

Mr. W. Links, assistant manager of Burns Philp (S.S.) Co., Ltd.'s Apia branch, Western Samoa, has resumed duties after an absence of seven months in Australia, recuperating from a severe illness and operation.



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"NO LIGHT CAN STEAL ITS FLAVOUR"

OFFICIAL VISITS

Governors on Tour in Pacific
in N.Z. Warships

ALL the small cruisers of the British Navy, stationed in New Zealand, are at present engaged on cruises in the Pacific Islands.

H.M.S. "Wellington" is now completing a visit to the New Hebrides, Solomons, New Caledonia and Gilbert and Ellice Group, carrying the High Commissioner for Western Pacific, Sir Harry Luke. She is due back in Suva on July 24.

H.M.S. "Leander" left Auckland for Suva on June 27. She remained there from July 1 to 12, and will continue to Nukualofa, July 14-17; Rarotonga, July 19-21; Borabora, July 23-26; Tahiti, July 27-August 2; Auckland, August 11.

The N.Z. Governor-General, Viscount Galway, left with the cruiser "Achilles" from Auckland on July 6. She proceeded to Rarotonga, July 11-12; Mangaia, July 13; Mauke and Aitutaki, July 14; Aitutaki, July 15; Penrhyn, July 17; Rakahanga and Manihiki, July 18; Danger Island, July 19; Fakaofu and Nukunono, July 21; Atafu, July 22; Apia, July 24-27; Pago Pago, July 28-31; Suva, August 3-9; Nukualofa, August 10-12; Niue, August 12; Auckland, August 18.

H.M.S. "Leith", which left Auckland on May 18 for the Kermadec Group and Nukualofa, afterwards visited Vavau, Keppel Island, Niuafoou Island, Loma Loma and Levuka. She was at Suva, June 14-21; Turtle Bay, June 24-26; Havannah Harbour, June 27-28; Noumea, June 30-July 2; Norfolk Island, July 4.

"NUTFALL" IN SOLOMONS

New Hebrides Expert to Investigate

AN entomologist, whose work is well-known in the New Hebrides, Mr. Depurtuis, has gone to the Solomon Islands under engagement to Messrs. Burns Philp (S.S.) Co. Ltd., to study the problem of "Nutfall" in the coconut plantations in that territory.

As is well-known, "Nutfall" is one of the major problems of the Solomon Islands. The pest falls upon various plantations in the principal islands of the group in apparently haphazard fashion, and although different experts have diagnosed various causes, and some planters are convinced that they have found a remedy, the general opinion seems to be that the thing is still a mystery and still requires expert study.

One theory is that the disease is definitely connected with poverty of soil; another is that some connection can be traced between the incidence of the disease and the periodical movements of certain species of ant.

Mr. Depurtuis expects to spend some months in the group, and he says that he goes to the problem with an open mind. He says, however, that "Nutfall" is not a thing unknown outside the Solomons—that on the contrary the disease, or something quite similar, has been observed in many places where there is apparently a poverty of soil.

Mr. and Mrs. C. O. Handley and family returned to Fiji by the June "Niagara", after furlough in Australia. He is accountant for the C.S.R. Co., at Penang.

DEMAND FOR FRESH FOODS

World Cruiser in Noumea

From Our Own Correspondent

NOUMEA, June 6.
WHEN the luxury liner "Franconia" called at Noumea, New Caledonia, with a large company of wealthy tourists on a world cruise, she dislocated the local food situation in no uncertain manner. As she approached the port, she sent orders by radio for fresh foodstuffs.

A dozen bunches of carrots, and 20 or 30 lettuces is a considerable order in Noumea; so that the demand for half a ton of one vegetable, a ton of another, and about a quarter of a ton of fish gave the merchants nervous prostration. Orders for

hundreds of dozens of eggs, and 100 dozen of lobsters and crabs set the distributors wringing their hands, to think that such wealth was about, and could not be gathered in.

The "Franconia" got some fresh foods, but nothing like what was needed.

The passengers enjoyed themselves. In a procession of 72 hired cars, they wandered over the southern part of the great island, to l'Anse-Vata, Ouen-Toro, promenade Pierre Vernier, cite St-Louis and Plum.

Mr. J. Lods, Assistant Collector of Customs in the New Hebrides, is now spending long leave in Europe. During his absence his post is being filled by Monsieur de Gaillande.



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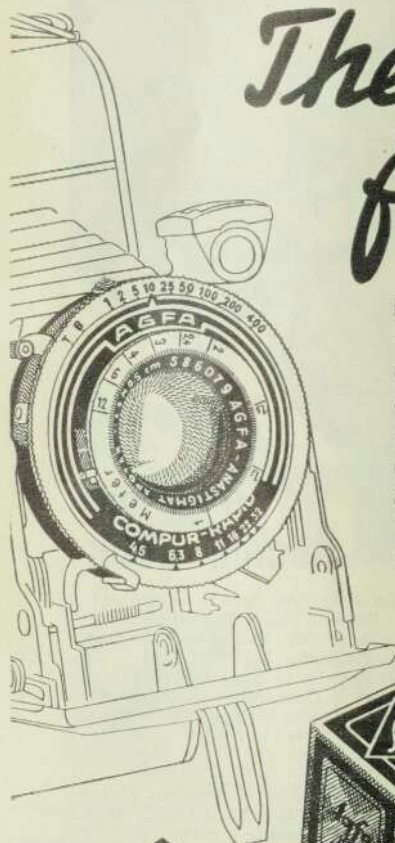
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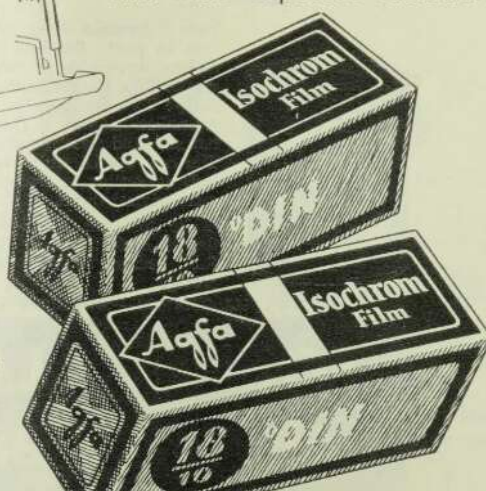
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DISASTROUS B.S.I. EARTHQUAKE

Loss of Life and Heavy Damage
on Guadalcanal

FURTHER reports from the Solomon Islands indicate that the earthquake and subsequent tidal waves experienced on April 30 were probably the most severe the Protectorate has felt.

At least 10 lives were lost on the Guadalcanal coast, mostly women and children. Many villages were completely destroyed and food gardens on the coastal areas were demolished. Although the centre of the disturbance was in the Russell Group (Cape Marsh) and the adjacent Guadalcanal coast, other parts of the Group were affected.

Lavono Estate on Guadalcanal was the greatest sufferer, being practically wiped out. All the buildings have gone; the launch was carried 200 yards into the bush; and the motor truck twisted round a tree. Mr. L. G. Hanscombe, the manager, succeeded in reaching the safety of high land with his child, while his wife, assisted by Mr. Jack Svensen followed. The latter were overtaken by tidal waves, the water passing over their heads several times as they clung to coconut trees. The water reached a height of 20 ft. up the hill at the back of the plantation.

Maravovo and Visale also suffered severely. At the Roman Catholic Mission at Visale the damage to buildings was extensive. The Bishop's launch was hurled from the slip.

At Lingatu (Cape Marsh), the bay emptied itself several times. In this area, West Bay and Yandina plantations were the worst sufferers.

BABY IN A TREE TOP!

On the Ysabel coast many native villages were submerged and the Melanesian Mission at Mara na Tabu suffered considerable damage. A native woman, rushing to high land with her infant was overtaken by the tidal wave; the child was washed from her arms and she was taken to sea. Brought back by a subsequent wave, she located her baby by its crying, in the top of a tree!

A Marovo Lagoon resident reports that the shock there was severe, the waters rising about 6 ft. above high water mark. The wharf at Segi was demolished; water tanks were damaged at the house; and a quantity of crockery and glassware was broken. Creaking timbers in the house added to the almost-deafening noise.

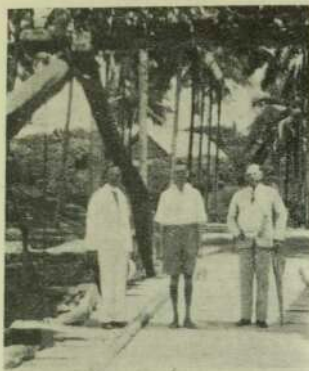
The Seventh Day Adventist Mission in the same area reports little damage at the Batuna Station. At Gatakai, near the entrance to the Lagoon, however, a native village was swept to sea and the water reached the flooring of Burns, Philp & Co.'s living quarters.

At Tulagi, the capital, the earthquake was slightly felt, but little damage was done. At Gavutu, headquarters of Levers' P.P.P. Ltd., a launch was carried on to the wharf, and footpaths and roads were damaged.

On receipt of the news of the earthquake, the Acting Resident Commissioner (Mr. F. E. Johnson) despatched the Government vessel "Tulagi" to the stricken area, with Major G. E. D. Sanders (District Officer) and a doctor on board.

MISSIONARY'S EXPERIENCES

MR. FRED. R. ISOM, printer at the Melanesian Mission Station at



What the recent earthquake and tidal waves in the Solomon Islands did to the Melanesian Mission School at Maravovo, Guadalcanal Island. Photograph at top left shows Rt. Rev. W. H. Baddeley (Bishop of Melanesia), Rev. L. Stibbard, and Mr. F. N. Ashley (Resident Commissioner) on a bridge near the School, when the R.C. paid a visit there in April. The picture at bottom left shows the same bridge a week later, after tidal waves had swept inland from the sea. Top right.—A galvanised-iron copra store was torn from its concrete foundations (where the men are standing) and hurled to the left. The other building did not suffer much damage because its front was open on the sea side. Bottom right.—Water tanks thrown down by the 'quake. Two other larger tanks were flung to the bottom of the slope, at right.

—Photos: A. Lewis Milner.

Hautabu, Guadalcanal, B.S.I., writes under date May 7:—

"During my 26 years' experience in the Pacific, I have known nothing comparable with the disastrous earthquake and tidal wave that struck our place at 2 p.m. on Sunday, April 30. The actual earthquake was tremendous, the violent heaving and shaking must have lasted fully five minutes and many lesser shocks followed.

"Then came a tidal wave variously estimated to have been 20 to 30 ft. high. We heard the roar and watched it come in over the reef and creep up the foot of our hill, then spread over the plantation inland for a long way. Down below, cow yard and bail were smashed, copra drier turned over, boat shed badly battered, and copra store lifted from its floor and dumped some yards back—still containing 20 bags of copra. A newly-erected heavy-duty bridge over the river was badly shaken, but it is still standing.

"In the dwelling house half our china was broken, and the furniture and every kind of household impedimenta littered the floor. Outside, all the seven water tanks were down, four of them squashed like concertinas. What a sight met our eyes in the printing room! Type cases upset everywhere, machines off their runners, and thousands of sheets of unbound books scattered around the room. A conservative estimate of the damage here is over £275.

"I understand that nearly every native house from Visale back to Hautabu was washed away, as were also the houses for

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about 20 miles on the other side of us towards Wanderer Bay. At Naro, the next village to us, six natives were killed outright and three have since died.
"We are still getting a number of nasty shocks each day, but they are gradually easing."

The work of rebuilding No. 2 jetty (usually known as Burns, Philp's jetty) in Port Moresby Harbour, Papua, was commenced early in June.

The former French man-o-war "Eure", whose last station was at Noumea, New Caledonia, and which had been a hulk in Auckland, N.Z., for some years, is now being broken up.

A team of Fijian Rugby Union footballers will make a tour of New Zealand between August 17 and September 21.

OBSTRUCTIVE NATIVES

Difficult Situation Near Rabaul

THERE was a remarkable scene in Rabaul, in the middle of June, when 45 natives from Ratavul, near Rabaul, appeared before the Compensation Court, presided over by the Chief Judge, and refused to accept payment of compensation from the Government for land which had been taken for the erection of a native hospital.

The present native hospital is at Rapindik, beside Rabaul, and must be removed from the proximity of an active volcano. The Government selected a new site in Ratavul, and the land was resumed.

Only a few acres are involved and, although there are thousands more acres of suitable and fertile land available, the natives have obstructed the Government plan in every possible way. Finally, they came to the Compensation Court and said that they would rather have the land than the £727 which it was proposed to pay them as compensation.

The Chief Judge argued with the natives, and discussed the matter very patiently, but they were still stubborn in their refusal. Thereupon, the Court dismissed the natives and took the evidence of valuers, to satisfy itself that the amount of compensation proposed was fair and equitable.

There is far more in this than meets the eye.

It is well-known that the natives in this particular district are influenced to a considerable degree, against the authority of the Government, by two Europeans. The conviction is growing in New Guinea that the only way to put an end to the native restlessness in the district is to remove from the Territory the two Europeans in question, on the ground that they have no proper appreciation of the responsibilities and obligations which must be carried by Europeans in a primitive community.

THIS LIFE OF OURS

In a clearing hewn out of the jungle,
By natives, with axes and knives,
Is a hole in the ground, and a battery.
It is here we are spending our lives.

It is here we eke out our existence—
Chopping-blocks for the numerous ills,
Being eaten by bloodthirsty insects,
Getting thin, climbing up and down hills.

Assailed with the odours of natives,
Way down in the bowels of the earth;
Being bathed in our own perspiration—
We ask ourselves, what is it worth!

When time allows us meditation
These are some of the thoughts in our mind;
When we started on civilisation,
We left happiness far back behind.

Where civilised man meets the savage,
He learns what is funny, but true:
It is better by far to be savage
Than work all your life for a "screw".
Papua. —L.H.W.

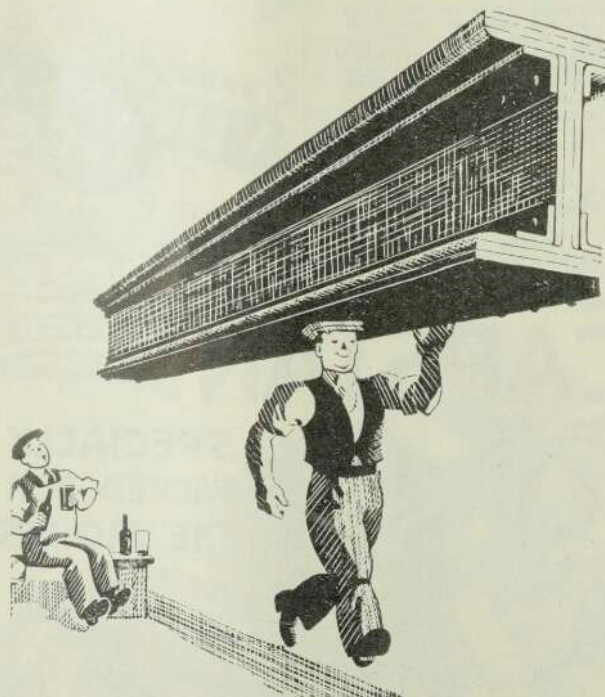
105 Aerodromes in Australia's Pacific Territories

THE Superintendent of Civil Aviation in New Guinea, Mr. J. A. Collopy, who is at present on a visit to Australia, informed newspaper reporters that there are now no less than 105 aerodromes in the territories of New Guinea and Papua. Many of them are merely landing grounds, but all of them are perfectly safe and have been laid down according to official specifications.

Dr. B. G. Mitford, who served as a Government Medical Officer for several years in Western Samoa, died recently at Wairoa, New Zealand.

Mr. V. J. Clinch, who has been on Sunday Island, Kermadec Group, for two years as radio operator attached to the Government survey party, returned to N.Z. by the June "Maui Pomare".

GUINNESS STOUT FOR STRENGTH



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BRITISH AND FRENCH GOVERNORS MEET

THE small British cruiser, "Wellington", with the High Commissioner for the Western Pacific (Sir Harry Luke) on board is now on her usual winter patrol in the Central Pacific.

From Suva the "Wellington" proceeded to the Condominium of the New Hebrides, the British Protectorate of the Solomon Islands, and the Gilbert and Ellice Islands Colony, following generally the itinerary published in the "P.I.M." in May.

An addition to the programme, however, was a visit which His Excellency, Sir Harry Luke, paid to the French High Commissioner for the Pacific (Monsieur Jore) at Noumea, New Caledonia. This was the first time for many years that this international courtesy had been observed, as between the Governors of the British and French possessions in the Pacific, and Sir Harry Luke is to be complimented upon having initiated a custom which, it is hoped, will continue.

H.M.S. "Wellington" is expected back in Suva late in July, but will not return to her station in New Zealand until October. It is not disclosed where she is going in late August and September.

Mr. A. Gaskin, of the New Guinea Audit Department, arrived in Sydney on leave by the airliner "Caronia" in mid-June.

Dr. Phyllis Kaberry has been carrying out research in social anthropology since last May, for the Australian National Research Council in a village near Maprik aerodrome, Sepik District, T.N.G.

SATAN'S COLOUR

The Garden of Eden in Pidgin

THE following conversation took place, in Pidgin, between a European woman in New Guinea and her cook-boy, whom she found was a Mission product. The lady wanted to find out how much the boy knew of Holy Writ, so she started with Genesis.

Said she: "How's that man 'e come up along country?"

The boy: "Now one fella garden 'e stop—no got man; now God 'e catch im some fella white-sand; now 'im 'e hold 'im along hand, now 'im 'e blow along 'im, now man 'e come up."

The lady agreed, and asked the boy if everything was then "good fella".

"No", said the boy. "One fella man 'im 'e no good. God 'im 'e like make 'im one fella Mary along 'im", and he duly explained how God took a rib from the man and "one fella Mary 'im 'e come up".

So far so good, thought the lady, and asked him if everything was all right then.

"No", said the boy. "Now along this fella garden, 'e got one fella dee-why along fruit, 'im 'e itambu. God 'e talk all-a-same, no can kai-kai along this fella. Now Mary 'im 'e catch 'im one fella fruit, all-a-same apple, along this fella dee-why. Now nurra (another) fella man 'e stop along garden, 'im 'e bad fella man, 'im 'e talk all-a-same along Mary 'im 'e catch 'im this fella fruit. Now altogether something along garden 'im 'e come up no good."

The lady again agreed, and said: "Ah,

this fella man 'e no good, now what name along 'im?"

"Satan" said the boy glibly.

"True", said the lady. "This fella Satan 'im 'e bad fella too much; 'im 'e black man true."

Immediately the reply came: "No, Missy, 'im 'e no black man; 'im 'e white man true!"

Thus are our black brethren instructed.

SILVERFISH BOOK VARNISH

INQUIRIES are often made for a preparation that can be painted over the covers of books to prevent damage by silverfish and cockroaches.

The following mixture has been tried successfully over a number of years both in tropical and temperate regions with consistent success:—

Shellac	1 oz.	or 10 grams.
Creosote	2 drahms or	5 c.c.
Methylid. spirit	8 oz.	or 160 c.c.

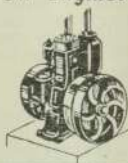
It is advisable to break the shellac up fairly small as it is slow to dissolve. Mix the ingredients together in a bottle larger than required for the volume, and keep shaking. This varnish is painted over the covers and it is not sticky when dry, and gives a dull surface. It will, unfortunately, dull gold lettering on bindings.—New Guinea Agricultural Gazette.

Mr. Robert Worbey, of the Fiji Public Works Department, Suva, died recently aged 75. He had been in the Colony for 20 years—10 of them spent as a carpenter and joiner with the Whan Construction Co.

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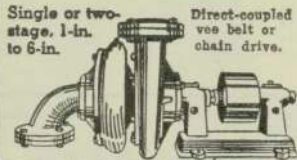


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Miss Thora Jenkins, of Remeura, arrived in Sydney by the June "Monterey" from New Zealand on her way to the Solomon Islands to take up missionary work with the South Sea Evangelical Society. She will join her elder sister, Miss Molly Jenkins, of Fo'ondo, who has been a worker for the S.S.E. Mission in B.S.I. for nine years.

Mrs. E. W. Fenner, widow of Mr. E. W. Fenner, who for many years was Senior Manager in Fiji for the Colonial Sugar Refining Co., Ltd., arrived in Suva by the June "Niagara" to visit her two sons and a grandson, all of whom are in the service of the C.S.R. Co.

Mr. Peter Olssen, of the Walu Bay Depot of the Fiji Public Works Department, died in Suva Hospital recently. Only 24 years of age, he was well-known and liked in Fiji sporting circles.

FIJI COPRA TO BE GRADED

Plan Attacked by a Practical Grower

THE Government of Fiji has decided that compulsory grading of copra grown in Fiji shall be brought into force as soon as the necessary arrangements can be made.

In appealing for the co-operation of merchants and producers in this important step the Government made some interesting observations:—

"Instructive methods of improving copra have been demonstrated by the Department of Agriculture during the last three years; and a grading table, applicable to the needs of the local industry, has been devised and tried out in practice with satisfactory results.

"This grading-table is based on the salient characteristics associated with good and bad quality copra, namely, colour, cleanliness, condition, smell (free fatty acid) and dryness; and points, awarded according to a descending scale of excellence for each character, when summed up, indicate the quality of the sample.

"On the average the copra exported from Fiji is of poor quality, and a system of grading will therefore help materially in gaining a better reputation (and an improved price) for the product on the world's markets.

"Moreover, though poor copra is still marketable, it is readily conceivable that as competition increases a time may come when sales of such a product may not be possible. Hence it is imperative that early steps should be taken to improve the grade of copra exported so that the coconut industry, which is of great importance to the Colony, may be maintained. Furthermore, consistent improvement in the quality of the copra is not only associated with better prices, but losses in manufacture, in storage, and in transit, are materially reduced, while arbitrations (generally affecting prices to the extent of two per cent. or more) can be largely eliminated.

"With a little additional care in manufacture and more attention paid to copra kilns in the wet zones, it is considered that local estates should be able to produce copra consistently as good as Rabaul copra, while an increasing percentage of native copra should also be of similar quality. In this connection it should be noted that if half the local production were up to Rabaul standard (at prices, say, 15/- per ton in advance of Fiji prices), some £12,000 additional would accrue annually to the producers in the Colony. In point of fact, during the last six months the average price of Rabaul copra has exceeded that of Fiji by over 17/- per ton sterling.

"Closely associated with the quality of copra in Fiji is the unique practice which has developed of selling 'green copra' to local storekeepers and estate managers, who dry the copra themselves for sale. This practice has been abused in numerous ways in the past. It is the Government's intention that more frequent inspection of licensed buyers should be made so that improvements may gradually be effected in copra derived from this source."

BONUS FOR GOOD COPRA

AS soon as the Government decision was announced, late in May, two representatives of the Coconut Planters' Union, Ltd., (Mr. Edward Duncan and Major C. A. Brewster), expressed, in the "Fiji Times", their pleasure that a reform the Union had long advocated had at last been decided upon. They made an interesting suggestion, however:—

"It will be some years before the effect of compulsory grading is apparent in higher prices. In order to encourage the production of higher grade copra in the interim, the Union suggested in 1930 that a bonus should be paid by the Government on higher grade copra. At that time, copra was round about £20 per ton, and the Union suggested that the funds for the bonus should be derived from a graduated export tax on low grade

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copra. Copra is now round about £10/£11 per ton, and such a tax is impracticable. However, the financial position of the Colony has changed very considerably over the last decade, and it is not unreasonable to suggest that such a bonus might be met from General Revenue.

"It is difficult to estimate the cost of such a bonus. If we assume that the bonus be 10/- per ton for first-quality copra, and that during the initial period not more than one quarter of the Colony's production will qualify, then we arrive at a cost of £4,000. In a Colony which has a budget such as ours, £4,000 cannot be deemed excessive assistance to its oldest industry in time of need.

IS THE EXTRA PRICE PER TON WORTH WHILE?

BUT the Government's plan has not been unanimously praised. Mr. Percy McConnell, of Mt. Vernon Estate, Taveuni, writing in the "Fiji Times" opens up thus:—

"Are we to be penalised by a few men living in offices and buyers of copra, and who desire to become dictators over the copra producers of this Colony? Do these gentlemen know anything about making copra? Have they ever made a ton of copra in their lives?"

Mr. McConnell wants to know how planters are going to take the steps necessary to improve copra, under adverse markets, bad weather and high labour costs. He urges that, instead, steps be taken to induce the Imperial Government to control the combines which have their murderous clutch on the throats of the copra-producers.

"All by-products made from the milling of copra are still being sold at the same

profitable prices as when copra was £30 a ton, because these huge combines are making 100 to 200 per cent. profit from producers at present low prices on copra", says Mr. McConnell. "Oil cake still keeps up in price and is sold to the dairy farmers for cattle feed at £8 to £8/15/- a ton in Sydney—now, what about the oil, that is made into margarine, glycerine, shaving soap, tooth paste and scented soaps—if worked out they carry 100 per cent. profit."

All of which is perfectly true. Mr. McConnell says that copra-producers, scattered all over the world, cannot fight the combines, and that that is a job for the Government. The fact is, the combine is international, and now so powerful that it can defy even a combination of Governments. Actually, it is a good example of the kind of evil that is undermining the democratic nations, and which therefore is threatening the very structure of European civilisation.

Mr. McConnell argues that the difference between smoke-cured and hot-air (Rabaul) copra, 15/- per ton, does not cover the extra cost of making hot-air copra. "If we, in this Colony, took six days to dry our hot-air copra, we should soon be bankrupt." And he proceeds:—

"Major Brewster says over the air that dark and black copra is no good. Yet on the 11th inst., Melbourne tells us smoke-dried was worth £10/2/6, sun-dried £10/7/6 and hot-air £11/5/-. Kiln-dried copra takes 30/- to £2 a ton more to produce than smoked, so where does the economic service come in by producing whole copra?"

"Only men who have had a life experience and worked labour, and not book-

worms, should be asked their opinion on grading."

Finally, on the subject of what should be done with Fiji's copra production, Mr. McConnell is emphatic:

"Fiji should have its own oil-mill, founded by the Agricultural Department—oil crushed and shipped away in 40 gall. drums, and the oil can be sold at £8/15/- per ton—and every planter in time could be a shareholder and receive monthly cheques, the same as the dairy farmer, and so much, according to the percentage of his oil. So, if the copra was of poor standard he would still get so much per ton of oil for his produce. This scheme would double the value of our copra in this Colony."

Among the employees of the Colonial Sugar Refining Co., Ltd., who returned to Fiji from Australia by the June "Niagara" were: Mr. and Mrs. B. S. Jones (Lautoka), Mr. and Mrs. W. L. Trewenack (Lautoka), Mr. M. E. K. Adams (Penang), Mr. E. M. Farrar (Nausori), Mr. and Mrs. D. G. F. Watson (Lautoka), Mr. and Mrs. S. O. Parker (Rarawai), Mr. G. R. Day (Nausori), Mr. and Mrs. W. Greenwood (Lautoka), Mr. C. B. Mathews (Labasa), and Mr. and Mrs. M. A. Mumford (Lautoka).

Captain Charles Mill Menmuir, who was well-known in the Pacific 25 years ago, died in Sydney recently at the age of 75. Associated with Lever Bros., he spent 20 years in and about the Islands as master of various trading vessels. Subsequently, he transferred to the British Cable Service and for a number of years was in command of the "Tangaroa", connecting between Honolulu and Fanning Island.



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Mr. H. Harrison, mill manager for Loloma (Fiji) Gold Mines N.L., at Tavua, is at present on long leave in the United Kingdom.

Mr. A. Ahearn, an employee of Gold Mines of Papua, at Misima Island, Papua, arrived in Sydney in mid-June by the "Macdhui" on three months' furlough.

Captain E. C. Vider, master of the New Guinea Administration's schooner "Eros", reached Sydney from Rabaul by the "Malaita" on June 17, on a holiday. He has been in the Western Pacific for 20 years. Mr. Vider said that one of his recent tasks was to land a party of three white and 24 native police in the Kunua district, on the west coast of Bougainville Island, to search for a native murderer. The native knew he was being hunted, and the party searched for three weeks, in heavy country, without success.

SIR HARRY LUKE

First Impressions of New Administrator

By a Fiji Correspondent

SIR HARRY LUKE, the new Governor of Fiji, and High Commissioner for the Western Pacific, who exercises virtually the powers of a dictator over a large section of the Central Pacific, has made a good impression here. He is a man of marked kindness and consideration for others, and he is never too hurried or pressed by business to show those little courtesies which matter so much in both the official and unofficial world. He has been handicapped a little by a lack of knowledge of South Sea conditions, but he has made up for that

by his conscientious and painstaking attention to every aspect of the innumerable matters brought before him for decision. He never for one moment forgets that he is the Governor—yet he is approachable and very human in all his contacts with the various classes and races with whom he has to deal. One feels that he takes his many responsibilities seriously, and that he has a keen sense of justice.

Sir Harry Luke spent some years in important Administrative positions in and about the Mediterranean—latterly, as Governor of Malta—and none understands better than he the growing strain of the international situation in recent years. Perhaps he hoped that in being transferred to this distant part of the world he would find life a little easier. By now, I am afraid, he has been undeceived.

If the problem of defence exercises British genius and statesmanship in the Mediterranean region, it makes an even greater call upon the best qualities of British Administrators in this part of the world. One of the first important duties performed by Sir Harry Luke was to attend the South-Western Pacific defence conference held in New Zealand in April. At this moment, throughout all the Territories which have been placed in the care of Sir Harry Luke, and in the adjoining Territories controlled by France, Australia and New Zealand, steps are being taken rapidly to create a system of defence which may be employed if necessary against any terror which may descend upon us from overcrowded Asia.

The Colony of Fiji, by reason of the curious racial position here, demands a form of Government that is practically autocratic; and the success of that Government depends almost wholly upon the character of the man who is at the head of it. Realising that, the people of Fiji awaited the advent of the new Governor with some trepidation. First impressions have been recorded; and, for the present, we are content.

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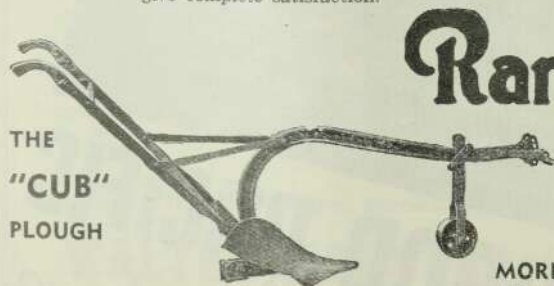
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Chrome Freighter Wrecked Near New Caledonia

LOADED with 6,000 tons of New Caledonian chrome for Germany, the Greek freighter "Fontini Carras" struck an apparently uncharted reef and was wrecked on June 7, when 250 miles west of N.C. Captain Pantelides and the crew of 27 were rescued by the Danish vessel "Australien", after rowing 25 miles in the lifeboats. The shipwrecked men were subsequently transferred to the E. and A. liner "Tanda" near Rabaul, N.G., and brought to Sydney.

The cook of the "Fontini Carras", Angelus Ponticus, is used to being wrecked. In 1923 his ship caught fire off Samoa and was abandoned. Twice later, off the Irish coast and outside Gibraltar, he had to take to the lifeboats. In 1935, he spent three days wrecked off a lonely part of the New Caledonian coast.

Ceylon is to try to develop an export trade in brown paper made from coconut husks. Good white paper, it has been found, can also be made out of husks, but its manufacture is not economical. The bleaching of the husk fibres for this purpose raises the production cost excessively. But brown paper can be made at an economical cost. (From Supplement to the British Trade Journal and Export World, October, 1938.)

A BANANA FREAK

A BANANA tree with seven bunches of fruit has attracted curious people from all over Tahiti to Paura, in the Fautaua Valley, where this remarkable banana tree is growing.



This photograph of the tree shows six of the seven bunches.

Normally, a banana tree bears but one bunch of fruit, and is then cut down to make way for shoots growing from the same root.

Occasionally, a banana tree will bear two bunches of fruit. But never before, in the memory of anyone in Fr. Oceania, has a banana plant fruited with seven full-size, healthy bunches.

Dr. and Mrs. R. W. Schuch arrived in Sydney from Kavieng, T.N.G., by the "Macdhui" in mid-June. He is a Medical Officer with the Administration.

Origin of Solomon Is. Protectorate

Interesting Page of Pacific History

WHEN the transportation of convicts ceased, the need for labour in the new Australian colonies became acute. Queensland development, with visions of production of sugar and cotton on a large scale made a supply from an outside source essential.

In 1861, the Secretary of State sanctioned the indenturing of coolie labour from Asia for employment in the tropical and sub-tropical Queensland areas. But, with the prospect of obtaining almost an unlimited supply from the South Seas, the project was dropped—fortunately, perhaps, for the subsequent "White Australia" policy.

An acute demand, competition and a lack of control brought the labour traffic into disrepute. Reports of cruelty and injustice reached the Colonial Office, and caused considerable uneasiness.

In 1867, efforts to stamp out irregularities by legislation were made by the Queensland Government, and these were followed from time to time by amending and new legislation, without any appreciable result. The crux of the problem was that the irregularities were committed outside the jurisdiction of any Colonial or British possession—either on the high seas or in the Pacific Islands.

The British Government's attempt, without extending its sovereignty, was equally futile.

The Australian Colonies over and over again, advocated the annexation of the islands of the Pacific, and the whole of non-Dutch New Guinea, but were told

that they should hold themselves responsible for the cost. The anomaly of contributing to the cost of a government in which no control was to be permitted became an unsurmountable obstacle.

In 1877, in an effort to control the labour traffic, the British Government published the Pacific Islands Order in Council. This Order created the office of High Commissioner for the Western Pacific, and gave full powers for the appointment of deputies in convenient groups. Under its provisions, temporary Deputy Commissions were granted to captains of war-ships. The Order made an attempt to define the boundaries of what was to be known as the "Western Pacific". It extended the operation of the Act to numerous groups in the Pacific, including the Solomon Islands.

It was an elaborate instrument, but it was not long before it was discovered that it operated unfairly on British subjects, inasmuch as it failed to repress crimes committed by foreigners, or to punish natives for outrages committed. British traders and captains were punished on the information and evidence of foreign rivals, who could do the same thing with impunity.

This produced what Sir Arthur Gordon, the High Commissioner, described as "not unnatural irritation and a sense of being treated with injustice".

THE state of the islands in 1882 was little better than in 1877, though the High Commission had, to a great extent, checked abuses by British subjects.

About this time considerable concern was manifest in the Australian Colonies at the activities of German trading companies in the Pacific, particularly in New Guinea where, it was claimed, preparation for colonisation was evident. Further

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appeals for annexation of these territories were made to the British Government.

The matter was the subject of considerable diplomatic discussion and Great Britain was assured by Germany that the New Guinea venture was purely a

private one. Later events, however, disclosed an organised preparation for the occupation of the northern portion of the area, through the agency of the trading companies. The German activities continued to create a considerable stir in Australia, and were directly responsible for Queensland's abortive annexation of the Southern New Guinea territory in 1883.

In 1884, Lord Derby re-affirmed his belief that no foreign power contemplated interference in New Guinea, and intimated the intention of the British Government to set up some form of jurisdiction.

THREE months later, before action was taken, the German Ambassador in London informed the British Government that Germany intended to establish a colony in New Guinea.

Conversations led to strained relations between Germany and Great Britain; but, eventually, Great Britain gave way and in August, 1884, the boundaries of the proposed British Protectorate in New Guinea (Papua) were announced in the House of Commons. The area excluded the northern part of the island and the islands to the north and east.

The disputes of 1884 were settled by the Anglo-German Declaration, which was signed in Berlin on April 6, 1886.

By this Declaration, the jurisdiction of the British portion of the Solomon Islands, which excluded Bougainville, Shortland and Ysabel, was vested in the High Commissioner for the Western Pacific.

At the signing of the Declaration the

German negotiators insisted on Germany retaining the right to engage labourers freely in the British portion of the Solomon Islands, while not allowing reciprocal rights. (This was also a feature of the agreement of 1889, when the islands of Choiseul, Shortland and Ysabel were ceded to Great Britain.) The arrangement was decidedly one-sided and hampered the administration. It introduced into the area under British jurisdiction, foreigners with whom the High Commission could not interfere, and with whom British recruiters and traders could not compete on equal terms. As late as 1894 Mr. Woodford, Resident Commissioner of the newly-formed Protectorate, complained that the agreement with Germany, as well as a later agreement with France, permitted recruiting for New Caledonia (French) and New Britain (German) and permitted also the continuation of the traffic in arms (banned to British) from foreign spheres.

From 1886 to 1893, there was no variation in the method of administration in the British portion of the Solomon Islands. They were policed by vessels of Her Majesty's navy.

IN 1892, the Commander of H.M.S. "Royalist", after a visit to the Solomon Islands, reported that the natives had expressed a wish for the establishment of a British Protectorate. This, no doubt, was sponsored by British traders, in the hope of improving their condition. The request was immediately communicated to the British Government and, influenced by increasing German activities in the Pacific, was given immediate and secret attention.

On May 24, 1893, H.M.S. "Curacoa" left Sydney under the command of Captain Gibson, accompanied by H.M.S. "Goldfinch". Captain Gibson was given secret orders which were not to be opened until the ship arrived at Port Moresby. He was also entrusted with a large parcel marked "secret contents".

The vessels arrived at Port Moresby on May 30, when the secret orders and parcel were opened. The orders contained instructions to proceed at once to the Solomon Islands and proclaim a British Protectorate. The parcel contained 30 new Union Jacks, which were to be hoisted at the various islands. The vessels arrived at Treasury Island on June 10, 1893.

The next island visited was Simbo; and it is interesting to read that "proceedings were hastened, lest some other Power, getting to hear of them, should step in and get some of the islands".—A.M.

The directors of Steamships Trading Co., Ltd., Papua, have issued 6,000 fully-paid ordinary shares in the company—3,000 to J. G. Nelsson and 3,000 to E. D. Edgell—in payment for plantation interests acquired by the company. These shares rank equally in all respects with ordinary shares previously issued.

A special technique has been developed in Malaya for the fumigation of "white ants" (termites) in living trees. This consists of burning arsenic and sulphur together in a special combustion chamber and blowing the fumes into the channels of the termites through a pipe leading from the combustion chamber. The highly poisonous fumes are thus deposited in the interior of the nest inside the trunk of the tree, and results in killing out the pest, without in any way damaging the tree.—New Guinea Agricultural Gazette.

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WHY NOT SISAL HEMP?

Could be Grown in New Guinea

IT is a remarkable fact that although general conditions in New Guinea are quite suitable for the production of sisal hemp, and although, under the Papua and New Guinea Bounties Act of 1937, a bounty of £6 a ton is payable to producers of sisal, and although the Agricultural Department in New Guinea has good stock available for the establishment of crops in New Guinea, the planters of New Guinea seem to have no interest in this possible source of revenue. No doubt the planters of New Guinea know their own business best and there is some good reason why they do not touch sisal, but no one knows what that reason is.

One of the world's chief producers of sisal hemp is Kenya Colony, in Equatorial Africa, and sisal hemp, to the amount of 80,000 tons in 1937, is the principal export from Tanganyika. The capital value of the sisal hemp industry in British East Africa is now calculated at £15,000,000. There is a large and growing world market for the material.

SELLING TITLES IN PAPUAN RUBBER ESTATE

PUBLIC selling by British Papuan Rubber Estates, Ltd., which was recently registered in Port Moresby, is to be undertaken shortly in N.S.W. and Queensland. In this case it is not "bonds" that will be sold, but "certificates of title", and it is hoped to dispose of 10,000 of them. They will be sold for £30 each and, according to the prospectus, each entitles the holder to 5 per cent. interest as soon as the certificate is fully paid up, the interest being payable half-yearly until the rubber trees, "which are now being raised on the company's estate for the purposes of this issue", produce rubber. From that time on, each certificate of title will give the holder of same the right to the net proceeds of one undivided half-acre of the rubber estate.

The plan, apparently, is that if 10,000 certificates are sold, 5,000 acres of land will be planted with rubber. Facts and figures are set forth to show that there is an attractive future for rubber growing in Papua, and that the owners of all these proposed half-acres will receive a substantial return on their £30 investment.

According to the prospectus, "the lands comprising the company's estate cover an area of approximately 5,200 acres in the wet belt in the Kokoda district, a distance of about 70 miles from Port Moresby. The area is level, and every acre is suitable for planting".

Under the heading of "management", the prospectus says: "The company has contracted with Mr. Alfred Kingsley, of Yodda Goldfields Prospecting Syndicate,

and of the Mamba Rubber Estate, of 1,000 acres, to plant and maintain and superintend each successive planting for five years—that is, until each planting reaches tappable growth."

The directors of the company are, Mr. G. J. J. O'Sullivan, barrister, of Sydney; Mr. Frederick J. Lett, company director, of Pitt Street, Sydney; and Mr. E. A. Gornall, investor, of Rose Bay, Sydney. The secretary is Mr. Lewis J. Moore, public accountant, of 9 Bligh Street, Sydney.

RABAU RACECOURSE ROW IS SETTLED

IT was stated in the last issue of the "PIM", that friction had developed between the New Guinea Administration (owners of the land) and the trustees of the Rabaul Amateur Turf Club, who were the occupiers of the land known as the Lakunai Racecourse, which recently had been used by the Administration for purposes of an aerodrome. It was stated that the trustees were very angry with certain steps which had been taken by the Administration, and had made an appeal to Canberra.

A conference was held in mid-June, between the parties interested, and it was arranged that sufficient additional land should be made available by the Administration, so as to provide for the needs of an aerodrome, a racecourse, and a golf links. This means that all the several interests concerned, which previously were in conflict, are now acting in harmony.

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WAYS OF CATCHING FLYING FISH

BY H. C. R.

THE method recorded in the "P.I.M.", of July, 1935, of the native method of catching flying fish on the N.E. coast of Papua, was interesting. Herewith is an account of the method I saw used in the Northern Gilbert Islands, where flying fish are caught on lines of human hair.

The natives fish in canoes, in pairs, working skilfully together. On arrival at the fishing grounds, about a mile and a half from shore, the canoes keep a distance of about twenty paces apart. They then keep a sharp look-out for sea birds—for the birds usually follow the schools of flying fish, preying on them, as the fish rise from the water, pursued beneath by one or other of the deep-sea big game fish.

The flying fish has many enemies. Near the coasts are the bonito; in the open sea the dolphin—one of the fastest fish in the sea, and, in its dying radiance of rainbow colours, one of the most beautiful. Not alone these, but the marlins, the giant swordfish, the barracoota, leaping tuna and others of the surface feeders of the ocean. Such fish the native prefers to leave alone; for, apart from the danger they have no suitable tackle with which to handle these monsters.

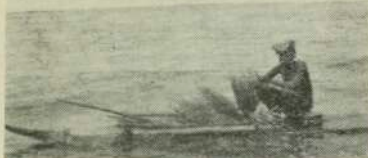
The shark is caught in great numbers by these Islanders, but is much easier to deal with, and specially constructed canoes are used in its capture, as well as shark tackle made from strongly hand-woven sennit (coir) lines. To noose a shark, is child's play to a Gilbert Islander. The sharks are cut up and dried and a considerable export is made to nearby Islands.

Flying fish are caught in great numbers by day fishing and by torchlight fishing, at night. In torchlight fishing, two occupants man the canoe, a navigator, and the fisherman, who stands in the bow, armed with a flaming torch of coconut leaves and his net. Two canoes fish together, and, as the fish rise, they are caught up in the net. Anything from one to a dozen hauls may be made.

To join in a torchlight fishing excursion in the Gilbert Islands is a really thrilling affair. One needs to be able to swim, too, for the canoes frequently turn over without much warning. The natives just laugh, right the canoe by a clever manoeuvre of jerking out the water and climb in again. Only rarely do they lose a limb, in these manoeuvres.

The daylight method of catching flying fish is interesting. The canoes paddle out to the fishing grounds in the open sea, and watch for the birds. When following a school of fish, the birds scream excitedly, and at the same time indicate the direction in which the fish are travelling. The canoes now steer to meet them, and proceed to lay out their lines. Coconut floats are used. The lot-eye is pierced, and a peg of hard-wood inserted. To this is attached a line of woven sennit, about six feet in length, and terminating in a length of finely-braided human hair.

To the hair is attached a curious hook (sometimes two hooks are used) but not quite the orthodox-fashioned hook as used by Walton or Zane Grey. The hook may be mother of pearl, or simply of wire, bent to an angle of twenty-five deg.—the wire being 1½ inches in length. The hook is secured at its centre to the braided hair, and is baited with either a



Papuans catch flying fish by using small bell-shaped nets (top photo), inside of which they tie a strong-smelling leaf and the dried flower of the coconut. Paddling out to sea on rafts (bottom photo), the natives trail the nets behind them. The flying fish enter the nets to eat the leaf and their wings are caught in the coconut flower.

small hermit crab, a piece of baby squid, or raw fish.

It sometimes happens that a dolphin makes short work of the captive flying fish, struggling with the coconut floats. Then Oro-Tika, the god of fish, is exhorted to intercede, and the natives patiently await the coming of another school of flying fish.

The flying fish, when cured, equals the British herring. Flying fish, an inch in length, rise from the sea and fly some distance. In the Gilberts, I have weighed large specimens, at two pounds, and measuring 18 inches in length. These fish cover a distance of about two hundred yards in the air according to wind, but they usually drop back as soon as their fins become dry. Flying fish keep to the open ocean and do not enter harbours.

Mr. and Mrs. Keith Burton, of Misima Island, Papua, received many congratulations early in June, on the birth of a daughter. The child is the first white baby born on Misima Island.

DRAMA OVER THE TASMAN

How Taylor Saved Kingsford Smith

ONE day in May, 1935, all Sydney and most of Australia hung around the radio, listening tensely while an extraordinary air drama was played out over the stormy Tasman Sea.

Kingsford Smith, accompanied by P. G. Taylor and J. S. W. Stannage, was flying his old "Southern Cross" to New Zealand with mail, when an accident put the starboard engine out of action. "Smithy" then tried to fly back to Australia, over 500 miles, on two engines. Half-way home, the port engine ran out of oil. For the rest of the journey Taylor kept the port engine going by climbing out onto the dead starboard engine, getting oil from there, and then climbing out onto the port engine and pouring the oil in. It was one of the most courageous things ever done in aviation.

Stannage, radio-ing every little while, described their progress—how "Smithy" was fighting to keep the unbalanced machine in the air; how the oil-pressure kept falling; and how Taylor made yet another trip out onto the wings. The public relief, when the old aeroplane eventually crept in over the sea and landed at Mascot, was enormous.

This extraordinary story is told graphically by P. G. ("Bill") Taylor in "Call to the Winds", just published by Angus and Robertson, Sydney, at 8/6. There are a dozen other accounts of outstanding incidents in an airman's life—not so gripping, perhaps, yet told dramatically, and modestly. Taylor loves Australia, and he has a notable mastery of colourful prose; so that it is a sheer delight to sit with him in his speedy "Gull", and ride over the plains, and the mountains and the friendly clouds, while he travels north, west or south on his airman's jobs. His adventures with aviation enemy No. 1—namely, cyclonic storms from the sea—are really thrilling; and his descriptions of Australia's natural beauty as seen from the air, will live, as literature.

It was fitting that this book should come onto the Australian market while Captain P. G. Taylor was away out over the Indian Ocean, with the "Guba", surveying a new airmail route to Africa and Europe. This for years has been his pet plan, and he refers to it three or four times, in his book.

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Try this recipe for a Worcestershire Omelette—a favorite breakfast or luncheon dish:

½ lb. cold Chicken or Mutton
2 teaspoons Holbrooks
Worcestershire Sauce
½ pint Milk
4 eggs
Pepper and Salt

Butter a glass baking dish, half fill with the minced chicken or mutton seasoned with the Holbrooks Worcestershire Sauce. Beat the eggs and add milk, pepper and salt. Pour over meat and bake in moderate oven until custard is set. Serve very hot.

HS-2

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On September 6 a new issue of Papuan air mail stamps will make its appearance, the denominations being the same as those of the present issue—2d., 3d., 5d., 8d. and 1/-.

A set of four stamps—1d., 1½d., 2½d., and 7d.—will be issued on August 29 to commemorate the 25 years of New Zealand's control of the Mandated Territory of Western Samoa. Designs will comprise:

1d., a typical Samoan coastal village; 1½d., map of the Group; 2½d., Samoan dancing party, with native fales (houses) in the background; 7d., portrait of Robert Louis Stevenson, the famous Scottish author who spent the last years of his life in Samoa.

The ketch "Hispaniola" returned to Sydney on July 5, after her fifth unsuccessful attempt to reach Lord Howe Is.

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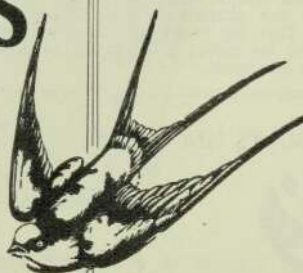
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NEW BISHOP OF RABAU

Rev. Father Isidore Scharmach

ADVICE has been received from Rome that Reverend Father Isidore Scharmach, of the Catholic Mission of the Most Sacred Heart (Vunapope) has been appointed by the Holy Father as Vicar Apostolic of Rabaul, New Guinea, in succession to Bishop Vesters, retired.

Father Scharmach, who arrived in New Guinea in 1925, was successively in charge of the Sulka and Arawe mission stations, where, during 14 continuous years, he displayed missionary ability and zeal which brought him under special notice. He is a Polish national, and served as a soldier in the Great War.

TROPICAL AGRICULTURE

New Guinea's Valuable Gazette

ONE of the most valuable publications circulating in the tropical territories in the Pacific is the "New Guinea Agricultural Gazette", published by the Department of Agriculture, Rabaul, every three months.

In the issue of March, 1939, just to hand, there are, in addition to notes, book reviews, and reports, more than a dozen authoritative articles, every one of which is of value to the tropical planter.

Mr. John L. Froggatt, the department's entomologist, describes the fight the department has had against the coconut pest called *Promecotheca*. The pest appeared at the end of 1937, apparently fastening upon coconut trees which had been weakened by the huge discharge of pumice during the eruption at Rabaul; and it was attacked in several ways. In a number of places, the pest was very bad; but the quick breeding-up of natural parasites quickly stopped any serious development and this was assisted by the breeding-up in the laboratory of special contingents of parasites, which were liberated in the badly-infested areas. By May, 1938, the plague was under control. In September, 1938, a supply of a special parasite which had been sent from Java to Fiji, and from Fiji to Rabaul, was brought into use, and in recent months large numbers of these parasites have been released in New Guinea, to assist in the work of holding *Promecotheca* in control. The name of this introduced parasite is *Pleurotropis Parvulus*, and it has been successful in Fiji and the New Hebrides in destroying the coconut pest.

Mr. Froggatt also writes on "Fumigation and Fumigants", and on "Insect Pests in Rice". There is an article by the department's economic botanist, Mr. Dwyer, on "The Fall of Mature Coconut Palms in New Guinea Due to Soil Conditions".

Other articles of special interest are "The Coconut Oil Industry", "The Growing Importance of the Sisal Industry", "Upland Rice", "Soil Fertility", "Pointers on Goat Raising" and "Market for Papain".

Rev. Norman Goodall, M.A., Foreign Secretary of the London Missionary Society, who is making a tour of the South Seas, was in Fiji early in June, after visiting Samoa and the Ellice Islands on board the mission vessel "John Williams".

JAPAN IN NEW HEBRIDES

A Mysterious Occurrence

THE following is part of a letter sent to the editor of the "P.I.M.", by a resident on one of the outer islands of the New Hebrides:—

WE had a call from strange visitors this afternoon, and we are not quite sure what they were up to.

A Japanese boat anchored in front of the mission station, and there came ashore two Japs, who spoke sufficient English to make themselves understood. One, a Mr. K. Murooka, intimated that he was the agent of the Nanyo Boveki Kaisha, Ltd. (South Sea Trading Co.), Tokyo, Japan.

They brought with them a parcel of merchandise and, in the presence of a large number of natives, attracted by curiosity, they laid the goods out on the verandah floor for exhibition.

I imagined they were offering the articles for sale and, having selected a few, was preparing to give them cash in payment, when the agent, with a very magnanimous gesture, said, "Oh, no, all a present for you." I strongly demurred, but they insisted on me taking the goods as a gift. However, I made a compensating gift of fruit and vegetables, which they gladly accepted for use on board.

But we are just a little perplexed about such unwonted generosity, and wonder what is behind it. Beside their raincoats, which they laid at the end of the verandah, we noticed a camera, an article which bona-fide traders do not usually carry about with them in the South Seas.

I should not be surprised if the ostentatious display of generosity was meant, not for us, but for the natives. Japan undoubtedly is planning a drive southwards, and any manoeuvre in the South Pacific may be regarded with suspicion, and as a prelude to further encroachment.

Last year, the Japanese opened a wholesale trading house in Vila, and they are now bent on pushing their trade throughout these islands. As they sell at prices with which British and French traders cannot possibly compete, there is every likelihood that the Japanese merchants will prove popular with the natives.

By such means the Japanese are steadily increasing their influence and population in the New Hebrides, as they already have done in New Caledonia—the outcome of which will be a further crop of problems for Australia and the Empire.

DO YOU WISH TO SWAP YOUR JOB?

Letter to the Editor

MUCH in your publication keeps me fascinated. I find it very interesting to read how different human natures react to loneliness and the deprivation of civilisation.

"Tropic" (in "This Tropic Life Debunked"), published in the May issue does not seem to be very happy with his fate. What a difference between his and Father Vocat's views (also published in May issue).

I am 35 years old, and have lived in the leading capitals of Europe, America and Australia, under the blessings of this

century's civilisation (including a world war and several minor wars and revolutions). I also have spent four years on a lonely island and I envy Father Vocat the prospect of spending the rest of his life in his isolated situation.

If "Tropic" is longing for civilisation and the amenities of city life, and "Melbourne will do him", I am prepared to swap my executive business position for his open-air job on that lonely island.

Although so many men who live in the tropics consider their jobs an ordeal, I have not been so far successful in contacting one man who could offer me a job on one of the islands, though I am enthusiastic for and capable of such work.

I am, etc.,

ROBERT HOYT.

12 Milton Hall,
574 St. Kilda Road, Melbourne.

Miss Elsie Brammell, M.A., an ethnologist on the staff of the Australian Museum, Sydney, delivered an interesting illustrated lecture on "Canoes" at the June meeting of the Pacific Islands Club. She traced the development of the canoe from the Australian dugout to the war canoes of the Polynesians. Miss Brammell, who was born in Papua, is a member of the Council of the Anthropological Society of N.S.W.

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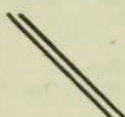
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E.76

GROW YOUR OWN FOOD

From Our Own Correspondent

HONOLULU, June 19.

HERE is the germ of an idea for the defence of Australia's outer island Territories:—

U.S. Congress has passed a bill providing the Hawaiian Islands, U.S. Pacific defence keystone, with an adequate supply of suitable seeds so that the islands may grow food for the entire population in times of emergency.

The army-navy in Hawaii already have great areas of suitable lands earmarked for planting soon as trouble seems imminent.

Hawaii depends largely upon California and other U.S. mainland States for vegetables, etc. The shipping strike in 1936, which isolated Hawaii, taught a vivid lesson.

Rev. Harold Graham, of Victoria, sailed from Sydney for Papua by the "Macdhui" on June 21. He will serve with the New Guinea Mission.

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MEMORIES OF OLD SAMARAI

BY "WAKILOBO OF VILIRUPU"

NO. 2.

PAPUAN PIONEERS

THE Whitten brothers take their place as real pioneers, and few if any of the miners were not grub-staked by them. Their help to the men on the Yodda, later the Lakekamu, must always be remembered by all mining men. Their grub-staking was done consistently. I am certain they had little fear that the money would not be repaid. Their boats helped the miners, especially the "Kaiaora", the "Bulldog".

I wonder if Charlie Whitehead and Gunderson are still alive. Their stories of the gold rushes would be worth telling. One of the episodes of Charlie's life may be given here.

In between times he had a schooner, which carried about 20 tons, and sometimes he would lift that weight of kumara from the N.E. coast for Port Moresby, selling them at from £4 to £6 per ton. After the sale, there would be the usual binge in Tom McCrann's, but Charlie always managed to hold on to the major portion of the proceeds. One trip, however, there were more "free" drinkers than usual, and Charlie counted up his cash with a few misgivings—although, deep down, he did not really mind the loss of a few pounds, so long as those who drank his health could carry their liquor. During his soliloquy he heard rasping throat noises, as though someone was trying to be very sick and on looking up, saw Hughie Jones, the hunchback, vomiting violently over the rail. This so incensed Charlie that he rose up like thunder and yelled at the top of his voice, "You so-and-so little runt, there goes four tons of the finest sweet potatoes ever grown in New Guinea."

The two Auerbach lads, Teddy and George, were good side wingers, and their presence in Samarai was always the signal for a few real hectic days—and nights, too, sometimes. Teddy would get one over the seven and paint the settlement red, but George always appeared to be able to carry his liquor. Another Trobriands visitor was Jimmy Delaney, and he took life very seriously, too. His end was disastrous—that is, if what I heard was true. His launch caught fire, and he and someone else on board were burned to death.

NICK THE GREEK

THERE was also Nick the Greek, whose daughter, Marion, was mandated to the Ramsays; and a tough guy he was. Poker was his pet hobby, and many a game have I had with him, and others, at "Billy the Cook's" place. I learned a lot of good points from him. One night we were playing, and the party comprised old Mr. Cox, the gentleman with a Solomon beard, a Customs official called Day, a man from Gilgill, whose name I forget (but who died several years ago), Nick the Greek, and myself. Nick did not have a single hand of any use. But he just sat tight, and played right through until 2 a.m., and was just as even-tempered as though he had won a packet.

Another individual who used to have Samarai by the ears was called Mouldy Mike. He was the most "ornery son of a gun" ever filled a Government job, and



The Island of Samarai, Eastern Papua—as seen from China Strait.

he certainly was able to keep everyone on the island in a state of expectancy. He had a rough time at Mrs. Wisdell's, and we did almost everything to induce him to leave. We put birdlime into his warm shaving water, put same onto his chair, tried to scare him in various ways—but to no avail. He hung on, and was always on the look out for someone to hand a summons to.

When Mrs. Wisdell married Rupert Nugent Leslie, she omitted to change her name as licensee over the doorway of the hotel. Old Mouldy was nosing around, and decided to issue a summons. He either thought aloud, or else told someone what his intentions were. Anyway, Mrs. Leslie got advice of what he was going to do, and her husband had a piece of paper printed by hand, so that the word Wisdell was erased, and Leslie substituted. Mouldy was certainly taken back, when he was ready to hand over the summons, and I am certain he got hauled over the coals by both Higginson

and Mair McAlpine, the R.M. and A.R.M. respectively.

After that episode it was decided to send Mouldy to Kulamadau, and he accordingly joined the "Morinda". To the surprise of everyone, he was still on board the boat on her return to Samarai. No one on the island would give him shelter, so he was forced to return to Samarai.

It was then decided to send him to the N.E. Division, and as far as I can recollect he was located at Mosquito Island. I think Laurence Henderson was R.M. in those days, but I am not certain. Anyway, Mouldy had quite a district to patrol, and he did it thoroughly. In the division was the Mombiri Plantation, where an old New Zealander was acting as manager, Nicholls by name, a really jovial man, whose hospitality was famous and spontaneous. Mouldy, in the course of his patrol, had to stop off at Nicholls' place, and, of course, as Nicholls had not heard of Mouldy's adventures in Samarai,

he gave the man welcome, and did his best in the food line. After dinner, Mouldy said he certainly had enjoyed what had been prepared for him, and asked Nicholls where he raised such wonderful chickens. But Nicholls, being a man of truth, said it was a Reginana they had partaken of. Mouldy replied he did not think a Paradise bird could taste so nice.

Next day, when Mouldy was leaving, he handed Nicholls a note, that he would be charged with having prohibited birds, to wit, a Paradise bird, in his possession!

ALONG THE COAST

JUST north of the Mombiri estate, is Wanigela, one of the Anglican Mission places, and it was there that Mr. P. Money took that famous picture, "Man the Protector, Woman the Slave". The Rev. A. Kent Chignell, reproduced the picture in his book, "An Outpost in Papua". It shows a large hefty native, dressed in the native fashion, with a 7

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ft. spear, strutting along the beach, followed by his spouse, with a 100 lb. bag of garden produce in her net bag, and the latest of their offsprings, another 30 lb. weight, perched on the top of the bag. She is bent almost double, whilst His Nibs carries only the spear.

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Tufi (Cape Nelson) was a great spot, and some of the best B.N.G. Magistrates graduated there. Monckton, Griffin, Manning, McDonald, Charles Theodore Wurth and a very huge man with a German name were also located there. The latter was so fat that he could only walk with difficulty, and once, when the residence was struck by lightning, and set on fire, he had to roll himself off his lounge chair, and off the verandah, to escape being burned alive. He was suffering from acute rheumatism at the time, so the pain, added to his bulk, made life anything but pleasant. After his retirement, he was brought back to take part in a case against Joubert for alleged illegal recruiting.

It was also at Cape Nelson that one, Ryan, tried to hogtie Captain Griffin, for having some plumes in his possession; but Griffin used the overland route to report himself, and the report which Ryan had made, did not reach Moresby until three or four weeks after Griffin's statement.

Ryan was a brave and fearless man, but he seemed to think that his job was that of a village cop—a case a day, no matter how he got it. For a time, he had a pretty bad run in the Territory. I believe he was killed in the War, but the

last I saw of him, was when with Sidney Burrows, he was sent up the Fly to try and trap the Pryke brothers on that Sir Rupert Clarke expedition. What a fiasco that trip was—I mean, the Government side.

Samarai, being at the centre of the S.E., N.E. and Eastern Division of the Territory, had more to keep it on the front pages than the capital. Here the N.D.L. boats called regularly, and the old S.S. "John Williams" came for her regular trade trips. Mrs. Mahoney, the "Queen of Sudest" paid regular visits, also the Osborne brothers from Rossel Island, where the natives are small, and are the most cruel of all New Guineaites. Their methods of killing are gruesome in the extreme.

I wonder whether Bill Doig is still alive, and if he remembers the occasion we went up in behind Buna Bay to lift a Cornish



A corner of present-day Samarai—showing the War Memorial Hall and grounds, adjoining the wireless station.

boiler. We had an auxiliary scow called the "Kaiora", and had to carry the boiler and other equipment to the anchorage for loading onto the S.S. "Moresby". It rained the whole time, and the difficulties we were beset with were too many to mention. In addition the weather got under Bill's skin, and he practically emptied a demijohn of Scotch before we started. The boiler lay at the top of the hill and our gear was only fit for handling cases. After hours of straining, we managed to get it to the water's edge, only to discover there were no covers for the fire-box or man-hole, and Bill had to improvise stops for them. Finally, we had it afloat, and then the long tow to the open sea started. The trip ended successfully, and I saw the same boiler set at Manu Manu sawmills, at the mouth of Galley Reach.

FAMOUS PROSPECTORS

ANOTHER great favorite of the early days was Fred Kruger. He did a bit of everything, especially mining, and I seem to remember he was usually lucky and was always ready to help a lame dog. His feeling for those whose luck was "agin" them was equalled only by those of the finest of the old school—Matt Crowe, and the Pryke brothers included. What a fine gang Samarai supported—Matt Crowe, Frank and Jim Pryke, Les. Joubert, Joe Sloane, Peter Burke, Jimmy Wallace, etc.—and what adventures they had in their early days!

It was Matt who told me of the mistake old Armit made, when he attacked a group of natives in the N.D. The whole thing was a mistake from the start. But red lavas lavas are red lavas lavas, and Armit could not know that the boys he attacked had been given their cloth as a reward for work, whilst some other mining crowd had been attacked and the attackers got away with a number of bolts of lava lava cloth of turkey red.

Matt also liked to talk of his days on

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trek, and his gentle manner, even when annoyed, made him one of the nicest men who ever "padded the hoof" for the elusive pennyweight. For his memory, as well as that of the Pryke brothers, I shall always have a very warm spot.

WHY A MISSIONARY APPOINTMENT?

New Guinea Legislative Council

Letter to the Editor

THE Morobe section of New Guinea learned on May 29 that the vacant seat on the Legislative Council had been allotted to Rev. L. A. McArthur, B.A., of the Wesleyan Methodist Mission. The news came just prior to the Administrator's arrival on the goldfields, and cast somewhat of a cloud over the general welcome. However, it was felt that this appointment was not entirely to be laid at the door of the Administrator, but was the outcome of machinations in Australia.

In 1933, Sir Charles Marr opened the first session of the New Guinea Legislative Council, and people felt that a forward step had been made in the democratic government of the Territory. We have learned since, alas, what a vain hope that was. The minority of private members, and the power of "direction" vested in the President, have precluded anything but Government measures going through the Council, but that is no reason why the private members should not be thoroughly representative of the community.

If the presence of a missionary on the Council be imperative, one naturally asks why one was not included in the original formation. Such was not the case, however. Too late, we learn how great the influences are in official circles in Australia, to sway the best interests of this Territory.

With the termination of four years, in 1937, the opportunity was seized upon by these "influences" to replace Mr. V. Pratt's membership with one of their missionaries, and Rev. F. G. Lewis was appointed. Upon his resignation, nominations were called for and, in spite of strongly-supported candidatures from those who represent industry, advancement and a large majority of the population, the precedent having once been established by these "powerful influences", it was followed up by further appointment of another missionary.

The industrial community, and particularly those in the gold industry, have paid and paid to make their way, and incidentally furnish the Territory revenue with the necessary sinews of government. Industrialists employ, pay, feed and clothe thousands of natives, with all the attendant fees, etc.—and I refer particularly to gold mining. This industry not only represents a majority of the white population, but probably employs more natives than any other industry in the Territory. It is maintained, therefore, that it should be more generously represented in the Council.

Industry does not levy unofficial taxes on the natives, but pays them the wherewithal to improve their status, in addition to educating them (yes, educating them) in domestic duties, cleanliness, various trades and callings, all of which are material to their temporal welfare; and, be it stressed very strongly, the native's health is by no means a small item in the industrialist's care of his employees.

What percentage of white or native population does the Wesleyan Methodist Mission represent? What percentage of the revenue does it provide from its legitimate calling as a mission and not as a trading concern? The answer in both cases is virtually "nil".

Thus we are back at our premise. What qualifications has the Wesleyan Methodist Mission to be represented on even such a futile Legislative Council as that of New Guinea? Progress is being stifled and the Territory-wide welfare of the native and the status of the white population are being neglected in such an appointment.

And it is all engineered primarily in Australia, where not .0001 per cent. of the people know anything about the Territory or its conditions.

In conclusion: It would appear that the recent "Katoomba" tourist trip had more design than appears on the surface!

I am, etc.

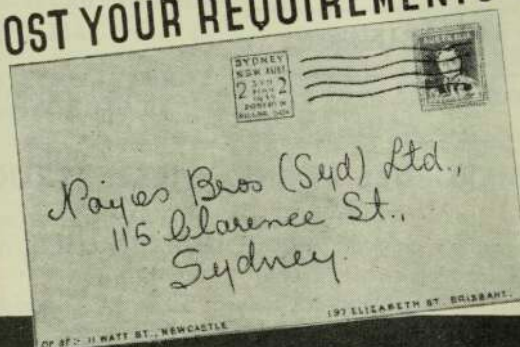
WAU-ITE.

Wau, New Guinea, 6/6/39.

Mrs. Donnan, widow of Mr. R. C. Donnan, formerly on the staff of the Colonial Sugar Refining Co., Ltd., was in Fiji in June paying a visit to her sister, Mrs. G. Cradick, of Lautoka.

Professor A. M. Hocart, of Cairo University, who was associated with Dr. W. H. R. Rivers in scientific research in the Solomons and who later carried out valuable anthropological work in Fiji and Rotuma, died recently.

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DIVIDED OPINION ON AMALGAMATION

Committee Takes Evidence of Residents in New Guinea and Papua

From Our Own Correspondent

THHE special committee (Messrs. F. W. Eggleston, Leonard Murray and Orten Townsend) appointed by the Commonwealth Government to investigate the possibilities of amalgamating Papua and New Guinea first made a tour of the N.G. outposts to gather evidence to give them a lead to work on in framing their recommendations for the Federal Cabinet.

They were not inundated with witnesses at the start. New Guinea folk seemed to have but a hazy idea of what was required of them, but gradually, as time wore on, the public came forward with a certain degree of interest. At Kavieng, Hon. W. E. Grose (president of the N.G. Planters' Association) gave his views on the subject, as also did Mr. Frank V. Saunders and a few other public-minded citizens. Opinion was more or less divided: Amalgamation would be a good thing if it ensured so and so; or, it would not be a good thing because it meant so and so.

On June 5 the Committee returned to Rabaul from the outposts and on that day received a delegation from the Public Service Association. Mr. P. J. Woodhill put forward the views held by the Association's members. After considerable talk about the finances of the two territories, and their dissimilarity, examples were mentioned of the difference in the housing, superannuation, salaries and technical officers.

It was pointed out that New Guinea was the only one of the Australian Territories that had followed the example of European colonising nations in attempting to establish a high educational standard for its officers. It was also considered that since the Territories had been developed on different lines the Papuan Senior Officer (Resident Magistrate) could not cope with the work which a Senior Officer (District Officer) in the Mandated Territory had to perform, without further training and experience. Furthermore, the Council requested that the Committee consider making a recommendation that a condition of proceeding with any scheme for amalgamation should be the holding of a full enquiry into the Public Service of both the Territories—their conditions, administration and future policy.

Another witness to come before the Committee was Hon. E. T. Brennan, chief medical officer. He described the work carried out by his department, stressing particularly the research work. He said there was not much interchange of data with Papua directly, but any liaison which existed between the two Territories was carried out through the Pacific Relations conferences in Sydney. He said, after some hesitation, that he thought a combined administration of the two Territories could be run efficiently.

CAPITAL SITE

Referring to the matter of a new capital site, Dr. Brennan said that the urgent need for a transfer from Rabaul seemed to have been forgotten. Rabaul now, he declared, was not as healthy as it had been in pre-eruption days—this was due, to a great degree, to the more pronounced incidence of malaria. Lung and throat diseases also showed an increase. In his

opinion the Upper Ramu Plateau was an ideal situation for white residents; no tropical diseases were known there and the natives appeared to be of a very healthy type.

Hon. E. P. Holmes, M.L.C., provided the Committee with some facts and figures concerning the procedure adopted by intending settlers in obtaining land. He thought the land policy was much the same in both Territories. There were a few areas of Administration land, but usually the settler selected the land he wished to purchase and then his application came up for consideration by the Land Board; if it was found that the natives were willing to dispose of their land then that area became Administration land and was leased to the settler.

DIFFICULTIES NOT INSUPERABLE

Hon. G. G. Hogan, Crown Law Officer, considered that the amalgamation of the Public Services would, for a time, give rise to difficulties, but not of such a nature as to prevent amalgamation if it were otherwise desirable. He was doubtful whether the probable advantages of a Commonwealth Territorial Service would outweigh the disadvantages. In selecting officers for the Service he thought this work should be carried out by a specially appointed Committee or by the Prime Minister's Department, though promotions should be made by the Administrator-in-Council.

Evidence was also tendered by Mr. R. E. P. Dwyer (Economic Botanist) and Mr. E. Taylor (Acting Director of District Services) who furnished information regarding the general routine in their departments. Mr. Taylor stated that in his opinion the differences arising out of wages, taxation, indenture of women and the period of contracts of labourers

could be overcome in the event of amalgamation.

Mr. J. L. Froggatt (Acting Director of Agriculture) said he favoured the amalgamation for the purpose of technical experiments but, nevertheless, the same results could possibly be obtained without amalgamation. He gave details of the system of copra inspection and said that it cost the Administration about £3,000 a year to carry out the inspections. About 1 per cent of copra was destroyed as being unfit for shipment overseas.

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Page) said he was opposed to a combined administration as he could see no advantage, but several disadvantages, in such a step. Any advantages arising out of closer liaison could be attained without amalgamation. Mr. Page referred to the difficulty of effecting personal contact over such a large area as comprised the two Territories.

Mr. Gordon Thomas, Editor of "The Rabaul Times", stated that Papua had been very fortunate in having had as its chief executive officer one whose service

had been uninterrupted for over 30 years. New Guinea, he pointed out, had had no less than seven chief executives and had also passed through a period of military occupation. He favoured amalgamation providing it enabled the local administrations to exercise greater initiative and self-determination, and lessened the autocratic supervision which is exercised at present from Canberra.

A FIRM ADMINISTRATOR NEEDED

Mr. Thomas compared the initiative exercised by the German Administration

in pre-war days to the present state of affairs which was due, to a great extent, to the more modern means of communication which have eliminated distance and isolation. Mr. Thomas urged that in the event of a combination of the two administrations the man placed in charge should be a man with sufficient local knowledge and strength of character to shoulder the responsibilities which are justly his, and be free of political influences controlled by Australia.

Referring to the selection of a new capital site, Mr. Thomas pointed out that the Federal Government had given an assurance at a time when the people of Rabaul were suffering from the after-effects of the eruption, and was therefore unwilling to make any alteration, but he suggested that Dr. Stehn, the Dutch volcanologist, should be requested to return to Rabaul in order to review the present situation, and also give assistance in the erection of the proposed volcanological observatory.

HOLD A REFERENDUM?

In answer to questions, he said that in the event of amalgamation the Administrator should have a freer hand in the selection of staff, and be empowered to appoint local residents, particularly young men brought up in the country, who were desirous of joining the field staff. The people of both territories, he added, should have the opportunity of expressing their opinion regarding amalgamation, even to the extent of holding a referendum amongst the non-indigenous population.

PAPUAN ARGUMENTS AGAINST AMALGAMATION

From Our Own Correspondent

PORT MORESBY, June 25.
OF the eight men who presented their views to the Amalgamation Committee, at the sittings here on June 19 and 20, only two favoured amalgamation; and one of them, though favouring a combined administration, opposed any evasion of the obligations of the Mandate. The other held that complete amalgamation would result in a closer binding of the Mandated Territory to Australia, and would eventually lead to annexation.

The Public Service Association, represented by Messrs. W. R. Humphries, F. E. Williams and R. Barwick, put in a memorandum pointing out the administrative difficulties that would follow as a result of amalgamation, in view of the terms of the Mandate.

Mr. Gerald Smith, representing the Planters' Association of Papua, stated that the planters did not at this stage feel competent to discuss the question of amalgamation, but they were alarmed by what appeared to be the inevitable consequences—namely the absorption by New Guinea of the Papuan labour supply (20,000, now, nearly all employed) and an influx of Chinese artisans and traders from New Guinea to Papua. Mr. Gerald Smith considered that amalgamation should result in economies, and probably better administration.

Mr. Lewis Lett, in a considered memorandum, set out arguments in answer to the statements that amalgamation or unification would result in increased efficiency of administrative services. He said that, at present, the N.G. service is fully efficient for New Guinea, and the Papua service for Papua; but transfer either to the other's Territory, and the

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result would be chaos. The instance is extreme; but the same result, on a small scale, would occur with every individual transfer.

The following are extracts:—

"Continuity, according to every authority on administrative matters, is one of the most important elements in successful administration; and it is through continuity of policy, of methods, and of personnel, that the Papua Administration has achieved its high standards. Continuity in Papua has been preserved through the continuous control of its Lieutenant-Governor; in New Guinea by the long service of permanent officials. But continuity would be broken by the transfer of officers from one service to the other, or from one territory to the other, if the services were one; and loss of continuity must involve decreased efficiency. Papua and New Guinea differ in too many ways to leave any hope for the success either of amalgamation or of unification of the Services.

"They differ in policy, in that New Guinea is not and never can be a part of Australia, and that the purpose of the Mandate is the safeguard of the native inhabitants until such time as they are able to take care of themselves; while the object in Papua is to raise the status of the native population with a view to fitting them to take their place in the Australian Commonwealth.

"They differ in method, in that Papua has been developed, so far as she is developed, by pioneers who have experienced the rawest and most primitive conditions, and who have been obliged to depend upon native help in their prospecting and mining and exploration, developing the country gradually and naturally; while in New Guinea the early pioneering was done by an alien nation, and later development has, under the urge of gold, been rapid and in some respects artificial. And they differ, again, in that to the Papuan Administration the interest of the natives is paramount, while in New Guinea force of circumstance has demanded that native interests become, at least in some respects, secondary to commercial considerations.

"The finances of the two territories differ widely. New Guinea is far wealthier than Papua, and usually has a surplus of revenue over expenditure. Papua, on the other hand, is forced to the most rigid economy, and can with difficulty make revenue cover essential expenditure, even with the help of a subsidy from the Commonwealth. Unification of the Services would mean, presumably, that the Papua Administration must be staffed on a scale comparable with that of New Guinea; and this could be done (since no part of the New Guinea revenue would be available to Papua) only by heavily increased taxation in Papua—an added burden that her few industries would not be able to support—or by means of a very greatly increased Commonwealth subsidy.

"There are hundreds of different tribes in Papua whose peculiarities must be considered. There are hundreds more in New Guinea as diverse in their customs and traditions; and unification would only multiply the problems to which diversity of custom and of language give rise. Pidgin English is not understood in Papua, nor the Motu language in New Guinea; and the necessity for learning a new tongue would add to the many difficulties that a transferred officer would experience.

"Geographical considerations add weight to the arguments against unification. The combined areas of the two

territories cover a distance of about 900 miles from north to south, and as much from east to west; and to place nearly one million square miles of land and water under one Administration, an area in which there are no railways, nor possibility of them, and where communication and transport must be by walking, by slow sea travel, or by expensive air freight, must be to reduce efficiency by abandoning the intimate knowledge of native tribes and of individual settlers which has done so much to bring contentment and mild prosperity to Papua."

Mr. Stewart Mill, of the South Sea Evangelical Mission Society in the Solomon Islands, will marry Miss Molly Jenkins, formerly of New Zealand, early in August.

Rev. W. J. Westerman, of Sydney, who is field secretary of the Seventh Day Adventist Mission, arrived in Nukualofa by the "Matua" in June to visit S.D.A. stations in the Tongan Group.

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NO INTERFERENCE WITH N.G. AIR MAIL SERVICE

From Our Own Correspondent.

WAU, June 26.

SOME time ago, it was reported that the Commonwealth Government was trying to induce Carpenter and Co., to terminate its air mail service at Townsville, thus leaving the N.G. and Papuan traffic to be picked up there and taken South by one of the Australian inter-State air lines. When New Guinea residents learned what was afoot, strong protests were made.

The N.G. Mining Association has been informed by Canberra that the Federal Government has now no intention of interfering with the through

air service from New Guinea to Sydney.

It probably would have ruined the passenger traffic had the service been cut off at Cooktown or Townsville. The great attraction at present is that one enters a plane at Rabaul or Salamaua and leaves it at Brisbane or Sydney, without having to change or chase one's baggage.

Mrs. A. C. Turnbull, wife of the Acting Administrator of Western Samoa, arrived in New Zealand from Apia by the June "Matua" with her daughter, Ruth, who will enter an Auckland college.

Lieutenant-Colonel J. Walstab, Superintendent of Police in New Guinea, reached Sydney from Rabaul on holidays by the "Tanda" on June 23. He was accompanied by Mrs. Walstab.

"Malaita" Passengers



TOP ROW.—Mr. and Mrs. J. C. M. Scott returned to the Solomon Islands by the "Malaita" on June 24, after spending furlough in Australia. Mr. Scott, who is manager of Burns Philp (S.S.) Co., Ltd., at Makambo, is a member of the B.S.I. Advisory Council.

SECOND ROW.—Left: Mr. C. R. Bignell, a well-known Solomon Islands planter, returned to the Group by the last "Malaita", after a holiday in Australia. Right: Mrs. R. M. Farlow left Sydney for Kieta, Bougainville, T.N.G., by the June "Malaita", with her new baby. Her husband is Assistant District Officer at Kieta.

THIRD ROW.—Mr. and Mrs. A. E. Osborne, accompanied by their son, departed from Sydney for Tulagi, B.S.I., by the "Malaita", after furlough in Australia. Mr. Osborne is engineer-operator at the Government wireless station, Tulagi.

BOTTOM ROW.—Dr. and Mrs. Douglas Oliver, of Harvard University, U.S.A., who have been carrying out anthropological research work on Bougainville Island, T.N.G., for over a year, spent a brief vacation in Sydney in May and June. They sailed by the June "Malaita" to continue their work among the Siwai people for another six months, before going back to America.

Mr. George Cruickshank, who was for many years mining in Papua with the Bootless Mining Co., and who had been in the Mandated Territory for several years, died at Wau, in June. He was at one time with New Guinea Goldfields, Ltd., and had recently been managing Mr. Tex Thomas' property on the Lower Edie, while the latter was South. He contracted Japanese River Fever; and, as so many miners in the bush do, he left treatment until too late, and died in Wau shortly after his arrival there.

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Pacific Islands Monthly—July 15, 1939

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ON THE EDGE OF BLOODSHED IN FIJI

How Police Captured Apolosi, Founder of the Viti Company

IN March, we published some references to the rise and fall of the Viti Company, a partly co-operative concern, established in Fiji some 20 years ago by a clever Fijian, Apolosi Nawai. It was a commendable plan; but it collapsed because Apolosi and his associates could not be trusted with large sums of money, and because, instead of attending to business, they went on carouses, and were very arrogant towards those who tried to save the enterprise.

We now have received the following interesting article from Mr. Arthur Robinson, of Vunilagi, Vanua Levu, Fiji.

VIVID memories are recalled by an article in a recent "P.I.M.", describing the activities of the late Viti Company of whom Apolosi R. Nawai was the promoter and director. It also reminds me of how close I myself, Inspector Scott Young, Inspector Swinbourne and Mr. Lord were to taking an internal part in that company, not as active members but as items on Apolosi's menu at Yaqeta, in the Yasawas Group.

One of the hotbeds of the activities of Apolosi's Company was the whole of the Yasawas Group, and there the natives were bled white, of both cash and produce.

The natives were told that anyone dealing with white men, in any shape or form, would be tried in Apolosi's own court and imprisoned, as well as being debarred from ever becoming members again of the Viti Company. Head men were stationed right through the Group to collect share moneys, and collect copra for transport to the Company in Suva.

I was trading on the different islands, where I had stores, and all my stores had their quota of pickets stationed near to stop trade with me. It was unsuccessful, I might add. During this period I would be awake at night, and attending to customers who came to my stores via the bush, while the pickets were home in bed thinking I had closed up and was abed, asleep.

And so it went on for months, culminating in the arrival of a warrant for Apolosi R. Nawai's arrest, for some offence at Rewa. The arrival of this warrant was expected, I believe, and it was through this that I and the Inspectors of Police became involved.

I was in Lautoka when that warrant arrived there, and was asked to take back to the Yasawas with me a native constable who was to arrest Apolosi, and my cutter was to bring both men back again to Lautoka.

The native policeman was in plain clothes when he landed from my cutter at night, but was evidently recognised by one of the scouts watching arrivals on the beach. The native policeman proceeded to the village, in uniform, to carry out his duty of arresting Apolosi. On arrival at the village he found 12 burly natives each armed with spear and knife, stationed around the house outside as guards; these men threatened to kill the policeman if he put his foot inside the house. They said no policeman, white or black, would touch Apolosi's person, except over their dead bodies—and they meant every word they said; I am certain of that, to-day. Apolosi, from inside the house, added his threats to those of his guards by saying he would never

be arrested alive; the only thing the police would ever arrest would be his dead body, etc.

THE native policeman thought, as I did, that discretion was the better part of valour. He wrote to Inspector Stanlake, telling him to come and arrest Apolosi, as it was likely he, as a Fijian, would get killed.

I myself wrote to the District Commissioner, telling him to send white Inspectors, and arm them, as Apolosi and his followers were in a fighting mood. My letter was not taken seriously.

On the arrival of the "Lady Escott" with Inspector Scott Young, Inspector Swinbourne, Sergeant Paula (native) and a Mr. Lord (who accompanied the party for a pleasure trip) my first question was, "Have you come armed?"

The reply was: "No. What for? Wake up, Robinson! Do you think we want arms to arrest that bird? Where is he? We shall have him aboard this ship and be

back in Lautoka before dark." As it happened, Apolosi and his gang had left my island and gone to the ad-

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Agents.

joining one, named Yaqeta Point, native scouts were seen running, as fast as they could go, to the village where Apolosi was installed. On arrival at the village anchorage, we could see hundreds of natives in a square, sitting down, with Apolosi, dressed in a Norfolk suit and holding a swagger-cane walking up and down the lines.

When we got ashore, and were close to the packed square of men, an order rang out, "Stand up!" Apolosi and his brother, Kini, were inside the square, with 3 rows of men between us and themselves. All men were Gumaloed, (faces covered with black war-paint.)

At this stage, I must mention a couple of important facts bearing on the subsequent proceedings. First, there was a big heap of dogo firewood, stacked in the beach side of where we stood. In front of us, there were 300 or 400 men, in a solid square. Behind this square were three lovos (native stone ovens) with the stones red-hot.

INSPECTOR Scott Young then called on Apolosi to surrender to the warrant.

Apolosi said he would never be arrested alive, and even the Governor himself with all the police in Fiji, would never arrest him.

The 12 special guards were between Apolosi and the police, and they repeated, over and over again, that the police would only arrest Apolosi over their dead bodies.

Apolosi ordered us back to the ship, several times, with the threat that if we did not go he would give the order for us all to be killed.

We stood our ground for over two hours, faced by a solid pack of natives, sweating with excitement and waiting for the word to kill us. It was while these parleys were going on that I heard Kini say, in the Yasawas dialect, to Sergeant Paula, "You are a Fijian, like us. Throw off your uniform. Join us. We do not want to kill you and roast you with these white men in those three lovos."

Paula was too dumbfounded to reply. It took his breath away, for an instant or two. But Paula's reply, "Sa sega ni rawa", was a point-blank refusal.

Mr. Lord then asked me, quietly, what did I think of the position. Understanding every word spoken, I replied; "If Scott Young loses his temper and tries force, or touches Apolosi, we are dead men."

I will never forget Lord's reply, which was: "Well, Robinson, I'm getting a bit of that firewood; and, before they get me, I'm taking a few of these birds with me."

He then very slowly backed to that heap of firewood, got his eyes on a nice handy piece, leaned his arm along the stack, with his hand resting on the piece, and awaited events. Lord was a 6 ft. man and, had it come to a fight, there would have been a little slaughter around that heap of firewood.

Like the original policeman, we eventually thought discretion the better part of valour and retired, beaten, back to the ship.

There was no sleep on the "Lady Escott" that night. Invitations to come ashore and be killed, as well as torch-light dances on the beach, depicting in pantomime our being killed, were very realistic.

ON our arrival back at Lautoka, minus Apolosi, things started to move. Colonel McOwen, Inspector-General of Police, took charge; the "Ranadi" was

immediately got ready; 20 armed Punjabi police, each with rifle, bayonet and 20 rounds of ammunition, were put aboard, as well as Dr. Hunt and a few European special police, armed with revolvers; and a course set for Ba Passage, where we anchored for the night.

About dusk, three sailing ships were seen making for the same passage, but could not make it before dark and they anchored five miles out. One of the ships I recognised as Apolosi's cutter.

Colonel McOwen decided to await dark, then proceed with the ship's whaleboats and make a quick surprise boarding of all three vessels. They took all armed men, and both green and red Very rockets. These were to be fired as follows. If resistance too strong, red rocket; green if everything O.K. The "Ranadi", in the case of a red rocket being fired was to go full steam for the scene of action.

A green light gave us all relief from a long period of tension.

THE result of that raid was that about 100 men, among them Apolosi and his brother Kini, were at the identification parade at the station at Lautoka. About 60 men were detained, and collected 3 months' gaol apiece.

The ringleaders were taken on to Suva and, although defended by the ablest lawyers in Fiji, they got 9 to 18 months' gaol.

Some time after the release of Apolosi and his brother, they both fell foul of the law again. Kini was deported to Lau, where he died.

Apolosi was sent to the Island of Rotuma for six or seven years. When that term was over, he came back to Fiji, but was not long before getting into trouble again. This time he got 10 years on



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Rotuma, where he is to-day cooling his heels.

I wonder if Scott Young, Singleton or Lord will see this article, and if it will recall any happy memories of that episode when we nearly became an internal part of the Fiji Company, via the menu at Yaqeta.

MOTOR TORPEDO BOATS

Their Suitability for Islands Defence

IN these days of war scares, with their consequent defence programmes, the motor torpedo boat is receiving considerable prominence, and one wonders if the formula used in the rout of the Spanish Armada is being applied to modern warfare.

Our history books tell us that the English success in that battle was due to the fact that their smaller boats out-manoeuvred the larger vessels, enabling them to get within their range and to discharge a number of cannon before the Spaniards could train their heavier guns. How similar in operation is the modern weapon, the motor torpedo boat, which, being a small target, is able to get practically right under the guns of a battleship to discharge its torpedoes.

The motor torpedo boat not only has favourable qualities as a weapon, but it is at the same time economical. In England, a smaller class boat costs about £30,000 and the larger about £50,000, without armaments. But boatbuilders in Sydney are of the opinion that, with their smaller overhead and general expenses and lower wages, these figures could be



This photograph gives a good idea of the rugged country surrounding the Leahy Brothers' agricultural lease near the Morobe goldfields town of Wau, T.N.G.

In this region, 3,500 feet above sea level, coffee has been found to thrive exceptionally well. Mr. C. B. L. Wilde, who took over the N.G. Administration's experimental farm near Wau, some years ago, now has 100 acres of Jamaica Mountain coffee under cultivation. The average yield to the acre, at Wau, is about one ton, and, although the coffee plants bear more or less continually throughout the year, September and October, having the heaviest yields, are regarded as the harvest months.—A.F.K.

reduced by one-third, and one boat alone is capable of sinking a battleship costing millions.

Britain, U.S.A., Italy and France are building M.T.B.'s in large numbers, and also supplying them to other countries, such as Norway, Sweden and Holland. Australia is building 12.

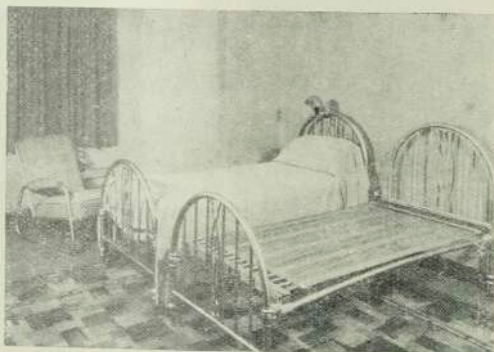
But what of the Islands Territories? What better weapon for their defence than the vicious little high-speed motor torpedo boat? A flotilla of six to a dozen could safeguard a large group of islands, in case of emergency, and in peace time could be used for patrolling or other purposes.

Capable of a speed of 40 knots, using a pair of powerful petrol engines, these boats can also be equipped with an auxiliary Diesel engine, giving an economical cruising or patrolling speed of 10 knots. They would be effective in operation against poachers or smugglers.

Flight Lieutenant W. N. Gibson returned to Sydney from Port Moresby, Papua, by the "Macdhui" on June 14. He was in charge of an Air Force amphibian which broke away from its moorings during the night recently, and was damaged on a coral reef.

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NEW BOOKS

THE MYSTERY OF SWORDFISH REEF, by Arthur Upfield. Published by Angus and Robertson, Sydney; 6/-.

Here is a book that will entice the most hard-boiled reader of "thrillers" into a midnight session. A rich man, out after big-game fish, on the southern coast of New South Wales, is murdered. The mystery of his death is solved by Detective-Inspector Bonaparte, who, incidentally, is lured into big-game fishing. So, mixed in with a highly exciting criminal hunt, we have many equally exciting and diverting chapters describing the pursuit and capture of marlin, mako shark, tuna, etc.—Australia's newest sport.

Upfield has created, in Inspector Bonaparte, a delightful character who has won his spurs in detective fiction. Having made his acquaintance in "The Bone is Pointed" and "Mystery of Swordfish Reef", we hope to meet Mr. Bonaparte many times in the future.

"REACHING FOR THE STARS", by Nora Wahn. Published by Angus & Robertson, Sydney; 8/6.

One of the most puzzling phenomena of the world to-day is the sight of Germany, under the leadership of a shouting and apparently irresponsible egocentric, goose-stepping unprotestingly into a world-war that may destroy civilisation. How is it that Germans, who individually are kind and lovable people, are perpetrating, in the mass, horrible cruelties upon the Jews, and upon opponents of the political party in power? Have these usually well-balanced people been mesmerised?

Here is a book that throws much light into what, politically speaking, is the darkest place in Europe. Mrs. Wahn, an American, married to an English musician, has just completed four years in Germany, under conditions which brought her close to the heart of the people. She writes well, and without fear or favour. She helps to answer the question hundreds of millions are asking to-day: Is Hitler an angel, or a devil, or just a well-meaning, loud-mouthed demagogue, disastrously misplaced?

A NEW COCKTAIL IN DARU

THE little township of Daru, at the Western end of Papua, had a new excitement some weeks ago.

A crowd of boys could be seen, one day, gathered near the village. Several of them seemed persistently to fall and roll on the ground. It was an interesting exhibition of how the lordly whites would look, if some of their parties were held in the daylight. Every one was amused.

Several days later, rumours flew about, and natives could be seen going to and coming from the Government office. Eventually, enough evidence was gathered and there came Der Tag. Fines varying from £2 to £20 were imposed on about twenty natives. Several became guests of His Majesty.

And the reason was that someone had invented the "Erseover" cocktail. The ingredients were coconut milk, sipora and methvlated spirits. Some people say that the Upper Ten included boot polish, also, in theirs.

Anyway, as one of the tipplers remarked, it was strong. "Oh, Taubada," he said, "He strong too much! One drink and boy fall down Erseover".

Oil company men, having been recruited from all over the world, mentioned quite a few different drinks. The "Fly-Tox" (boot polish and "metho.") and the "Condy's" (bluestone of "pinkie"); but "Erseover" was a new one to them.

The chief result, that we can notice, is that several of the leading lay preachers at the local mission are not now lay-preachers.

Thus is civilisation brought to the heathen—even in Daru, with its mud, mosquitoes and monotony—"Daika".

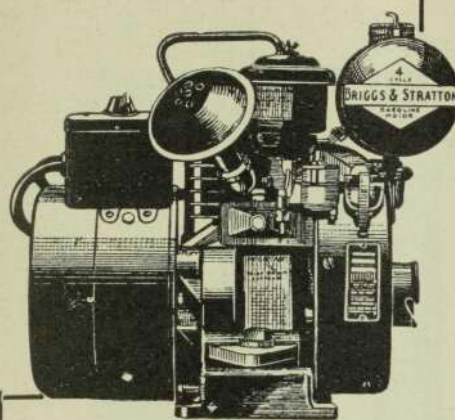
Mr. Bill Seale, of Kavieng, New Guinea, married Miss Heather Holmes, daughter of Mr. G. C. ("Jos") Holmes, at the Methodist Mission church at Kavieng on June 20. The couple arrived in Sydney by the "Bulolo" early in July on their honeymoon.

Red Cross In New Guinea and Papua

A NEW GUINEA division of the Australian Red Cross Society was formed on July 3 in Rabaul, at a large public meeting, presided over by Lady McNicoll, wife of the Administrator. Mr. Stanley Addison, secretary of the Society, addressed the meeting.

A division of the Red Cross has also been formed in Papua, with headquarters at Port Moresby, with the object of training members for emergency work, including first aid, home nursing and anti-gas relief work.

The "Sagittaire", recently acquired by Messageries Maritime Co., from the Trans-Atlantic Co., made her first visit to the South Seas in June, on the Europe-Tahiti-New Hebrides-New Caledonia run.



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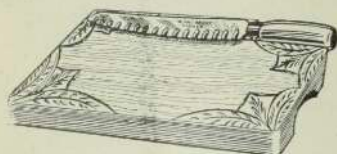
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Mrs. F. Martin died at Tomo, New Caledonia, early in June. She was 73 years of age.

Sister May Hayman, of the New Guinea Mission hospital at Gona, Papua, arrived in Sydney by the "Bulolo" on July 4.

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Mrs. Florence Arbuthnot, a well-known Fiji resident, died at Suva in June, aged 80. She had been in the Colony nearly 60 years.

Madame Amelie Chivot died at Noumea, New Caledonia, in June at the age of 67.

AN EPIDEMIC OF CRUISING CANOES

THIS photograph (by Shea, Rabaul) shows the young Czech canoeist, Mr. Cikanek, in Rabaul Harbour, New Guinea, in his 12-foot-long outrigger canoe, in which he paddled and sailed all the way from the Philippines. He is now on his way to the Solomons and New Hebrides.



IT was said recently that there was an epidemic of cruising yachts in the Pacific. There now seems to be a further epidemic—this time, of cruising canoes.

A young Czech arrived in Rabaul, New Guinea, in April, in a 12-foot outrigger canoe, which he had paddled south from the Philippines. Then, a few weeks later, three starving Europeans arrived in American Samoa, in a 30-foot outrigger canoe, which they had sailed and paddled southwards from Hawaii.

Now, as the most recent arrival, we have Oscar Speck, who left Germany 7 years ago to see the world, in a 12-foot canoe, and who arrived in Salamaua on June 14, by way of the coast of Dutch New Guinea. His only shelter from the

tropic heat consists of a canvas hood attached to his canoe, and his means of propulsion are two small oars. He is at present on the coast of Papua, being en route for Sydney, via Samarai and Port Moresby.

Miss Norma Winterbottom sailed from Sydney in the "Malaita" at the end of June for the Solomon Islands, where she will resume her hospital work at Ugi. Miss Winterbottom, who has been a member of the Melanesian Mission since 1937, had been on short furlough in Australia.

Nurses Gaby and Lechte have been accepted by the Methodist Mission Board for service in Fiji.

Mrs. W. G. Wiedemann, of the Melanesian Mission station at Sag Sag, New Britain, arrived in Sydney on furlough by the "Tanda" late in June.

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Mr. John Ahern, Commercial Superintendent of Island Explorations Co., arrived in Papua by airliner from Sydney on June 26. Mrs. Ahern, with her small daughter, followed later by the "Maetsuycker" from Sydney on July 1.

Mr. D. T. Tilley, formerly of the Auckland Fire Brigade, has taken up duties as Deputy Fire Officer of the Suva Brigade.

Mr. T. Fitzpatrick, of the Samoan legal firm of Klinkmueller and Pleasants, arrived in New Zealand from Apia by the "Matua" recently. He was accompanied by his wife.

"HOODOO" VOYAGE

Ends on Reef in Eastern Papua

THE South African ketch-rigged yacht "Lands End" was wrecked on a reef in Eastern Papua, described as 115 miles south-east of Misima, on the night of June 8.

The crew of four men got away on a raft; and Captain H. Jeffrey, with his wife (to whom he was recently married in Auckland) and his step-daughter, got away in the dinghy. The company eventually reached the island of Misima. Cap-

tain Jeffrey left his people there while he went back to try and refloat the "Lands End".

The "Lands End" left Durban in September, 1937; crossed the Atlantic to the West Indies; passed through the Panama Canal and visited Tahiti and Rarotonga, on her way to Auckland; and, between June and September, 1938, she was in Northern New Zealand and Central Pacific Islands ports. The "Lands End" left Auckland in December in resumption of her world voyage.

From the time that the "Lands End" left Auckland in December, there seemed to be a "hoodoo" upon her.

Soon after leaving Auckland, the petrol stove exploded and the crew fought the fire for 20 minutes before it was put out.

Entering Haapai Harbour, Tonga, the "Lands End" struck a reef in the darkness and listed alarmingly. Members of the crew dived into the water and eventually refloated her.

At Nukualofa (Tonga) the yacht had to shelter from a hurricane for a week under the lee of a small island. Everything on board was soaked. Another hurricane struck the "Lands End" at Suva.

On the run to New Caledonia from Suva there were gales all the way. There was six inches of water in the fore-castle, and the sails were severely damaged. As the yacht entered Vila (New Hebrides) at night she ran aground, but was refloated on a rising tide.

From the New Hebrides the "Lands End" sailed to the Solomon Islands, then ran down toward Papua, where she was wrecked.

Finance Session—But No Financial Inquiry

THE meeting of the New Guinea Legislative Council, held on June 15, was purely formal. The sitting lasted 10 minutes and the only business done was to pass supply for the period ending July, 1940. The newly appointed member of the Council, Rev. L. A. McArthur, was formally welcomed.

And that was all. None of the unofficial members apparently thought it worth while to question the Administrator about the financial condition of the territory, which is causing considerable concern.

Mr. Ken Lewis, power house mechanic at Samarai, Papua, has left the Territory on a holiday visit to the East. He is being relieved by Mr. Harvey.

Mr. and Mrs. F. Stunzner, formerly of Tuvao Plantation, Western Samoa, left the Territory recently by the "Tisnaren" for Europe where they will live in future. Mr. Stunzner, who had resided in Samoa for over 35 years, has been advised to live in a cooler climate.

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Best Beef Dripping, 1lb. 9½d tin; 2lb. 1/3 tin
Rosa Virgin Olive Oil, 10oz. 1/3 bot.; 25oz. 2/11 bot.
McIlrath's Crustless Cheese, 8oz. . . . 7½d. pkt.; 7/3 doz.
Arnott's Popso Crackers, No. 2 size 1/11 tin
C. & B. Herrings in Sauce 7oz. 7/6 doz.; 14oz. 10/- doz.
English Smoked Sardines 4oz. 4/9 doz.; 8oz. 8/6 doz.
Selmore Sockeye Salmon 8oz. 12/6 doz.; 16oz. 17/- doz.
Ovaltine 4½oz. 1/8; 9oz. 2/8; 18oz. 4/8 per tin
Nestle's Malted Milk 8oz. 1/5; 16oz. 2/6 per tin
Saunders' Malt Extract 16oz. 11½d.; 2lb. 1/11 tin
"I.X.L." Shredded Marmalade 16oz. 9½d jar; 9/3 doz.
Keen's Mustard, Sealed 1oz. 4½d; 2oz. 8½d; 4oz. 1/3 tin
Holbrook's Queen Olives 5oz. 11½d; 10oz. 1/5½ bot.
Eta Peanut Butter 4oz. 9d; 8oz. 1/2; 12oz. 1/4½ jar
"I.X.L." Golden Sweet Corn 5oz. 5½d; 8oz. 8d per tin
Heinz Baked Beans 4oz. 4½d; 8oz. 6d; 16oz. 10½d tin
"I.X.L." Spaghetti in Sauce: 4oz. 4½d; 8oz. 6½d; 16oz. 9½d tin
"I.X.L." Tomato or Vegetable Soup . . 8oz. 5½d; 16oz. 8½d tin

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appeals

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the First Sip.

MINING NEWS

From Fiji

LOLOMA (FIJI) GOLD MINES, N.L.

THE last clean-up from Loloma (Fiji) Gold Mines, N.L., Tavua, for the four weeks ended June 14 compared with the three previous yields as follows:—

	Mar.	Apr.	†May	†June
Tons treated ..	2,355	2,185	2,390	2,244
Gold, oz., fine ..	3,210	2,944	3,172	3,007
Silver, oz., fine ..	563	510	657	580
Residue, dwt. ..	1.07	1.23	1.15	0.9

†No old residues were treated pending the installation of a larger pump.

EMPEROR GOLD MINING CO., LTD.

Emperor Gold Mining Co., Ltd., Tavua, Fiji, reports that figures for the last four production periods compare as follows:—

	Mar.	Apr.	†May	†June
Ore treated, tons ..	14,750	13,650	13,912	14,162
Head value, dwt. ..	6.31	6.5	6.61	6.86
Gold, oz., fine ..	4,188	4,023	4,033	4,103
Residues, dwt. ..	0.5	0.47	0.55	0.71

†Concentrates stacked, pending further treatment, totalled 38 tons, estimated to contain 266 oz. of fine gold.

A supplementary report stated that churn drilling has been continued in the Cardigan area and the ore body has now been well defined, which will facilitate extraction of ore.

MOUNT KASI MINES, LTD.

Recent yields from the Mount Kasi mine at Vanua Levu are compared in the following table:—

	Mar.	Apr.	May	June
Ore, tons ..	3,310	3,826	2,893	2,355
Gold, fine, oz. ..	652	633	669	592
Value, £A ..	5,795	5,538	5,854	5,180

From the Solomons

CHARLTON SOUTH, N.L.

DIRECTORS of Charlton South, N.L., of Melbourne, cabled their representative at Tulagi, British Solomon Islands, in mid-June, requesting him to abandon the option acquired by the Co. over the mining area adjoining the Solomon Gold Mines, N.L., area.

SOLOMON GOLD MINES, N.L.

Solomon Gold Mines, N.L., proposes to wind up voluntarily. The Co. was formed in Melbourne in April to send Mr. T. R. Victor, mining engineer, to Guadalcanal Island, in the Solomons, to inspect a prospective gold-bearing area. Of 1,000 shares of £5 in the capital of the Co., 900 were issued at £2 a share application and allotment. Australian Gold Development, N.L., subscribed for 150 of the shares. The abandonment of the area was recommended by Mr. Victor in a cable message from the Solomons on June 9, in which he reported adversely on the prospects.

From Papua

BORNEO OPTIONS, N.L.

IN a circular to shareholders, directors of Borneo Options, N.L., reported in June, that an agreement has been finalised by which the Co.'s manganese deposits at Kapa Kapa, Papua, are to be worked on its behalf by Melbourne interests, inter alia, on the following terms and conditions:—

They are to mine and ship a minimum of 7,500 tons a year. The royalty payable to Borneo Options is £2 a ton net on the first 5,000 tons; £1/10/- a ton on the balance, 2,500 tons; £1/10/- a ton on any additional ore mined and shipped above 7,500 tons a year and up to 10,000 tons a year. On all ore mined and shipped in excess of 10,000 tons, the royalty will be at the rate of £2 a ton.

Directors state that satisfactory guarantees have been established for the carrying out of the contract, and the agreement covers a term of seven years, with a right to renew for a further seven years. These royalties are payable to Borneo Options monthly as the ore is shipped from Port Moresby. The terms free the Co. from the necessity of obtaining any further capital as its mines will be worked at no further

cost to the Co. The circular added that as the guaranteed minimum quantity of ore has to be mined and shipped each year, the Co. must receive a minimum net sum of £13,750 a year. This yearly income will make possible to the shareholders an estimated dividend of at least £2 a share a year.

MANDATED ALLUVIALS, N.L.

Returns from No. 11 shipment of matte from Mandated Alluvials, N.L., of Papua, show:—Ore treated (tons), oxidised 689, sulphite 362; matte produced, 38½ tons, containing 360 oz. fine gold, 803 oz. silver, and 12¾ tons copper, the net value being £3,675. Further shipments, Nos. 12 and 13, of 28½ and 24½ tons respectively, have now been made, and, subject to check assays, the approximate total contents are 530 oz. fine gold, 960 oz. silver, and 15 tons copper.

Reports from the mine indicate that what appears to be a new ore body has been opened up north of No. 8 adit. More than 100 tons of high-grade ore has been mined, and work is proceeding on a face over 15 ft. wide and 10 ft. in height.

The Co. repaid its debentures on July 1.

PAPUAN APINAIFI PETROLEUM CO., LTD.

Papuan Apinaifi Petroleum Co., Ltd., reports that the transfer of the Sullivan scout drilling plant to the site of the No. 4 Olapu bore location has been completed, and drilling commenced there. Mr. E. A. Kodyen, the Commonwealth petroleum technologist, accompanied by Mr. Launcelot Owen, the Co.'s geologist and general manager, returned to Sydney in June, and Mr. Kodyen proceeded to Canberra to report to the authorities his recommendations for the testing by deep drilling of the area held under the Co.'s permit.

In a progress report to shareholders, early in July, Mr. Owen stated that since May 31 detailed study of the Olapu area had proved that, in spite of the absence of surface indications of petroleum, the underlying mudstone is definitely petroliferous throughout the area. The light gravity of the traces of oil already encountered in the scout drills indicate the possibility that it is derived from a deep reservoir containing petroleum of much heavier gravity. Deep drilling is necessary to prove or disprove the existence of porous horizons capable of producing

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For Ventilation, Copra Drying Rooms,
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commercial oil, and the area should be tested to a depth of 5,000 ft. or more.

CUTHBERT'S MISIMA GOLDMINE, LTD.

Figures for the June clean-up from Cuthbert's mine on Misima Island, Papua, compared with the two previous yields as follows:—

	April.	May*	June.
Treated, tons	3,056	2,698	3,010
Bullion, oz.	2,966	2,525	2,793
Gold, fine oz.	808	617.6	770
Silver, fine oz.	2,088	1,840	1,956
Est. value	£6,591	£5,052	£6,275
Value per ton	43/2	37/5	41/8

*Reduced tonnage and grade caused by heavy rains and sickness.

From New Guinea

NEW GUINEA GOLDFIELDS, LTD.

A PROGRESS report issued on June 19 by The Mining Trust, Limited, consulting engineers to New Guinea Goldfields, Limited, compared the production and profit for March, April, and May, as follows:—

	Mar.	Apr.	May.
Edie Creek mill—			
Ore, tons	3,443	2,769	3,269
Gold, oz., fine	1,111	795	803
Silver, oz., fine	4,143	4,062	3,979
Alluvial—			
Gold, oz., fine	969	836	1,201
Silver, oz., fine	716	572	857

Golden Ridges mill—

Tons treated	2,804	2,597	1,723
Gold, oz., fine	1,015	947	778
Silver, oz., fine	1,545	1,435	1,121

Operating profit—

Edie Creek, £	2,523	*189	*865
Alluvial, £	1,918	1,428	1,927
Golden Ridges, £ .. .	1,627	1,555	176

*Loss.

April production at all centres was affected by the Easter holidays and by heavy rains. The Edie Creek mill loss in May was due to low heads. Other operations were affected by heavy floods.

DAY DAWN SOUTH (N.G.), N.L.

The liquidator of Day Dawn South (New Guinea), N.L., has decided a final return of capital to shareholders of 28/- for each 100 shares. This will be paid on surrender of share certificates.

ENTERPRISE OF NEW GUINEA GOLD AND PETROLEUM DEVELOPMENT, N.L.

The general manager of Enterprise of New Guinea Gold and Petroleum Development, N.L. (Mr. H. Taylour), reports that the Co. treated 4,104 yards at Surprise Creek in May for a yield of 22 oz. 7 dwt. gold.

On June 14, the Co. made a call of 5/- per share, making 60/- paid.

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Limited, reports that the clean-up for June yielded 375 oz. gold, the plant working 549 hours. The yield for the previous month was 276.2 oz.

SANDY CREEK GOLD SLUICING, LTD.

Early in July the mine manager of Sandy Creek Gold Sluicing, Ltd., New Guinea, reported that the last four yields compared as follows:—

	Mar.	Apr.	May.	June.
Cubic yards	17,834	15,609	13,343	21,201
Gold, oz.	463.1	310	153	228
Per cubic yard	3/10½	2/11½	1/8½	1/7¼
Working cost	1/5	1/4	1/-	1/-

MOROBE GOLDFIELDS OUTPUT.

The £A2,000,000 mark for the Morobe Goldfields' 12 months' production to June 30 is being rapidly approached, wrote our Wau Correspondent on June 24. The exact figure to April 30 was £A1,692,571. May output was 29,490 oz., representing £A154,039. The bullion value for the 11 months to May 31, therefore, was £A1,846,610.

April showed a return of £A166,052, compared with May's £A154,039. However, considering the three floods which occurred in May, putting many miners out of action and seriously interrupting New Guinea Goldfields, Ltd.'s operations at Golden Ridges, and Koranga Gold Sluicing Co., the average was well maintained; and it is reasonable to suppose that the £A12,000 drop might have been more than covered had mining kept on an even keel. Flood weather appears to have ceased and there is every prospect of the remaining £A153,390 being more than produced in June, thus establishing a record annual output.

EQUATOR EXPLORATION SYNDICATE, N.L.

Equator Exploration Syndicate, N.L., has been formed in Sydney with a capital of £5,000 in £25 shares to send Captain A. J. Kenrick to South Africa, England and Holland to complete a contract for a licence under Dutch laws for prospecting for gold and petroleum. Captain Kenrick has a concession of about 17,000 square miles in the Netherlands Indies and New Guinea possession. Directors are: Messrs. S. McKellar-White, A. H. Wildridge, and Major-General H. G. Bennett, all of Sydney.

Mr. J. Hornell, late Director of Fisheries in Madras, will arrive in Fiji in August to carry out an investigation into the fishery resources of the Group and advise on the possibility of establishing a fish canning industry.

Mr. D. McGregor, of the Automobile Association of New Zealand, is now spending several months in Fiji attending to A.A. business.

Mr. G. Toogood, Patrol Officer in the Papuan Administration, left Port Moresby by the "Strathaird" for Sydney in June on three months' leave, during which he will fly to England.

Pumpmobil

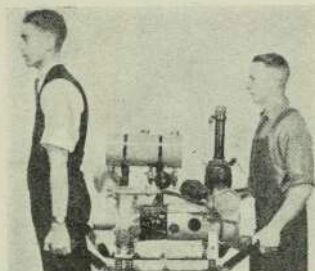
Self-contained Portable Pump

Output—

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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Quotations For Mining Shares

FIJI			
	Mid-Dec.	Mid-Feb.	Mid-July.
Emperor Mines ..	b10/-	b8/8	b8/11
Loloma	b22/-	b21/3	b21/4½
Mt. Kasl	b4/5	b4/4	s3/9
Tavua Dev.	b1d.	b5d.	b1½d.
NEW GUINEA			
Bulolo G.D.	b£6/5/-	b£7	b£6/4/-
Enterprise of N.G.		b30/-	b25/-
Guinea Gold	b14/-	b14/-	s12/10
N.G.G., Ltd.	b1/6	b2/4	b1/11
Oil Search	b6/4	b6/-	b3/8
Placer Dev.	b73/-	b72/6	b67/6
Sandy Ck.	b1/3½	b1/6	b1/6
Sunshine Gold ..	b9/-	b7/3	b6/8
PAPUA			
Cuthbert's	b17/9	s16/-	s17/6
G.M. of Papua ..	b3/6	b2/-	b6d.
Mandated All. ..	b1/9	b2/-	b2/6
Oriomo Oil	b9/-	b9/9	b5/3
Papuan Apinalpi	b5/-	b6/6	b4/10
Yodda Goldfields	b8d.	b7d.	b1/7

Cursed By Onion-Merchants,
Japanese Steamer Ashore

ON her first voyage from Yokohama to Sydney, the Japanese freighter, "China Maru", 5,870 tons, was stranded on Balum Island, in the Feni group, off the east coast of New Ireland (and about 130 miles in a direct line from Rabaul) before daybreak on June 26.

On June 27 the small Carpenter steamer "Mako" left Rabaul to assist the "China Maru". It was decided to jettison 1,600 tons of bunker coal, and attempt to re-float the badly damaged steamer and take her to Rabaul for temporary repairs.

Among the 3,700 tons of general cargo for Australia are 300 tons of Japanese onions, consigned to Sydney to meet an unusual shortage there, but which the

Chinese merchants of Sydney decided to boycott, as a national duty.

The "Mako" succeeded in dragging the "China Maru" off the rocks, on July 5; but further trouble developed when the towline fouled the propeller. For eight hours a diver, clinging to the rudder post, worked frantically below water to clear the propeller, while the "Mako" towed desperately to prevent the freighter being washed back on to the reef. Eventually, the towline was freed, and the two vessels headed for Rabaul—arriving on July 7.

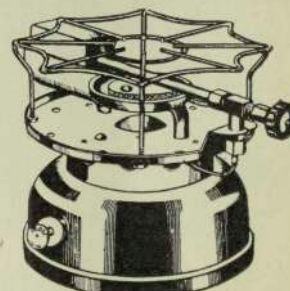
BY RADIO AND PLANE
Medical Help for Papuan Sufferer

ON Saturday, June 10, a vessel on the Upper Fly River, in the interior of Papua, hundreds of miles from a white settlement, reported that a European aboard appeared to be suffering from acute appendicitis.

At 5 a.m. on Sunday, a seaplane in charge of Mr. Cannon, with Dr. Jenkins as passenger, left Port Moresby. It refuelled at Daru, in the far west of Papua, and then flew several hundred miles up the Fly River, until it found the vessel. It alighted beside the ship, the patient was transferred to the plane, and a few minutes later the plane departed. It got back to Port Moresby just before dusk, and the patient was taken immediately to the hospital and to skilled treatment.

A few years ago, before radio and aviation were used in the Islands, that man would have been dead, and perhaps months before word of his plight could have reached the outside world.

Lady Scott, wife of Sir Henry Milne Scott, of Fiji, departed from Sydney by the "Orontes" in mid-June on a visit to Europe.

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A 32-volt 500-watt DELCO-LIGHT plant, complete with battery, can be purchased for as low as £62. Smaller plants (6 and 12 volts) are also available.

For complete information, please write to Desk "P.I." . . . Sizes range from 200 to 6,000-watts. Voltages from 6 to 110.

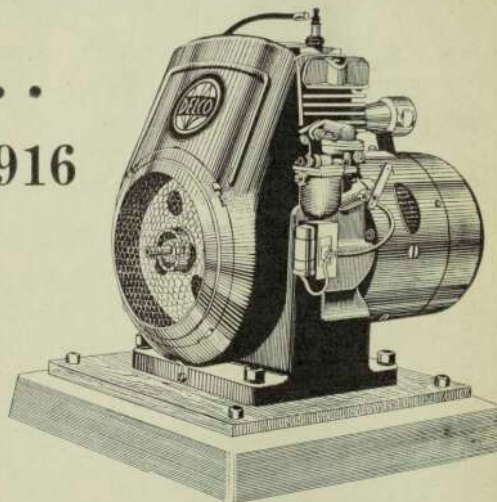
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2/6. Money back if it's not the best ever. Full instructions. Here's a splendid range of all the world's best Tricks, Novelties, etc. "Presto", the Magic Box, 2/6; The Great Look Trick, 2/-; "Hindu", the uncanny head cutter, 2/6; The Great Bolt and Ring Trick, 2/-; The Hindu Magic Paper Folding Trick, 1/-; The Giant Novelty Cigar, 1/- Send for 20/- Trick parcel.



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.

Now Ready. The World's Best Range of Indoor Games. "Monopoly", The world's best game of its kind, 10/6. "Totopoly", a similar game, 10/6. "Buccanier", a somewhat different game, 10/6. "Chinese Checkers", taking the world by storm, 2/6, 4/6, 8/6. "Ching Gong", a Mystic Eastern Game, 4/6, 8/6. "Triopoly", a combined card game, 5/- and 10/6. "Brodi", a small Fruit-Machine gambling game, 6/6. Destiny Bowls, your fate and fortune revealed, 1/6. 12 different party games, 6d. each game. Playing card "House", 1/- Crazy Questions, 1/- Pot Luck, 1/- Spinning Wheel Race Game, shows odds and winner, 39/- Roulette Wheels, with cloth and instructions, 22/6. Send for Games Booklet.

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Swiss made Musical Box Units, for making your own musical Trinket or Cigarette Cases. They each play 2 tunes, 10/6 and 12/6. Box for Unit, 4/9.

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Just arrived Simplified Radio Books. Everyman's Wireless Book, 5/6. The Book of Practical Radio, 8/6. The Book of Practical Television, 8/6. The Television and Short Wave Handbook, 5/6. The Wireless Constructor's Encyclopedia, 5/- The Dictionary of Wireless Terms, 6/6. Hand-winding English Gramophone Motors, 27/6.

240 volt Electric Cosmocord Gramophone Motors, complete with turntable and all fittings, 39/6.

48/6
Just arrived from the maker in London, "Cosmocord" De Luxe Crystal Pick-me-up, with Built-in Vol. Control, 48/6. Write for Full List. Pick ups.



Like-a-Flash "Elimnoise" Aerial Kit for short or dual-wave sets. Aerial, Pyrex type Insulators, transposition blocks and 200 ft. aerial coil, 22/6. Eliminates unwanted aerial and hideous electrical noises from your dual-wave or short-wave sets.



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Clubs—Hotels—Tourist Houses. Do you want to make some real easy money? Then write to Levenson's for particulars of Punch Boards, Totems, and other money making Devices. Novelties and Slot Machines. Levenson's can supply all kinds of Musical Instruments. Enquiries welcomed.

Australian Novelty Koala Bears. Made from real skins just like the live animal. 7 in.—4/6, 8 in.—5/6, 9½ in.—7/6, 11 in.—9/6, 13 in.—12/6. Special price on trade lots. Koala Bear Tea Caddy 18/6, with teapot holder free Koala Bear Pylama Bag, 18/6.

4 Radio Books just arrived, 6/- the lot. The Radio Dictionary, Radio for Beginners, How to Read Radio Diagrams, All About Aerials, How to Build popular 1 and 2 valve receivers.

Poker Game Dart Boards, 10/6. Dart Boards, 4/9, 7/6, 8/9, 11/6, 20/-. 30/-. Darts, 6 for 1/6. Competition Darts—3 for 3/6, 4/6 and 5/6.

Microscope sets for students. Junior type 12/6, senior 63/-. Microscopes only, 7/6, 9/6, 11/6.

"Like-a-Flash" De Luxe Dual Wave 5 Valve Battery Operated Receiver.

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 Amplon Permagetic Model, capable of high fidelity reproduction. Battery equipment consists of extra heavy capacity units as follows:—
1 1/2 Volt 100 amp. Accumulator.
3 Ever-Ready Superdymne 45 Volt "B" Batteries.
1 Ever-Ready 4½ in. "C" Battery.
The outfit is housed in a beautifully veneered floor model Console Cabinet.

PRICE: £22/5/-.

"LIKE-A-FLASH" 1939-40 AUTO. RADIO SET.

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. Long Range Reception guaranteed. Highest Grade Permagetic Magnet Speaker, lifelike. Excellent quality. Total 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 Meters.

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" Amplon Permagetic Unit.

A very neat and attractive floor model cabinet houses all equipment. Battery consists of triple capacity units, as follows:—

1 1/2 Volt 100 amp. Accumulator.
3 45 Volt Ever-Ready Superdymne "B" Batteries.
1 4½ Volt Ever-Ready "C" Battery.

PRICE: £20/7/6.

Gramophone Pick up Heads, £6/5/-. 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/-. Adjustable Key (only) 12/6.

LEVENSON'S RADIO

Write for **GAMES, NOVELTIES AND HOBBIES** Write for Pin-Game, Totem and Odds and Evens Leaflets
Punch 226 PITT STREET, SYDNEY
Board Manufacturers, Importers, and Exporters.
Leaflets Branches: Radio Cheapside, 240A Pitt St. N.S.W., AUSTRALIA

Cable address: "Leveradiol." Goods forwarded V.P.P. or Sight Draft. Satisfaction and Service Guaranteed. We can supply by mail all General Merchandise at a Better Price. Quotations with pleasure. Please add freight and packing. Write for full list of interesting leaflets of Games, Hobbies, Novelties, and Electrical Goods. Write for full list of Radio Meters.

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.
- 1.05 Luncheon Music.
- 1.30 Afternoon Musical Programme.
- 6.15 Dinner Music.
- 7.00 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.
- 7.15 News.
- 7.35 Sporting Highlights of the Week.
- 11.00 Dance Music.
- 12.00 Close.

a.m. EVERY SUNDAY

- 8.00 News Bulletin.
- 8.15 Sporting Session.
- 8.30 Musical Programme.
- 9.00 Brass Band Music.
- 9.30 "In Quires and Places Where They Sing".
- 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.
- 10.15 News.
- 10.30 Close.

AUGUST 1 TO AUGUST 26.

- Aug. 1 (Tues.)—8 p.m. Tossy Spivakovsky (Violinist); 8.15 Organ Recital; 9.15 Comedy Harmonists; 10 John Morley Quintet.
- Aug. 2 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Request Items; 8.45 "Emma and Erbert"; 9 Soprano & Baritone Recital; 9.20 Sydney Symphony Orchestra.
- Aug. 3 (Thurs.)—8 p.m. Musical Comedy; 9.15 Piano Recital; 9.45 Harry Bloom's Dance Band.
- Aug. 4 (Fri.)—8 p.m. Play; 9 Launceston Band; 9.20 Vocal Duets; 10 Wireless Chorus.
- Aug. 5 (Sat.)—1.15 p.m. Race Descriptions; 8 George Robey (Comedian); 8.15 Marcel Dupre (Organist); 9.15 Concert.
- Aug. 6 (Sun.)—7.30 p.m. Orchestral & Vocal Recital; 8 Play; 9 Violin Recital; 9.30 Light Ensemble.
- Aug. 7 (Mon.)—1.30 p.m. Soccer Description—

Palestine v. Victoria; 9 National Military Band; 10 Modern Compositions.

Aug. 8 (Tues.)—1.30 p.m. Geelong Races; 8.10 Comedy Harmonists; 9 Violin Recital; 9.10 Majorie Lawrence (Soprano).

Aug. 9 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Request Items; 8.45 "Emma and Erbert"; 9.15 Orchestral Programme; 10.15 Story.

Aug. 10 (Thurs.)—8 p.m. Military Band; 8.40 Dr. Malcolm Sargent (Adelaide Symphony Orchestra); 10.40 Harry Bloom's Band.

Aug. 11 (Fri.)—8 p.m. Play; 9.30 Revue; 10 Two Pianoforte Recitals.

Aug. 12 (Sat.)—1.15 Race & Soccer Descriptions; 8 George Robey (Comedian); 9 Violin Recital; 9.15 Comedy Harmonists; 10 John Morley Quintet.

Aug. 13 (Sun.)—8 p.m. Play—"Caste"; 9.30 Spivakovsky Duo; 10 Vocal Recital.

Aug. 14 (Mon.)—9 p.m. National Military Band; 10 Modern Compositions.

Aug. 15 (Tues.)—8 p.m. Play—"Retribution"; 9.15 Comedy Harmonists; 10 Harry Bloom's Band.

Aug. 16 (Wed.)—8 p.m. Request Items; 8.30 Variety Programme; 8.45 "Emma and Erbert"; 9.45 Ballad Recital; 10 String Quartet.

Aug. 17 (Thurs.)—1.30 p.m. Ascot Races; 8.15 Comedy Harmonists; 10 Two Piano Recitals.

Aug. 18 (Fri.)—1.30 p.m. Ballarat Races; 9 Band Recital; 10.15 Jim Davidson's Band.

Aug. 19 (Sat.)—1.15 p.m. Race Descriptions; 8 Old Time Dance; 10 Jazz Music.

Aug. 20 (Sun.)—8 p.m. Play—"Concert Grand"; 9 Violin Recital; 9.30 Light Ensemble.

Aug. 21 (Mon.)—8 p.m. Serial; 9.10 Dr. Malcolm Sargent & Melbourne Symphony Orchestra.

Aug. 22 (Tues.)—8.15 p.m. Comedy Harmonists; 9.15 Orchestral Concert.

Aug. 23 (Wed.)—1.30 p.m. Bendigo Races; 8 Request Items; 8.45 "Emma and Erbert"; 9 Jim Davidson.

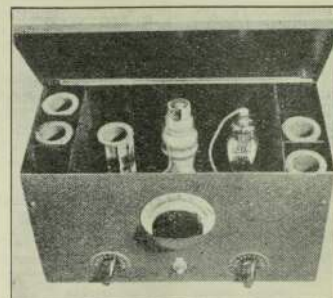
Aug. 24 (Thurs.)—1.30 p.m. Bendigo Races; 9 Play; 10 Wireless Chorus.

Aug. 25 (Fri.)—8 p.m. Play; 9.15 Dr. Malcolm Sargent; 10.15 Vocal Recital.

Aug. 26 (Sat.)—8 p.m. George Robey (Comedian); 9.45 Vocal Recital; 11 Dance Music.

BROADCAST OF COPRA PRICES

SOUTH SEAS produce prices (including copra) are broadcast weekly from Sydney in the news bulletin from A.W.A.'s world range short-wave station VE2ME each Sunday at 8.30 p.m., and Monday at 2.45 a.m. (Sydney time). Operating on a 31.28 wave length (9,590 kilocycles).



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 further particulars. Kit of Parts with Valves £6/10/-

UNITED RADIO DISTRIBUTORS PTY. LTD.
234 Clarence St. Cables:
Sydney. URD. SYDNEY.

There's life-long loveliness in a gift of "Rundle Plate"

You know the kind of friends for whom nothing can be too good. "Rundle" fine silverware seems to have been made for such. For indeed "Rundle" is elegant in appearance. Grace and dignity are combined in the perfection of its line. It is of a quality which places it amongst the finest silver-plate obtainable. There's everything in the "Rundle" pattern—from a teaspoon to a teaset!



"Rundle" Quality is seen at a glance

There's an extra heavy deposit of Sterling Silver on every piece of "Rundle" Plate. That is why each article in regular use keeps its beauty.

"Rundle" Siphon Holder 65/-

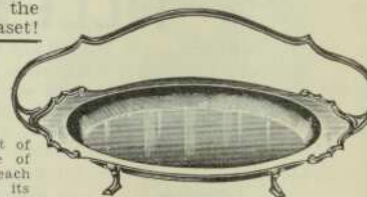
A man would never forget a gift of such goodness. It looks homely and it's such a fine piece of plate.

Your name will be remembered.

Angus & Coote will engrave your own signature on any piece of "Rundle" Silverplate. Your gift will thus remain personal through all the years of its service.



"Rundle" Entree Dish £6/10/-.



"Rundle" Scone Tray .. 60/-

It will stand out from a hundred Wedding gifts, it's so solid and good.



Christening Gifts

Being of "Heirloom Quality" a "Christening gift of Rundle" is most appropriate. The fortunate child will have it always!

Porringer 40/- .— Mug 30/-.

ANGUS & COOTE PTY. LTD.

500 GEORGE STREET, SYDNEY.

VK2ME will transmit programmes in August 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 1.30 a.m. and 3.30 a.m. (1530-1730 G.M.T.).

New Launch for Papuan Administration

A NEW patrol launch manned by 3 white officers and 6 Papuans left Sydney for Pt. Moresby, Papua, on July 7. The vessel has been built by Morrison and Sinclair Pty. Ltd., Sydney, to the order of the Papuan Administration. Named the "Panawina", she has a length of 55 ft. and a fuel capacity for five weeks' cruising. She is fitted with a 55 h.p. Ruston-Hornsby engine and provision has been made for oil power.

Mrs. A. Herbert, mother of Mrs. Leonard Murray, of Port Moresby, arrived in Papua by the "Macdhui" on June 29.

PACIFIC TRAVELLERS

TOP ROW.—Left: Mrs. J. D. Thompson sailed from Sydney by the June "Malaita" for Faunabu, B.S.I., where her husband, Dr. Thompson (formerly house surgeon at Southland Hospital, N.Z.), will relieve Dr. Clifford James at the Melanesian Mission Hospital. Mrs. Thompson is a qualified nurse. Right: Mr. W. Pascoe left Sydney for Fiji by the "Monterey" on June 23 to take up a position with a Suva building firm.

SECOND ROW.—Left: Mr. Graham Kerr, well-known plantation owner of Santo, New Hebrides, returned to the Condominium by the "Pierre Loti" at the end of June, after spending a holiday in Australia. Right: Mr. George Hancock, who has been in Sydney for the past three months, on furlough, returned to Lingatu, Solomon Islands, by the "Malaita" on June 24. He is an employee of Lever's P.P., Ltd.

BOTTOM ROW.—Left: Mr. W. H. Thompson, a chemist with the Colonial Sugar Refining Co., Sydney, sailed for Fiji by the "Monterey" on June 24 to visit the Co.'s mills at Nausori and Lautoka. Right: Miss Hilda Taylor, who formerly



merly was well-known in Fiji as a worker for the Methodist Mission, left Sydney by the June "Monterey" for Suva to take up a position in the Fiji Government's Social Welfare Department.

SIR HARRY LUKE VISITS VILA

From Our Own Correspondent

VILA, June 10. HIS EXCELLENCY SIR HARRY LUKE, K.C.M.G., High Commissioner for the Western Pacific, created a good impression here when he paid his first official visit on board H.M.S. "Wellington" at the end of May. He called at the British and French Residencies, granted interviews, and visited nearby native villages. Although his three days here were busy ones, Sir Harry found time for relaxation and gave an exhibition of free-board aquaplaning in the Harbour.

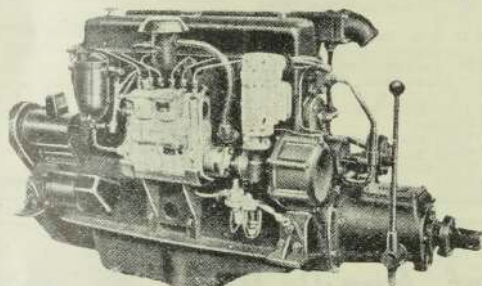
Some residents were disappointed that at the Vila Club's welcome and the Returned Soldiers' Association's gathering, the only public speeches he made were in the French language. It is to be hoped that he does not regard the New Hebrides as more or less a French Colony, with just a few English settlers living here.

Before his departure for the northern part of the Group, His Excellency gave an "apertif" party to which all the residents of Vila, both British and French, were invited.

Mr. Charles James Morey, one of the oldest residents of Fiji, died in June. He went to the Colony in 1870 and for several years grew cotton on Koro Island. Mr. Morey joined the firm of John Wishart and Son as accountant early this century and remained with them until his retirement. Greatly respected by both the Fijian and European communities alike, Mr. Morey took an active interest in public life and was a member of many public bodies.

PENTA MARINE ENGINES

For Reliability — Performance — Speed



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.

TILLEY LAMPS

These British made Lamps are the only Lamps which have been successfully designed for Kerosene, which do not flicker or roar. They provide a fine 300 C.P. light without smoke or smell.

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.



We have a greater range than any other. A model to suit every purpose and every purse. Model EX4, all purpose lamp, as illustrated, may be used as a hanging lamp, or, by removing reflector, as a storm lantern, or as a table lamp. Price only 50/- complete. Write for catalogue of Table Lamps, Wall Lamps, Hanging Lamps, etc. Unlimited supplies of spare parts available.

SHIPCHANDLERY:

Our New 1939 Catalogue is just published. Contains full illustrations and prices of Mining and Boating requirements. Post free to genuine inquiries. We manufacture the famous "Pioneer Brand" Alpine Ash Oars and Tool Handles.

W. KOPSEN & CO. PTY. LTD.

70 CLARENCE ST., SYDNEY.

Cables: "Kopsen", Sydney.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in mid-July:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113.

Fiji-London on basis £100 London:—	
Buying.	Selling.
£ s. d.	£ s. d.
Telegraphic transfer	110 15 0 112 0 0
On demand	110 12 6 111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.		Francs to £
Average for week ended 19/6/39		138.45
Average for week ended 26/6/39		138.44
Average for week ended 3/7/39		138.45
Average for week ended 10/7/39		138.29

Australia on Noumea.		Francs to £
Average for week ended 19/6/39		138.30
Average for week ended 26/6/39		138.29
Average for week ended 3/7/39		138.30
Average for week ended 10/7/39		138.44

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia. Pt. Moresby 10/- per cent.; on Rabaul 10/- per cent.—Other Papua and 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 £A99/12/6, selling £A100/2/6.

Exchange, Samoa on London, basis £100 in London:—

Buying.		Selling.
£123 10 0		£125 10 0
On Demand	123 10 0	125 7 6
30 days	123 5 0	125 5 0
60 days	123 0 0	125 2 6
90 days	122 15 0	125 0 0
120 days	122 10 0	124 17 6

NEW CALEDONIA—THROUGH FRENCH BANK

Drafts, Sydney-Noumea and Noumea-Sydney, are on basis of current rate of exchange on 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 July 11, when the Australian £ was nominally worth 140.70 francs, £100 Australian would purchase a draft in Noumea of 13,871 francs.

The Rabaul Hotel (New Guinea) is now under the management of Rabaul Hotel Limited, with Mr. R. L. Solomons as licensee (says the "Rabaul Times"). Mrs. Bignell's interests terminated on June 30. We understand that as soon as certain repairs have been effected and formalities observed, the license will be transferred to Mrs. Desmond Middleton, of the Cosmopolitan Hotel.

The "Matua" unloaded 19,000 cases of good oranges, from the Cook Islands, in New Zealand, early in July, and a New Zealand orange famine, which had lasted for some weeks, came to an end.

ISLANDS PRODUCE

Coffee

THE following quotations were obtained in Sydney in mid-July:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment. Sydney: Quote No. 1: 24/9 per cwt. (July shipment); quote No. 2: 18/6 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.—No. 1 quotations: Grade "A", no quote; grade "B", no quote; grade "C", no quote; Triage, no quote. No. 2 quotations: Grade "B", 55/-; grade "C", 51/-.

Mysore, f.a.q., c.i.f., Sydney, per cwt., No. 1 quotations: Grade "A", 64/-; grade "B", 56/-; No. 2 quotations: Grade "A", 59/- (season closed); grade "B", 56/-; Triage, 49/-.

Arabian (Aden) Hodeldah, f.a.q., July, immediate shipment, c.i.f., Sydney—No. 1 quotation, 71/6 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

SWISS WATCHES

Importers are invited to ask for J.N.G.E. Lists of Swiss Watches, also for sample assortments, containing Complete Range of best selling Wrist Watches. Cost from £15 to £30 (English currency). Sure to give satisfaction.

Alex. F. W. Schwabach,
Basle, Switzerland.

THE WORLD'S BEST TEXTILES FROM MANCHESTER.

100% BRITISH MANUFACTURE
MADE IN ENGLAND.



Brotherton's name was established in 1878—ever since when they have specialised in the manufacture of Cotton Textiles suitable for the Native Trades.

● Our Specialties are Lava-Lavas, Pearl Divers Ramies, Para Reds, Khaki and Dyed Drills, Calicoes (Plain and Fancies) Greys—Whites—Sheetings—Poplins—Art Silks—Ginghams, Etc.

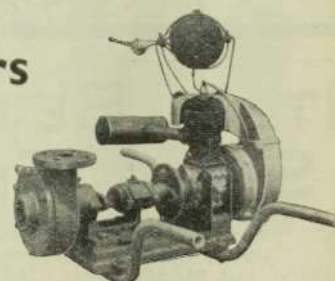
● Owners of the following well-known brands—"Mokarnie", "Rintarnie", "Okarnie", "Africarnie", "Arkaldo", "Cunaldo", "Staraldo", "Arntonco", "Brottonco", "Alport", "Bestport", "Millport", "Joker", "Judgement", "Straitate", etc.

● We are a Private Company under the direct supervision of Mr. Arnold B. Brotherton with Years of Experience in South Pacific Trade-Indents through Usual Channels.

A. B. BROTHERTON & CO. LTD., 40 DICKINSON ST., MANCHESTER 1, ENG (Arnold B. Brotherton). Cables and "Grams"—"RINTARNIE", Manchester.

The Prospectors PORTABLE PUMP

and Petrol Engine Combination



It consists of a 1½ in.-2 in. Centrifugal Pump and Petrol Engine. The capacity is up to 100 gallons and the unit is light and portable.

Handles are provided Price £39/10/- for carrying.

We also manufacture general Irrigation Pumps and Windmills, Engineers & Plumbers' Brasswork, and are Distributors of General Building Supplies.

Write for Prices. Phone: M 6505 (18 lines). Late Shopping Friday.

JOHN DANKS & SON PROPRIETARY LIMITED

(Incorp. in Victoria).

324-330 Pitt Street, SYDNEY.

And at Melbourne.

in mid-July were: Average Java, 7 27-32d. per lb., and Prime Japara, 7 7-16d. per lb.

Cotton

London c.i.f. cotton prices during the month were: June 16, 5.07d. lb., July shipment; June 23, 5.02d. lb., July shipment; June 30, 4.86d. lb., August shipment; July 7, 4.91d. lb., August shipment.

Ivory Nuts

No 1 quotation: £7 per ton, f.o.b.
No. 2 quotation: £7 per ton, f.o.b., Sydney.
Quotations nominal.

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.

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	£11
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 £.

Green Snail Shell

Green snail shell, good quality, was quoted nominally by Sydney buyers in mid-July at £45 per ton.

DELICIOUS, TASTY FOODS For ISLAND MEALS



AUNT MARY'S COOKERY BOOK.

There's no finer book for every home . . . 212 pages, lavishly illustrated in colour, and over 400 recipes and useful hints make it a book that every housewife will want. Send only one shilling and twopenny to TILLOCK & CO. PTY. LTD., Sydney N.S.W., and get your copy of this great book NOW.

JUST TRY any of AUNT MARY'S Pure Food Products, and you will be back for more . . . delicious in themselves or with innumerable dishes.

AUNT MARY'S BAKING POWDER

AUNT MARY'S TOMATO SAUCE

AUNT MARY'S SPAGHETTI IN TOMATO SAUCE

AUNT MARY'S BAKED BEANS IN TOMATO SAUCE

AUNT MARY'S CANNED VEGETABLES

Green Peas, Cauliflower, Celery, etc.

RANEE CURRY POWDER

BLOSSOM HONEY — In Attractive Jars

Or any of the large variety of Pure Food Products specially packed for Tropical conditions, in Tillock's Hermetically Sealed 1-lb. tins. All goods are procurable from your local stores.

TILLOCK & CO. PTY. LTD., SYDNEY.

IT IS BETTER TO BE SURE THAN SORRY

SO why take risks with your health by taking untried medicines and drugs to relieve your Aches, Pains, Ills and Chills. There is not one million, but MANY MILLIONS of satisfied users of "ASPRO" tablets throughout the world. Their number is ever increasing. They are living testimony to the effect that when "ASPRO" claims to relieve Pain in a few minutes, IT DOES IT—QUICKLY, SAFELY—and without harmful after effects. The success of "ASPRO" is based on results achieved by actual service and, although there are numerous tablets that look like "ASPRO"—don't let yourself be deceived. It is the inside of the tablet which tells the story and NOT THE APPEARANCE. For safety's sake use "ASPRO".

TRY **'ASPRO'** FOR

HEADACHES — COLDS — FLU — ASTHMA — SLEEPLESSNESS — RHEUMATISM — LUMBAGO — NEURALGIA — SCIATICA — SORE THROAT — TOOTHACHE — MALARIA — FEVERISHNESS AND NERVE PAINS.

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

South Sea, Smoked, to Genoa and Marseilles, Per ton, c.i.f. South Sea, Sun-Dried Hot-air Dried, Rabaul, Per ton, c.i.f.

London Price on—	Per ton, c.i.f.	Per ton, c.i.f.	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
Feb. 4	£11 2 6	£11 10 0	£12 7 6
Mar. 4	£10 17 6	£11 0 0	£12 0 0
Apr. 1	£10 10 0	£10 12 6	£11 10 0
May 6	£10 17 6	£10 17 6	£11 17 6
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
Sept. 2	£9 10 0	£9 10 0	£10 10 0
Oct. 7	£9 2 6	£9 2 6	£10 2 6
Nov. 4	£8 12 6	£8 12 6	£9 10 0
Dec. 2	£9 5 0	£9 5 0	£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
April 14	£9 10 0	£9 12 6	£10 12 6
April 21	£9 10 0	£9 12 6	£10 12 6
April 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
June 16	£9 15 0	£10 0 0	£10 17 6
June 23	£9 10 0	£9 15 0	£10 15 0
June 30	£9 5 0	£9 7 6	£10 7 6
July 7	£9 2 6	£9 7 6	£10 5 0

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.	4.0¼d.
January 5, 1934	4¼d.	4.28d.
July 6	5¼d.	7.06d.
December 28	5d.	6¼d.
January 4, 1935	5d.	6¼d.
July 5	5d.	7¼d.
December 6	6¼d.	6¼d.
January 3, 1936	6¼d.	6¼d.
June 5	9d.	7¼d.
December 4	1/-	9 1-16d.
January 8, 1937	1/2	10¼d.
June 4	11d.	9 5-8d.
December 3	7¼d.	7¼d.
January 7, 1938	7¼d.	7d.
March 4	6d.	7¼d.
May 6	5¼d.	5¼d.
June 3	5¼d.	5 9-16d.
July 1	6¼d.	7¼d.
August 5	7¼d.	7 11-16d.
September 2	7¼d.	7 15-16d.
October 7	8d.	8¼d.
November 4	8d.	8 7-16d.
December 2	7¼d.	8d.
January 6, 1939	7d.	8¼d.
February 3	6¼d.	7¼d.
March 3	7¼d.	8 5-16d.
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.
June 16	7¼d.	8 3-16d.
June 23	7¼d.	8¼d.
June 30	7¼d.	8¼d.
July 7	7¼d.	8¼d.

HUGE BOEING PLANES FOR
N. GUINEA

Ray Parer in the Air Again

ONE of New Guinea's veteran pilots, Ray Parer, A.F.C., left Essendon, Victoria, early in July for Sydney, on his way to the Mandated Territory of New Guinea, flying a large single-engined Boeing biplane—claimed to be the biggest



Parer's Boeing transport plane about to leave Essendon Airfield, Victoria, on July 5, for Sydney, en route to New Guinea.

transport freighter in Australia. Mr. Parer announced that, with this machine, and another of the same type, he intends to commence a new aerial transport service between the coast and the Morobe goldfields town of Wau.

The second aeroplane (formerly an experimental bomber in the U.S.A. Air Force) has arrived in Sydney. It will be assembled at Mascot aerodrome and flown to New Guinea by Mr. Parer in August.

Before he left Melbourne, Mr. Parer said that for the past four years he had been mining—a 250 acre sluicing job

on the Watut River—with Mr. Dick Glas-son, one of the original discoverers of Edie Creek. The only flying he had done recently was freighting in his own supplies, in a little Fox Moth. Now, having let his gold claim on tribute, he is going back into the flying business.

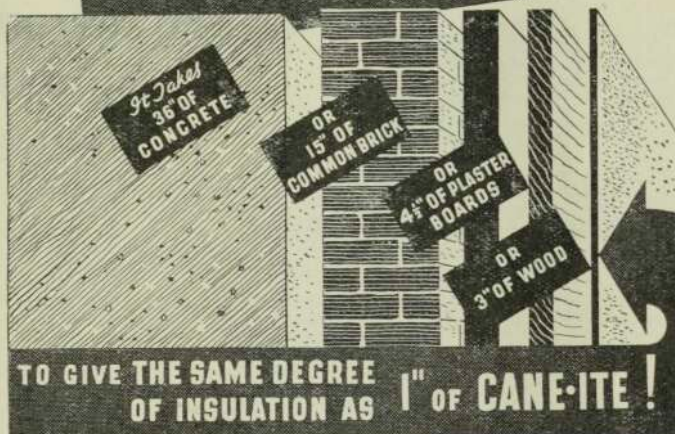
"They're going to start the road in from the coast shortly", said Mr. Parer, to Melbourne "Herald"; "but that's a big job. It will take years; and in the mean-time, supplies for the road camps will make more flying. My main freights will be rice, meat and biscuits—food for the native labourers."

Accompanying Mr. Parer was Mr. Arthur T. Collins, of Salamaua, who came South in June for an examination to obtain his "B" certificate as a commercial pilot. "Arthur's a Queenslander",

said Mr. Parer. "Went up to Rabaul with nothing, as a motor mechanic. Bought a crashed aeroplane out of his pay, re-built it, got a certificate of airworthiness, taught himself to fly, joined Mandated Airlines as chief engineer, and when he gets his 'B' ticket he will fly freight to the out-dromes."

For 37 years there has been a branch of the New Zealand Post Office at Fanning Island, 250 miles north of the equator, although it is not a part of New Zealand territory. This arrangement ceased recently and the postal affairs of the island will in future be under the control of the High Commissioner for the Western Pacific, who is in charge of the Gilbert and Ellice Islands Colony.

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Mr. P. L. Griffiths, M.A., LL.B., K.C., of Tasmania, has been appointed a judge of the New Guinea Supreme Court. He served in the Mandated Territory from the middle of 1938 until March last as Acting Chief Judge, while Mr. F. B. Phillips was on furlough.

Monsieur A. Fouche, chemist, of Noumea, New Caledonia, died in June after a long period of ill-health. He held the Croix de Guerre, the Medaille de Verdun, and the Cross of the Legion of Honour.

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	Sydney	Macdhui.	Bulolo.	Macdhui.	Bulolo.	Macdhui.	Bulolo.	Macdhui.
Sydney	July 29	Aug. 19	Sept. 6	Sept. 27	Oct. 14	Nov. 4	Nov. 22	
Brisbane	July 31	Aug. 21	Sept. 8	Sept. 29	Oct. 16	Nov. 6	Nov. 24	
Townsville	Aug. 3	—	Sept. 11	—	Oct. 19	—	Nov. 27	
Cairns	Aug. 4	—	Sept. 12	—	Oct. 20	—	Nov. 28	
Port Moresby	A. 6-7	Aug. 25	Sept. 14	Oct. 3	O. 22-23	Nov. 10	Nov. 30	
Samarai	Aug. 8	Aug. 26	Sept. 15	Oct. 4	O. 24	Nov. 11	Dec. 1	
Rabaul	A. 10-11	A. 28-29	S. 17-18	O. 6-7	O. 26-27	N. 13-14	D. 3-4	
Kavieng	Aug. 12	—	Sept. 19	—	Oct. 28	—	Dec. 5	
Lorengau	—	—	Sept. 20	—	—	—	Dec. 6	
Lindenhafen	—	Aug. 30	—	Oct. 8	—	Nov. 15	—	
Madang	—	—	Sept. 21	—	—	—	Dec. 7	
Alexishafen	—	—	—	—	—	—	—	
Salamaua	A. 14-15	A. 31-S. 1	S. 22-23	O. 9-10	O. 30-31	N. 16-17	D. 8-9	
Lae	—	—	—	—	—	—	—	
Madang	Aug. 16	Sept. 2	—	Oct. 11	Nov. 1	Nov. 18	—	
Alexishafen	—	—	—	—	—	—	—	
Boram	—	Sept. 3	—	Oct. 12	—	Nov. 19	—	
Wewak	—	—	—	—	—	—	—	
Madang	Aug. 16	Sept. 4	—	Oct. 13	Nov. 1	Nov. 20	—	
Salamaua	Aug. 17	Sept. 5	Sept. 23	Oct. 14	Nov. 2	Nov. 21	Dec. 9	
Pinschafen	Aug. 17	—	Sept. 24	—	Nov. 2	—	Dec. 10	
Kavieng	Aug. 19	S. 6-7	—	O. 15-16	—	N. 22-23	—	
Pondo	Aug. 21	Sept. 8	Sept. 27	Oct. 17	Nov. 6	—	Dec. 12	
Rabaul	—	Sept. 9	—	Oct. 18	Nov. 7	Nov. 24	Dec. 13	
Salamaua	—	—	—	—	—	—	—	
Samarai	Aug. 23	Sept. 11	Sept. 29	Oct. 20	Nov. 8	Nov. 27	Dec. 15	
Port Moresby	Aug. 24	Sept. 12	Sept. 30	Oct. 21	Nov. 9	Nov. 28	Dec. 16	
Cairns	Aug. 26	—	Oct. 2	—	Nov. 11	—	Dec. 18	
Brisbane	Aug. 29	Sept. 16	Oct. 5	Oct. 25	Nov. 14	Dec. 2	Dec. 21	
Sydney	Aug. 31	Sept. 18	Oct. 7	Oct. 27	Nov. 16	Dec. 4	Dec. 23	

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Sydney – New Guinea – Hong Kong

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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. 15
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

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N.G. Inter-Island Services

S.S. Maiwara and M.V. Mullama (Burns, Philp & Co.) make regular round trips from Rabaul to New Ireland and Bougainville ports; New Britain-Manus-Witu; and New Guinea mainland ports.

S.S. Coombar, M.V. Desikoko, M.V. Duranbah, and S.S. Mako (W. R. Carpenter and Co.), make sailings from Rabaul every two or three weeks to various ports in the Territory.

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Sydney – T.I. – Darwin – Singapore

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	Merkur.	Marella.	Merkur.
Sydney	Aug. 7	Sept. 7	Oct. 7
Brisbane	Aug. 9	Sept. 9	Oct. 9
Townsville (opt.)	Aug. 12	Sept. 12	Oct. 12
Thursday Is.	Aug. 13	Sept. 15	Oct. 15
Darwin	Aug. 19	Sept. 19	Oct. 19
Sourabaya	Aug. 24	Sept. 24	Oct. 24
Samarang	Aug. 25	Sept. 25	Oct. 25
Cheribon (opt.) ..	Aug. 26	Sept. 26	Oct. 26
Batavia	Aug. 27	Sept. 27	Oct. 27
Singapore	A. 29-S. 4	S. 29-O. 3	O. 29-N. 3
Batavia	Sept. 7	Oct. 6	Nov. 6
Samarang	Sept. 8	Oct. 7	Nov. 7
Sourabaya	Sept. 9	Oct. 8	Nov. 8
Darwin	Sept. 14	Oct. 13	Nov. 13
Thursday Is.	Sept. 17	Oct. 16	Nov. 16
Townsville (opt.)	Sept. 19	Oct. 18	Nov. 18
Brisbane	Sept. 22	Oct. 21	Nov. 21
Sydney	S. 24-25	O. 23-24	N. 23-24
Melbourne	Sept. 28	Oct. 27	Nov. 27

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Hong Kong – New Guinea – Solomon Islands

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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, Pulakora, and Meringe.

	S.S. Friderun.	
Hong Kong ..	Aug. 11	Sept. 29
Madang	Aug. 23	Oct. 11
Salamaua ...	Aug. 25	Oct. 13
Tulagi	A. 30-S. 1	O. 18-20
Rabaul	S. 4-9	O. 23-28
Lorengau ...	Sept. 11	Oct. 30
Hong Kong ..	Sept. 22	Nov. 10

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Europe – Suva – N.Z. – Sydney – New Guinea

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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 the Suez Canal.

The S.S. Suva is due to arrive in London in the middle of August.

The M.V. Salamaua is expected to leave London on July 15. She will call at Port Arthur (Texas, U.S.A.), San Francisco, and Vancouver, and then leave for Melbourne, Australia. Calling at Sydney, Brisbane, and Townsville, the vessel will continue on to N.G. ports, arriving in the Mandated Territory early in November.

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Sydney – Norfolk Is. – New Hebrides

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		S.S. Morinda.					
Sydney	July 20	Aug. 19	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	—	—	—	—	—	—	—
Tangoa	July 30	—	Sept. 9	—	Oct. 22	—	Dec. 2
Segond	—	—	—	—	—	—	—
Aoba	—	—	Sept. 10	—	Oct. 23	—	Dec. 3
Hog Har.	July 31	—	—	—	Oct. 24	—	Dec. 4
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

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	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. 6-10	—	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	F. 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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Sydney — Solomon Islands — New Guinea

Subject to Alteration Without Notice.

M.V. Malaita.

Sydney	Aug. 5	Sept. 16	Oct. 28
Brisbane	Aug. 7	Sept. 18	Oct. 30
Townsville	Aug. 10	Sept. 21	Nov. 2
Cairns	Aug. 11	Sept. 22	Nov. 3
Tulagi	—	—	—
Makambo	A. 15-16	S. 26-27	N. 7-8
Gavutu	—	—	—
Domma	—	—	—
Su'u	Aug. 17	Sept. 28	Nov. 9
Tasavarong	—	—	—
Mamara	—	—	—
Arullgo	Aug. 18	—	Nov. 10
Lavoro	—	—	—
Mamara	—	—	—
Tasavarong	—	Sept. 20	—
Arullgo	—	—	—
Meringe	—	—	—
Hivo	—	Sept. 30	—
Yandina	—	—	—
Banika	—	—	—
Ufa	—	—	—
Palami	Aug. 19	Oct. 1	Nov. 11
Younger	—	—	—
Pepeala	—	—	—
Lingatu	—	—	—
West Bay	Aug. 20	—	Nov. 12
Somata	—	—	—
Glzo	Aug. 21	Oct. 2	Nov. 13
Faisi	Aug. 22	Oct. 3	Nov. 14
Kieta	Aug. 22	Oct. 3	Nov. 14
Arigua	—	—	—
Numa Numa	Aug. 23	Oct. 4	Nov. 15
Teopasino	—	—	—
Soraken	Aug. 24	Oct. 5	Nov. 16
Rabaul	A. 25-28	O. 6-7	N. 17-18
Soraken	Aug. 27	Oct. 8	Nov. 19
Kieta	Aug. 28	Oct. 9	Nov. 20
Faisi	Aug. 29	Oct. 10	Nov. 21
Glzo	—	—	—
Tetipari	Aug. 30	Oct. 11	Nov. 22
Russell Is.	Aug. 31	Oct. 12	Nov. 23
Gavutu	—	—	—
Makambo	Sept. 1-2	O. 13-14	N. 24-25
Brisbane	Sept. 7	Oct. 19	Nov. 30
Sydney	Sept. 9	Oct. 21	Dec. 2

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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	Aug. 12	Mambare	Aug. 15-16
Puni Puni	Aug. 12	Buna	Aug. 17
Dogura	Aug. 12	Cape Nelson	Aug. 18
Baniara	Aug. 12	Baniara	Aug. 19
Cape Nelson	Aug. 13	Puni Puni	Aug. 20
Buna	Aug. 14	Samarai	Aug. 21

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., Kukipl, Orokololo, Kikori and back via Orokololo, Yule Island, and Hisiu—full trip occupying about one month.

S.S. Papuan Chief.

Pt. Moresby	July 29	Kikori	A. 4-5
Yule Is.	July 29	Pt. Romilly	A. 6-7
Moru	July 30	Orokololo	Aug. 7
Kukipl	July 30	Kukipl	Aug. 8
Orokololo	July 31	Yule Is.	Aug. 9
Daru	A. 1-3	Pt. Moresby	Aug. 10

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.

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.

Sydney – Noumea – New Hebrides – Indochina

Subject to alteration without notice.

Pierre Loti.					
Sydney	July 20	Aug. 17	Sept. 7	Sept. 21	Oct. 19
Noumea	J. 24-25	A. 21-22	Sept. 11	S. 25-26	O. 23-25
Mare	July 26	Aug. 23	—	Sept. 27	—
Vila	J. 27-28	Aug. 24	—	S. 28-29	Oct. 26
Luganville	July 29	Aug. 25	—	Sept. 30	Oct. 27
Le Dart	J. 30-31	A. 26-27	—	O. 1-2	Oct. 28
Norsup	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	A. 1-2	Aug. 28	—	Oct. 3	D. 7-8
Mare	Aug. 3	Aug. 29	—	Oct. 4	—
Noumea	A. 4-5	A. 30-31	Sept. 12	O. 5-6	D. 9-12
Sydney	Aug. 9	Sept. 2	Sept. 16	Oct. 10	Dec. 16

MESSAGERIES MARITIMES CO., 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, Apia, and Suva. The Australasian agents are Messrs. Birt & Co., Ltd., 4 Bridge Street, Sydney.

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If kidneys don't empty 3 pints a day and get rid of more than 3 pounds of waste matter, your body will take up these poisons causing serious trouble. Don't wait. 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. Get DOAN'S BACKACHE KIDNEY PILLS at your chemist.

Sydney – Rabaul – Hong Kong

Subject to Alteration Without Notice.

	Nellere.	Tanda.	Nankin.	Nellere.	Tanda.	Nankin.	Nellere.
Hong Kong	Aug. 4	Sept. 2	Sept. 30	Nov. 3	Dec. 2	Dec. 30	Feb. 2
Manila	Aug. 7	Sept. 5	Oct. 3	Nov. 6	Dec. 5	Jan. 2	Feb. 5
Rabaul	Aug. 15	Sept. 13	Oct. 11	Nov. 14	Dec. 13	Jan. 10	Feb. 13
Brisbane	Aug. 21	Sept. 19	Oct. 17	Nov. 20	Dec. 19	Jan. 16	Feb. 19
Sydney	Aug. 23	Sept. 21	Oct. 19	Nov. 22	Dec. 21	Jan. 18	Feb. 21
Melbourne	A. 28—S. 2	S. 25—O. 4	O. 23—N. 1	N. 27—D. 2	D. 25—	J. 22—	F. 26—
Hobart	Sept. 4	Oct. 6	Nov. 3	Dec. 4	—	—	—
Newcastle	Sept. 7	Oct. 9	Nov. 6	Dec. 7	—	—	—
Sydney, dep.	Sept. 13	Oct. 14	Nov. 11	Dec. 13	—	—	—
Brisbane	Sept. 15	Oct. 16	Nov. 13	Dec. 15	—	—	—
Rabaul	Sept. 21	Oct. 22	Nov. 19	Dec. 21	—	—	—
Manila	Sept. 30	Oct. 31	Nov. 28	Dec. 30	—	—	—
Hong Kong	Oct. 3	Nov. 3	Dec. 1	Jan. 2	—	—	—

E. & A. STEAMSHIP CO. LTD., Agents.

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".

Solomon Is. Inter-Island Service

A.S. Mamutu, 200 tons (Burns Philp (South Seas) Co. Ltd.), operates through the Group. She has cargo capacity for 120 tons of copra.

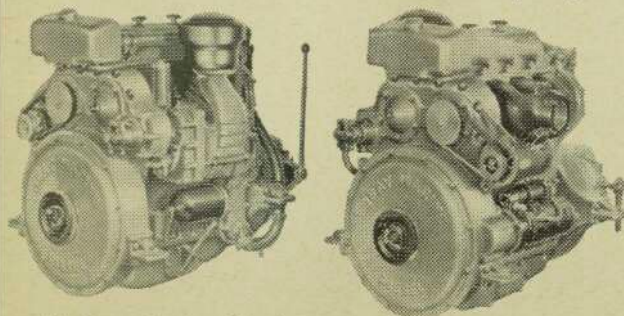
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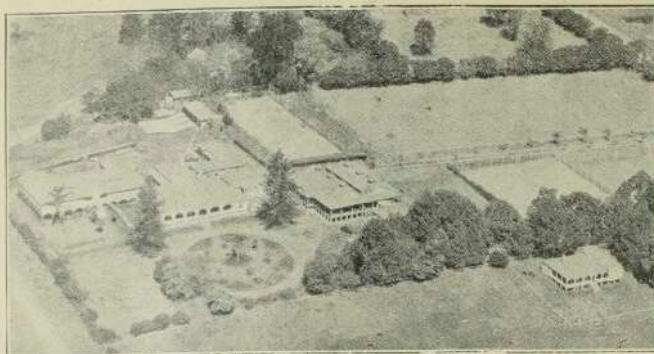
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Sydney — Noumea — Tahiti Service

Subject to Alteration Without Notice.

Mails and passengers from Sydney for Tahiti may connect with Messageries Maritimes liners at Noumea, per Pierre Loti (see Sydney-Noumea-New Hebrides service). The M.M. liner's run between Marseilles and Noumea, via Panama Canal.

Papeete	C. Ramel.	Eridan.	Sagittaire.
Suva (opt.)	A. 13-14	S. 23-24	Nov. 5-6
Vila	Aug. 21	Oct. 2	Nov. 13
Noumea	Aug. 23	Oct. 4	Nov. 15
Vila	A. 25—S. 2	Oct. 6-14	N. 17-24
Ralatea	Sept. 5	Oct. 17	Nov. 27
Papeete	Sept. 12	Oct. 24	Dec. 4
	S. 13-15	O. 25-27	Dec. 5-7

MESSAGERIES MARITIMES CO. LTD., Agents.

New Hebrides Inter-Island

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.) connects every six weeks at Vila with S.S. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

M.V. 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, Olal, Rhanone, Wanour, Bale Homo, Pointe Truchy, Melisiss, Namarang, Loltong, Loloque-pue, Nengire, Lone, N'Dui-N'Dui, Port Patteson, Port Olry, Hog Harbour, Bale des Requins, Bale des Tortues, Mate Wulu, Saramy, Sarautou, Surrenda, Aisse, Luganville, Malo, Barclay, Malo Pass, Bale 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, Ibock, White Sands, Walsissil, 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.

Mr. A. R. W. Robertson, Deputy Treasurer in British Guiana, has been appointed Deputy Treasurer and Accountant-General in Fiji, succeeding Mr. A. W. L. Savage.

Mr. Terence Gardiner, of the Fiji Pastoral Co., Navua, Fiji, married Miss Norah Gillon, at the Dudley Memorial Church, Suva, in June.

Mr. Percy Wood arrived in Australia by the last "Bulolo" from Samarai, Papua, on three months' holiday. He is an employee of J. R. Clay & Co.

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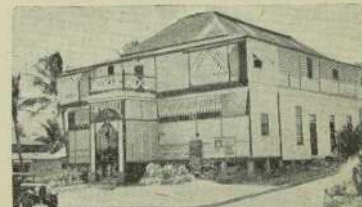
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Sydney – N.Z. – Fiji – Samoa – Hawaii

Subject to Alteration Without Notice.

	Monterey	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.	Monterey.
Honolulu	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan. 8
Pago Pago ..	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16	Jan. 13
Suva	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16
Auckland	Aug. 4	Sept. 1	S. 29-30	Oct. 27	Nov. 24	D. 22-23	Jan. 19
Sydney	Aug. 7	Sept. 4	Oct. 3	Oct. 30	Nov. 27	Dec. 26	Jan. 22
Melbourne ..	A. 11-14	S. 8-11	O. 6-9	Nov. 3-6	Dec. 1-4	D. 29-J. 1	J. 26-29
Sydney	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 9	Jan. 5	Feb. 2
Auckland	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 12	Jan. 8	Feb. 5
Suva	Aug. 24	Sept. 21	Oct. 19	Nov. 16	Dec. 15	Jan. 11	Feb. 8
Pago Pago ..	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 16	Jan. 12	Feb. 9
Honolulu	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 21	Jan. 17	Feb. 14

OCEANIC STEAMSHIP CO., MATSON LINE.

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. 29
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	—

UNION S.S. CO. LTD., Agents.

Australia – Central Pacific – U.S.A.

The new B.P. vessel "Tulagi" will commence a freight service between Australia and North American ports, via Central Pacific, at the end of July. The vessel, which has accommodation for 12 passengers, will leave Sydney on a regular three monthly service, calling at Fiji and Tonga, with occasional calls at other Central Pacific ports, i.e., Washington and Christmas Islands.

BURNS, PHILP & CO., LTD., Agents.

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 Poutu and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Tourou, N. Goye, Kaukue, Thio, Nakety, Canalo, Gouaoua, Haoulou, Moueo, 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, Pombout, Kono, Voh, Temala, Ouaco, Koumac, Karamble, Tangadiou, Pasgoumehne, Nehouac, 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 Tadinie (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.

Rev. E. A. Wale, of Myrtleford, Victoria, has been appointed by the Presbyterian Foreign Mission Board to undertake missionary work at Aulua, New Hebrides.

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The three vessels of the Societe Le Nickel, Cap Tarifa (2,177 tons), Capitaine Illaquer (2,138 tons), and Notou (2,384 tons) make irregular trips between Noumea (New Caledonia) and Sydney, Newcastle, and Port Kembla, N.S.W.

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The small steamer Neo Hebrida (Societe Maritime et Miniere Hagen) carries on a monthly service between Noumea (New Caledonia), and Newcastle and Sydney (N.S.W.). The round trip occupies about 17 days.

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N. Zealand—Samoa—Niue

The New Zealand Government's steamer Maui Pomare (1,159 tons) is the only direct connection between N.Z., the Mandated Territory of Western Samoa and Niue Island. The vessel, which carries mails, passengers, and cargo, is controlled by the Department of External Affairs at Wellington, where application should be made concerning freights, berths, etc.

M.V. Maui Pomare.

Wellington ..	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 21
Apia	A. 15-17	S. 12-14	O. 10-12	Nov. 7-9	N. 28-30
Niue	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 2
Lyttelton	A. 28-29	S. 25-26	O. 23-25	Nov. 20	D. 11-12
Wellington ..	Aug. 30	Sept. 27	Oct. 26	Nov. 21	Dec. 13

Central Pacific Services

M.V. Matua*

Auckland	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Nov. 28
Rarotonga ..	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 2
Outer Islands	—	—	—	—	—
Rarotonga ..	—	—	—	—	—
Nukualofa ..	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 6
Apia	A. 24-26	S. 21-23	O. 19-21	N. 16-18	D. 7-9
Suva	A. 29-31	S. 26-28	O. 24-26	N. 21-23	D. 12-14
Auckland	S. 3-4	Oct. 1	Oct. 29	Nov. 26	Dec. 17

*On arrival in Auckland, New Zealand, on July 26, the "Matua" will go into dock for a survey. She will resume from Auckland on August 15.

The cargo vessel "Cape Horn" will depart from Sydney on July 21 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 "Talton", early in August.

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COLYER, WATSON & CO., N.D.L. Agents, Rabaul, New Guinea.
GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

PLEADS GUILTY, BUT IS ACQUITTED!

From Our Own Correspondent

WAU, July 8.

A MAN in Wau, having long suspected his native house-servant of theft, caught him stealing sugar. The boy then confessed to having stolen money, also, and offered some silver in repayment.

Before the magistrate, the boy pleaded guilty to stealing sugar, but not guilty to stealing money. The magistrate asked if he would accept sentence by him, or go to the Supreme Court in Rabaul.

Being a "shrewd-head", with previous convictions, the boy jumped at the chance of a trip to Rabaul.

The magistrate hesitated. Should he incur the expense of sending a case, involving the theft of a pound of sugar, all the way to Rabaul? He asked the boy again if he would accept sentence in Wau, but the boy insisted on Rabaul.

The embarrassed Magistrate then took the extraordinary course of "acquitting" the thief; and yet another cheeky native left the local court "acquitted", with a smile on his face.

The case has caused bitter comment in Wau. Is it any wonder that discipline among our native labourers is falling to pieces?

PACIFIC TRAVELLERS

(CONTINUED FROM PAGE 1)

Dix, Daymond, Drew, Fancourt, Flecknoe, Fryer, Gemmell, Glass, Hendrick, Heath, Holt, Hughton, Jenks, Johnson, Luke, de Martini, McCarthy, Mitchell, O'Connell, O'Hara, Parker, Pizey, Purcell, Robinson, Shaw, Sims, Smith (2), Swanson, Scott, Searle, Tuckett, Turner, Wooden, Westwood, Williams, Rev. Thompson. Mesdames Benwell, Broad, Chaffer, Cosgriff, Dobbin, Edwards, Flecknoe, Glass, Heath, Holt, Jeune, McClure, O'Connell, O'Hara, Percy, Pizey, Roberts, Robinson, Shaw, Sherringham, Smith, Swanson, Searle, Thompson, Wright. Misses Boag, Chaffer, Cooper, Eastwood, Greene, Good-year, Hayman, Holmes, McGuigan, MacDonnell, Osborne, Pilcher, Sims, Sullivan, Stubbard, Verco, Wines.

PER "MORINDA" ARRIVED SYDNEY FROM LORD HOWE ISLAND, NORFOLK ISLAND, & NEW HEBRIDES ON JULY 7: Messrs. Hogab, Cameron, Carr, Callaghan, Horne, Michaels, Murrell, Yeaman, Blackwood, Blamey, Cameron, Catmore, Clancy, Collins, Crane, Dibley, Harris, Hutchings, Hutchinson, Lothringer, Macdonald, Peck, Douglass, Rev. O'Sullivan. Mesdames Carr, Michaels, Raff, Tucker, Wheatley, Bruce, Collins, Harris, Larkin, Macdonald, Tyrell. Misses Buffett (2), Brett, Hanscombe, Hogan, Hunt, Adam, Fisher, Freer, Gellatley, Harris, Joseph, Koth, Wilkinson.

PER AIRLINER FROM N.G. FOR SYDNEY ON JULY 5: Major Cox, Mr. Dennis. Mrs. Proud.

PER "MONOWAI" FROM SYDNEY FOR FIJI ON JULY 6: Messrs. Campbell, Johnson, Lindell, Plummer, Walshie, Nicholls, Woodward, Wits, Whysall, Goran, Pillay. Mesdames Campbell, Derrick, Lindell, Mumford, Plummer, Walshie, Nicholls, Milne, Woodward, Stephens, Pillay. Misses Derrick (2), Harris, Williams, Milne, Hansen.

Captain C. Ashley, until recently an employee of Burns, Philip and Co. Ltd., Port Moresby, Papua, has been appointed to the position of Head Gaoler at the Badili Gaol. He has taken over his duties from **Captain Dolan**, who resigned from the position to enter the Defence Force stationed at Port Moresby.

Mr. A. W. Dickes, First Clerk and Boarding Officer of the British Solomon Islands Protectorate left Newcastle, N.S.W., in the S.S. "Triona" on June 26 on transfer to the Gilbert and Ellice Islands service. He will replace **Mr. H. A. B. Bentley**, retired, as accountant.

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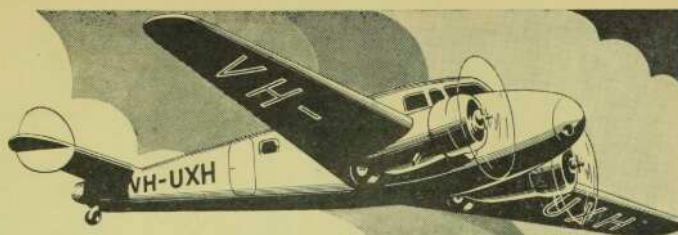
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1934	6,044	7,398
1935	6,102	9,721
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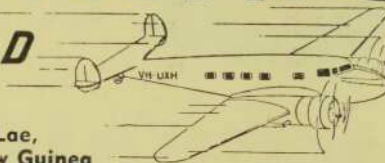
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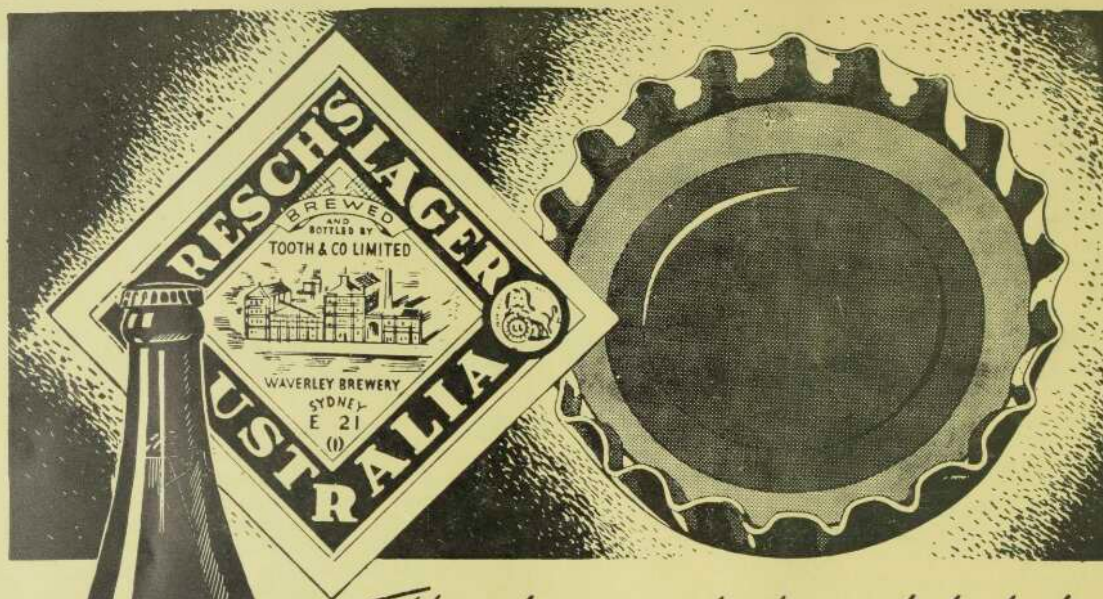
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