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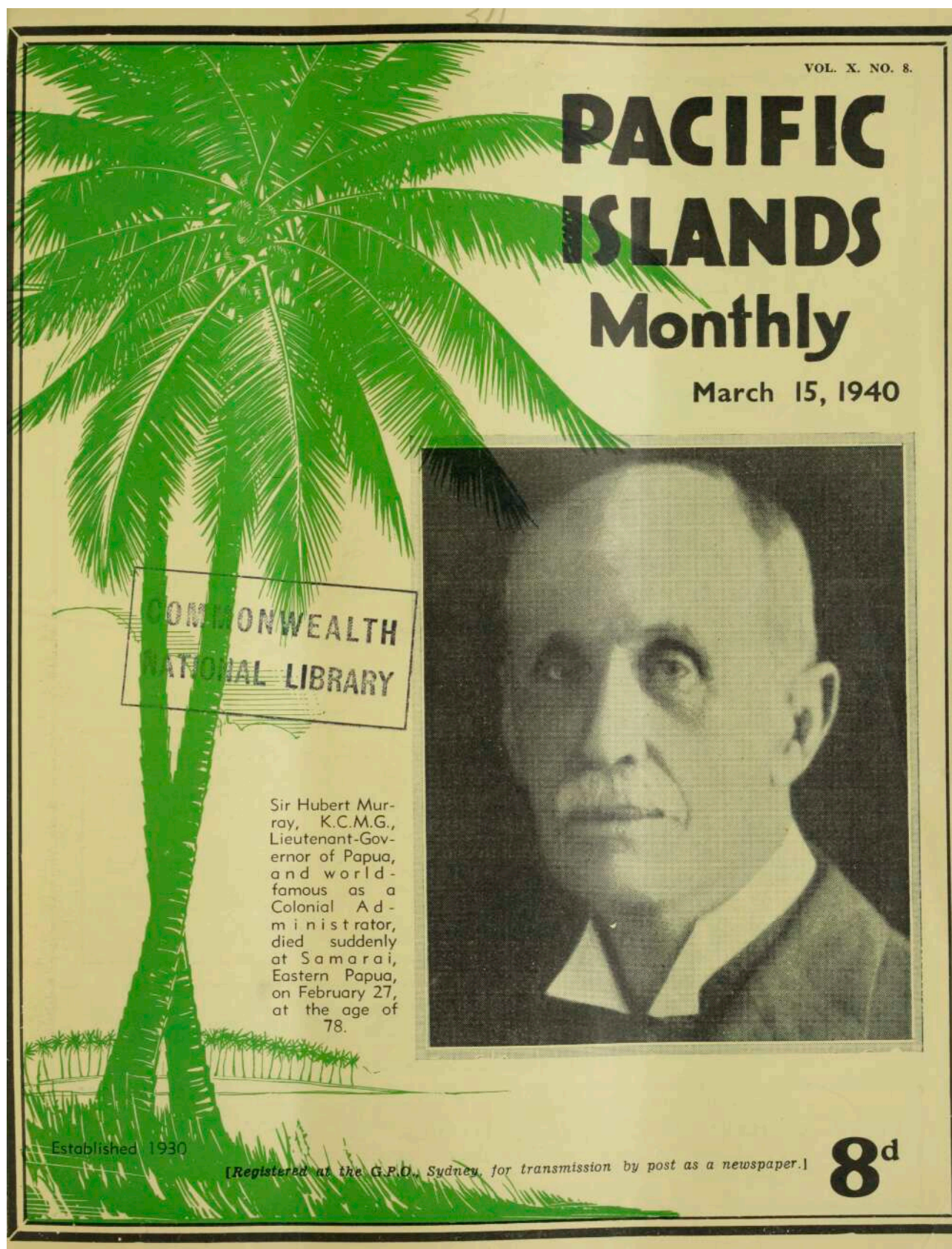
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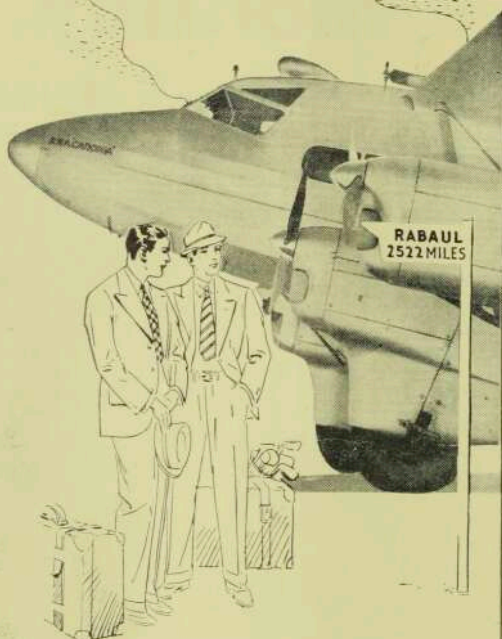
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PACIFIC NEWS-REVIEW

NOTES AND COMMENT ON
THE PROGRESS OF THE WAR
FROM FEB. 14 TO MARCH 13.

Feb. 14: Officially announced that permission has been given to British subjects to take part in the Finnish war as volunteers. About 3,000 men and women have already offered their services at the Finnish recruiting office in London.

Russian attacks upon the Finnish line are increasing in strength and frequency. Swedish army officers take a serious view of the latest reports from the Finnish front.

Feb. 14: It is reported that about 14 German ships, which have been sheltering for months in neutral ports, have sailed and are trying to slip through the Allied naval blockade. It is stated that they are sailing under orders to "get home or scuttle".

Feb. 15: German business men in Holland state that high hopes are held in Berlin that the visit to Europe by Mr. Sumner Welles, President Roosevelt's personal envoy, may bring about a substantial movement towards peace.

There is no doubt that, despite all the Goebbels propaganda and the squeals of defiance which issue nightly from the German radio in half a dozen languages, Germany is desperately anxious to develop a peace movement. The pressure of the Allied blockade is being felt more seriously week by week. Germany expected that, and made the Russian alliance so that unlimited stores of raw materials might be available at her back door. But the action of Russia in becoming involved in a serious war with Finland, so that she now requires her own supplies, is causing Germany acute anxiety.

Feb. 15: The famous statesman, Mr. Anthony Eden, now Secretary of State for the Dominions, received an enthusiastic welcome when he visited the Australian camp in Palestine.

Feb. 15: The action of the Germans in sinking all neutral ships which submit to British contraband examination, on the ground that they thereby lost their neutrality, has incensed all the neutral nations. The British navy has just destroyed two more German submarines, making a total of four during the last five days. One of them, however, had sunk the crack Blue Star freighter "Sultan Star", of 12,300 tons, while another had torpedoed two British tankers of 10,000 and 8,000 tons respectively. These are serious losses.

Feb. 16: The Finns have been forced back from a number of front line positions. The onslaught by new and stronger Russian troops continues ceaselessly. Wave after wave of Russians are being thrown against the Finnish line, regardless of cost.

Feb. 16: It is considered unlikely that Russia will make any moves southwards to create a front against Turkey and thus protect her oil wells against a potential attack so long as she is engaged in the war against Finland.

Feb. 19: One of the most dramatic incidents of the war has occurred on the coast of Norway. When the German battleship "Graf Spee" was destroyed, an auxiliary German cruiser, the "Altmark", 20,000 tons, with over 300 British seamen imprisoned aboard, got away into the Atlantic. The navy kept a keen watch, and it was discovered that she was trying to sneak down through Norwegian territorial waters into Germany. She was located

by British aircraft and destroyers. The British demanded that the Norwegians should examine her and, if she carried guns or prisoners, she should be interned. The Norwegians refused—no one knows why. Thereupon the British destroyer "Cossack" in darkness, dashed into a Norwegian fjord, found the "Altmark", lay alongside her, and sent a boarding party of 25 men, with pistols and cutlasses, onto the "Altmark". The "Altmark", in manoeuvring, ran ashore. The British killed seven Germans and chased the rest pell-mell overboard—they all got away ashore—released the prisoners, and took them forthwith to a British port. The German radio is still screaming furiously that this was an outrageous violation of international law and neutral rights—but the whole world is acclaiming it.

Feb. 19: Under terrific Russian pressure, the Finns are slowly retreating at the southern end of their line near the sea coast, and the Russians now are only a few miles from the port and city of Viborg.

Sweden's refusal to help Finland has aroused a storm of criticism throughout the world, and there are indications that Swedish public opinion itself is sharply divided upon the question. Many people in Sweden believe that Germany would not attack Sweden if Sweden helped Finland. We must remember that German influence is very strong in Sweden—the country was pro-German in 1914-18.

Feb. 19: Since the beginning of the war Germany has destroyed approximately 500,000 tons of British shipping. But this loss has been substantially reduced by new British ships built, by ships captured from Germany, and by purchases abroad. So that the nett loss in the British mercantile marine, which is approximately 21 million tons, is only 150,000 tons.

Feb. 19: The British destroyer "Darling" has been torpedoed and sunk, and 9 officers and 148 men have been lost. This is the sixth British destroyer lost since the outbreak of war.

Feb. 19: Later reports concerning the rescue of prisoners from the "Altmark" show that the commander of the "Altmark" was a brutal Nazi, who treated the British very badly. He was a bearded Prussian and the unhappy prisoners—doubtless inspired by a number of Australians among them—called him "Nitty Whiskers". This gentleman, instead of being welcomed as a hero in Berlin, as he had fondly hoped, is now trying to get his ship off the Norwegian rocks.

Feb. 20: Diplomats and general staff are closely studying the effect of a possible Russian victory in Finland in the spring and are asking whether the Allies could afford to see Finland defeated. It is considered that in that event Scandinavia would become practically dominated by Russia and Germany.

Feb. 21: It is reported that the average British tonnage sunk weekly during the last six weeks is higher than the weekly average up to December 31. Sinking of neutral ships approximated 16,000 tons weekly until December 31, but in recent weeks the average has been 27,000 tons.

Feb. 23: Western front reports indicate a condition of complete stalemate.

The front is more or less ice-bound and the only incidents are occasional dog-fights in the air.

Feb. 22: A stir has been caused by reports from several sources that British and French warships are cruising in the Arctic off the Finnish port of Petsamo, which now is believed to be in Russian occupation. The Soviet navy minister is reported to have gone to Murmansk (a Russian port near Petsamo). The Swedish newspapers say that "The Soviet Arctic Navy is in a state of complete preparedness".

The real problem of the war situation is now emerging from the obscurity and confusion of inaccurate reports and newspaper speculation. Is it the desire of the Allies that Russia should take up arms against them, or not? In other words, which would most embarrass Germany—to have Russia at war, thus cutting off the supplies upon which Germany had so confidently counted, or to have Russia at peace, and able to supply foodstuffs, raw materials, oil, etc., which Germany desperately needs? Consensus of opinion is that Germany would prefer to see Russia at peace. Germany has all the armed forces she needs to help her against the Allies. The war to an increasing degree is becoming an economic struggle—Germany wants foodstuffs and raw materials, not men.

Feb. 23: Officially announced that R.A.F. planes on Tuesday night bombed German warships in Heligoland Bight.

Feb. 25: Britain and France are buying the whole of the aeroplane production of the United States, above America's home defence needs. Additional orders just placed in America are worth £300,000,000.

Feb. 25: Four more submarines have been sunk—two in the North Sea, one off the coast of Scotland, and the fourth was rammed by a steamer off the Shetland Islands.

Feb. 26: Mr. Sumner Welles, personal envoy from President Roosevelt to the European Powers, has arrived in Rome and is meeting the Foreign Minister, Count Ciano, and Signor Mussolini. Mr. Welles goes to Germany shortly.

Feb. 26: The recent insistence by sensational newspapers that Turkey and Russia were about to clash on their frontiers had an amusing sequel in the official announcement that Turkey and Russia have withdrawn their troops from the Caucasus border, in order to avoid friction. It is clear that Turkey and Russia are determined not to fight, unless developments of grave import, now quite unforeseen, compel a revision of their present relationship. But Turkey, in every possible way, is honouring her pledges to Britain and France.

Feb. 27: The Finns, under severe pressure, are retreating to a shorter line, and abandoning the forts on the islands off Bjorko, which have held up the Russian advance on Viborg.

Feb. 27: There seems to be increasing diplomatic activity in belligerent and neutral capitals as a result of the arrival of President Roosevelt's envoy. Reported that Hitler has elaborated a new peace plan, which he has conveyed privately to two European neutrals.

Feb. 27: Mr. Churchill revealed that

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the battleship H.M.S. "Nelson", 34,000 tons, was damaged by a magnetic mine in September; but she was able to reach port under her own power, and is now repaired.

Feb. 27: Shipping losses for the week were four British and three neutral vessels totalling 26,600 tons—which is much below the average. Very few of the German ships which have been trying to get home from neutral ports have succeeded. Some have been captured, others were scuttled by their crews, and one was wrecked.

Feb. 28: British volunteers for Finland are being rapidly organised and an advance party has already left. Command has been given to Major Kermit Roosevelt, who is a son of the late President Theodore Roosevelt, a naturalised British subject and an officer in the British Army.

Feb. 29: The Russians are strongly attacking on the southern end of the line, attempting to reach Viborg. Furious fighting is proceeding. Much of the city of Viborg is in flames. Certain events in neutral countries indicate that an effort will shortly be made to bring about peace between Russia and Finland.

Mch. 1: It is reported that Hitler has advised Stalin to score the earliest possible success on the Finnish front, and then to end the war with the declaration that Russia's object in protecting Leningrad from invasion has been achieved.

Mch. 1: Mr. Sumner Welles is in Berlin to-day, engaged in discussions with Hitler and the German Foreign Minister, von Ribbentrop.

Mch. 1: Lord Tavistock has published terms upon which he declares the German Government is prepared at once to declare an armistice and open peace negotiations. The terms include the re-constitution of an independent Slovakia and an independent Poland—the latter to have an outlet to the sea, and the use of the river Vistula. Germany would arrange for a plebiscite in Austria, but free from international interference. Germany would disarm, provided all powers interested in international disarmament do likewise. Germany would join the League of Nations, provided she had assurances that the League would not be dominated by Britain and France. Colonies are not mentioned, except that Germany says that she requires assurances of a better supply of raw materials.

Much attention is being given to this statement, and large numbers are asking "Why not?" The main difficulty is the inability of the British and French Governments to put any faith in any undertaking given by the present German Government. On the other hand, it is pointed out that the alternative may be a long period of frightful carnage.

The war now, has been going on for six months—yet, although the world's mightiest armed forces are facing each other, fully equipped for combat, there is no military fighting. The greatest air fleets the world ever has seen are ranged up respectively in Germany, Britain and France, all eager to be up and at it—yet there has been no more than a few skirmishes. The best informed newspapers say: "Peace moves are seen as steady undercurrents, but it is generally assumed that the war will go on".

Mch. 3: R.A.F. bombers for the fifth time in six days flew over Berlin last night and dropped leaflets.

Mch. 3: Britain, in accordance with

her policy of preventing any trade with Germany, in or out, has stopped the shipment of German coal from Rotterdam to Italy. The coal comes down the Rhine in barges, and is loaded into a fleet of Italian colliers, which ply regularly between Rotterdam and Italy. Italy has protested.

Mch. 4: A German bombing plane flew low over the British India liner "Domala", 8,400 tons, and attacked the defenceless vessel with bombs and machine guns, and 108 passengers and crew were killed.

Mch. 4: Mr. Sumner Welles has returned to Paris from Berlin. During his conversations with Goering the latter said: "All I have to do is press a button and the largest air armada in history will start for the British Isles, to bring destruction, compared with which air operations against convoys and other craft are but pinpricks."

He did not describe what British and French machines would be doing, in the meantime.

Mch. 6: Nine Italian colliers, which defied the British ban and loaded German coal in Rotterdam for Italy, have been detained by the British. It is expected that their cargoes will be confiscated.

Mch. 7: Both Germany and Sweden are attempting to arrange peace negotiations, to end the Russo-Finnish war.

Mch. 7: Intense interest was aroused in America by the appearance in New York of the world's largest ship—the newly-constructed Cunard liner, "Queen Elizabeth", of 85,000 tons. It appears that immediately her construction was completed in the Clyde, a few days ago, she was sent away secretly to cross the Atlantic, clear of all war hazards. She has been tied up in New York harbour, beside the gigantic liners, "Queen Mary" and "Normandie", for the duration of the war.

Mch. 7: As a result of the discovery by reporters of a curious metal rail along the side of the "Queen Elizabeth", it has been disclosed that Britain has practically conquered the magnetic mine menace. The metal rail is part of electrical apparatus designed by British scientists, which explodes the magnetic mines before they touch the hull of an iron ship. The apparatus, up-to-date, has been 100 per cent. efficient. All British ships which enter European waters are being fitted with it.

Mch. 7: R.A.F. machines last night carried out the longest propaganda flight of the war—to Posen (Western Poland) and back.

Mch. 8: While negotiations for peace between Russia and Finland appear to be in progress, there is an increasing clamour from Britain and France that the Allies should intervene on a big scale on behalf of Finland.

Mch. 10: There is still greater diplomatic activity in the European capitals—all, it is believed, directed to the arrangement of peace. Mr. Sumner Welles has arrived in London, and is carrying on conversations with British Ministers. Finnish delegates are conferring with the Russians in Moscow. The German Foreign Minister, von Ribbentrop, has made a sudden and almost unexpected visit to Rome, where he is holding conversations with Mussolini and Count Ciano, and is expected to call upon the Pope.

If von Ribbentrop expected to make capital in Rome out of expected Italian irritation over coal cargoes, he was dis-

appointed. Britain released the nine Italian colliers and they are on their way home with coal. Italy explained that there had been a misunderstanding of British demands, and that no more Italian colliers would load German coal at Rotterdam for Italy. On that undertaking, Britain released the colliers.

Mch. 11: The announcer at the Rome radio, speaking in English, referring to the visit of von Ribbentrop, emphasised that Italy did not intend to change the policy she adopted at the outbreak of the European war.

Reports from other sources indicate that one of the objects of von Ribbentrop was to arrange that Germany and Italy will guarantee the peace terms, if it should prove that Finland and Russia can agree upon peace.

Mch. 12: It is disclosed that Britain and France, early in February, offered to send 50,000 men to assist Finland if Finland asked for them. Ships were held in readiness to transport this force to Finland. But it was necessary that Norway and Sweden should allow this force to pass to Finland—otherwise, of course, there was no way of reaching Finland. That permission was not given. A settlement between Russia and Finland is hourly expected.

Mch. 11: R.A.F. planes, in night flights, penetrated to Vienna and Prague.

Mch. 12: It is insisted in London that Europe is on the eve of great decisions. Von Ribbentrop failed in Rome to recapture European diplomatic initiative for the Nazis, and Italy clearly remained cold; but it is believed that, in his talks with Mussolini and the Pope he indicated Germany's eagerness to initiate peace discussions.

Mch. 12: The statement of the British Prime Minister that the Allies were prepared to proceed immediately and jointly to go to the assistance of Finland, using all the available resources at their disposal, is regarded as the most important declaration of British policy since the outbreak of war; and, further, indicates the wish of the Allies that Finland should continue to fight Russia.

It is argued in London that a Russo-Finnish peace, arranged now, would be, for Britain and France, their severest diplomatic defeat since the war began. Another view, however, is that this may be the first step in a general European settlement. It is being generally recognised that the visit of Mr. Sumner Welles to the capitals of the belligerents was not lightly undertaken, and that out of his activities some tangible good yet may come.

Mch. 13: Peace has been signed between Russia and Finland. Finland gives up the whole of the Karelian Isthmus to Russia, and Russia also receives an area near Hanko, on which she may erect fortifications to control the Gulf of Finland—although not Hanko itself.

The war is over for Finland. She loses a little territory, but she retains her independence—that is, just so long as the word of Stalin and Hitler can be trusted. But the country has suffered fearful losses, and must be economically exhausted.

Meanwhile, what of the general situation? Is this a first step in a general settlement? Or does it simply mean that Russia has been made free to give military or economic assistance, or both, to Germany, and that the real war is now about to commence?

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PACIFIC ISLANDS TRAVELLERS

PER "AORANGI" FROM FIJI: Messrs. Alison, Baker, Brooks, Cozens, Dun, Exon, Freeman, Gamson, Griffith, Hibberd, King, Lloyd, Leach, May (2), Rogers, Rutter, Trivett, Twentyman, Wignall, Wood, Clarkson, Honson, Jullian, Marlow, Scott. Mesdames Alison, Adams, Cozens, Exon, Gamson, Hibberd, King, Trivett, Twentyman, Wignall, Wood, Clarkson, Hardy, Jullian, Rae, Smith, Misses Clarkson, Jullian, Marr, McDonald, Cozens, Exon (2), Hibberd, Rice.

PER "TASMAN" FOR PAPUA: Mr. Leonard. Mesdames Kodyen and Williams. Miss Birch.

PER "NIAGARA" FOR FIJI: Messrs. Dight, Hawkins, Hall, Lettice, Merewether, Wilson, Wilkins, Benham, Williams. Mesdames Hawkins, Hall, Roffey, Holbrow. Misses Roffey, Clemesha Powell.

PER "MORINDA" FOR LORD HOWE, NORFOLK, N. HERBIDES AND B.S.I.: Messrs. Baird, Bowker, Buffett (2), Campbell, Clarke, Cotter, Cull, Clarke, Frater, Hopping, Johnson, Kuntzner, Lee, Lawson, Pearson, Payten, Pearcey, Prickett, Roberts, Rennie, Sutton, Silversides, Thomson, Valkenberg (2), Wade, Wood, Yeaman, Rev. Wales, Mesdames Baird, Buffett, Clarke (2), Frater, Hawkins, Hutchinson,

Kuntzner, Lee, Lawson, McLean, Nobbs, Pearson, Piddington, Rennie, Simonett, Spurway. Misses Buffett (2), Nichols, Touzeau.

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PER "NEPTUNA" FOR N.G. PORTS: Messrs. Ireland, Burke, Houghton, McEwan, Sayers, Gabriel, McNeil, Fry, Hogan, Trevitt, Bayliss, Parker, Leahy, Hodgson, Lewis, Lyall, Fahey, Pellizaro, Lugg, Cockran, Stefani, White, Brown, Cosgrove, Connell, Clarke, Robinson, McClafferty, Doran, Bryant, Lega, Barnes, Savage, Fathers Durkin, Culhane, Murphy, Cadogan, Mesdames McGregor, Coomber, Harrison, Trevitt, Morgan, Godden, Lyall, Williams, Nagy, McEwan, Lee, Pantling, Barnes. Misses McEwan, Reeves, Gascoigne, Pantling. Sisters Dorothea, Ponteciana, Marcella, Matilda, Columba.

PER "MONTORO" FROM PAPUA: Messrs. Kerr, Cahill, Gardiner, Murray, Wilson, Foldi, Duggan, Gloe, Edwards, Leydin, Creswell, Middleton, Brown, Suggs, Beitz, Jell, Rimmington, Temple-Watts. Mesdames Leydin, Rimmington, Temple-Watts. Misses Waldbay & Temple-Watts.

PER "MONTORO" FOR PAPUA: Messrs. Elliott, Carrington, Simonds, Foote.

PER "MALAITA" FROM N.I. NEW GUINEA AND B.S.I.: Messrs. Jackett, Platten, Fletcher, Espeissis, Raymond, Watson, Campbell, Pickwell, Barrett, Summerland, Mason, Horton, Glen, Johnson, Blackburn, Davis, Ayliffe, Stanley, Hobbs, Cottey, Hill, Martin, Nobbs, Binnie, Davies, Moore, Rees, Scooch, Thompson, Ward, Wilson, Mesdames Barrett, Mason, Taylor, Glenn, Gaskell, Driver, Hobbs, Try, Hill, Lisle, McCay, McLean, McPherson, Nobbs, Frazer, Rees, Robbins. Lady Rosenthal, Sisters Andrea, Wendelina. Misses Bailey, Cotter, Martin, McPherson, Penton, Frazer, Hines, Kerr, Robbins.

PER "MALAITA" FOR PAPUA, N.G. AND B.S.I. PORTS: Messrs. Cooper, Cheetham, Conder, Chapman, Costa-Fontana, Everingham, Gadsby, Green, Hoyle, Jenkins, Klien, Knowles, Lindon, More, McIntyre, Quinn, Stuckey, Stahl, Schroeder, Slaviero, Short, Valpasso, Woodward, Webster, Wilkinson, Waterhouse, Wright.

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And, To-day, Where Stands Japan?

A YEAR ago, Japan's expansionists were glorying in the Berlin-Rome-Tokio Axis and, although gravely embarrassed in China, were sharpening an ambitious sword, and gazing southwards. Since then, Britain and France, owners of much of the Pacific territory which Japan covets, have become embroiled in war—the opportunity for which Japan Irredenta had prayed.

But Japan stays quiet. When Germany, in August, somersaulted towards Moscow, she left Italy cursing and Japan foolishly isolated. The Japanese Army is bogged in China; the United States fleet carries out grim exercises around Hawaii; and Japan is economically embarrassed and without a friend. "Don't worry about Japan," say the more superficial observers. "She is harmless, now." But is she?

Japan may be bogged in China; but she occupies some of the richest parts of Eastern China, and with great vigour and skill she is converting those districts into Japanese dependencies. She may be financially embarrassed; but a great Power, economically harassed and, for the moment, without alliances, does not lie down and die. Japan is still with us, the biggest factor in the Western Pacific. And what is Japan thinking? Read this, for instance:—

"The South Seas belong to the Far East, and Japan is entitled to share the wealth of those regions which Europe snatched while Japan was self-isolated. It is necessary to rectify Japan's economic portion, and now is the psychological moment, while European powers with interests in the South Seas are pre-occupied. To achieve fruition of our continental policy and make the New Order self-sufficient it is absolutely essential to utilise the resources of the South Seas . . . It is sometimes proposed that Dutch oil be forcibly seized but

other methods can be tried at first. One method would be to demand that Japan, China and Manchukuo receive preferential access. It is unreasonable that natives should be compelled to buy expensive European goods when they want Japan's excellent and cheap goods."

That is the voice of Japan, as expressed in "Pacific", the official organ of the new Institute of the Pacific, a Japanese society. About the same time, the Tokio "Yomiuri Shimbun", the third oldest newspaper in Japan, said: "Japan needs the resources of the South Seas and of the Western Pacific countries. We will prefer to take the Philippines peacefully, by way of economic penetration . . ."

On January 16, "Nippu Jiji", a Japanese journal published in Honolulu, quoted K. Yoshimura (a Japanese resident there for 40 years) as warmly praising Japanese penetration of the Philippines; and another Japanese, lecturing to Japanese children born in Hawaii, said:—

"We Japanese must be proud of our glorious island empire, which is about to assume world supremacy. We are not of a race that will remain satisfied forever in a subjugated position. Children of immigrants may not be able to become rulers of that country immediately, but they will in time . . ."

"Immigrants", of course, means Japanese settled in the American territory of Hawaii.

THESE quotations, examples of Japanese territorial ambitions, could be multiplied a hundredfold. But they are sufficient to show how the Japanese are thinking. Japan wants the Philippines, with their rich vegetable and mineral resources, and their room for colonists; and she quite plainly is getting ready to take over the great ter-

ritory, when America withdraws. Japan looks eagerly at the Dutch East Indies: some day, perhaps, Holland will have no powerful friends, and the Japanese may be able to take over the world's richest tropical colony. And, although it seems sheer foolishness now, Japan hopes some day to control Hawaii—else, why does she so fiercely maintain her grip over 150,000 Japanese in Hawaii, one half of whom officially are American-born citizens?

The Dutch, for years, have been uneasy about the southwards thrust of Japan, and the way in which Japanese interests display an interest in East Indies oil-wells. The Japanese would not be human if they could forget that 60,000,000 people in the East Indies provide an enormous market for Japan's manufactured goods; and that East Indies wealth (European investments there are not less than four billions of florins) would go far towards settling the economic difficulties which threaten to cripple Japan. Japanese covetousness has been so marked lately—becoming more outspoken as Holland became embarrassed by the European war—that Holland became seriously alarmed, so that the Japanese Foreign Minister, on February 9, directed the following assurance to The Hague:—

"It is necessary to tighten Japan's economic relations with various countries in the South Seas, and at the same time to emphasise our lack of territorial ambitions. We only desire to exploit the natural resources of the South Seas."

Which means precisely nothing. Japan gave similar assurances regarding Manchuria, and China; but there she is now, armed, dominant and defiant, in each place. But nothing will happen to the East Indies or Hawaii while the European democracies and the United States are undefeated. Japan, as the gentle-

man says, will merely "exploit the natural resources of the South Seas".

THE position is vastly different in the Philippines. According to present arrangements, the Philippine Islands become a completely independent republic on July 4, 1946, except that certain "mutually beneficial economic arrangements" between the young nation and the United States may continue until 1961. As 1946 approaches, many people, watching Japan, have urged that postponement of Philippine independence is desirable. But, speaking in Manila on February 25, the United States new High Commissioner, F. B. Sayre, supported the 1946 arrangement, on the ground that "the United States taxpayers are not willing to support the increasing costs of defending the islands".

It is certain that, as the United States moves out of the Philippines, Japan will move in. Sixteen million Filipinos cannot hold back ninety million Japanese. Already, the vanguard of the Japanese is there. About 25,000 of them have turned the Davao (south-eastern) district of Mindanao (the largest and most southerly island of the territory) into a Little Japan. Quietly and efficiently, they are taking control of various industries. They are preparing for a much closer union. Month by month, in an increasing degree, cultural relations are being developed. Thousands of Filipino students are being sent on friendly tours of Japan. Newspapers, radio and cinema insist daily that Japanese and Filipinos are of the same racial stock—that their future lies together. Day by day, the move to postpone "Independence Day", so marked a year ago, grows weaker. There will be no independence for the Philippines—it will be a Japanese Colony within a couple of decades.

AND then, what? Look at the map. Japan, Formosa, Philippines make an almost continuous land chain, paralleling the coast of Asia, and pointing insistently southwards; and the next logical step forward is the Dutch Indies, or New Guinea. Japan will not halt in the Philippines; she dare not turn towards Hawaii; already, she holds all the archipelagos of the Marianas, Marshalls and Carolines. Is it not inevitable that, sooner or later, she will be found knocking at the door of rich, undeveloped New Guinea—at first, as a bowing and smiling commercial penetrator, but, presently, with gun and bomb, after the manner illustrated in China in 1937-39?

Agitated old gentlemen urge us to make friends with the Japanese, and try to understand their desperate national problem. They must have markets, sources of raw materials and colonies—or perish. That is perfectly true; and it is the responsibility of the Caucasian Powers to help Japan to a solution of her problem. It can be done. But, in the doing of it, we must not forget caution, or drop our defences. With all history to guide us, and with the rape of Manchukuo and China, Abyssinia and Czecho-Slovakia and Poland as recent demonstrations of how

far we may trust any covetous nation, we should recognise that constant readiness, and the maintenance of mighty armaments, are the only guarantees of national safety and individual liberty in which we can put our faith.

SYDNEY-AUCKLAND AIRMAIL

Difficulties of P.A.A.

From Our Own Correspondent

HONOLULU, Feb. 24.

INDICATIONS are that Pan American Airways are anxious to get going with their San Francisco-New Zealand trans-Pacific airmail; but it is clear that the corporation is being seriously embarrassed by the calls which are being made upon it to provide flying-boats for the North Pacific and North Atlantic services, with a consequent difficulty of finding suitable craft for the South Pacific service.

P.A.A. now are running a service between New York and Portugal; but another American company, Export Airlines, has entered the field, apparently with strong Government sympathy, and there are indications of further opposition from a new Dutch company.

P.A.A. cannot get sufficient equipment, in the present circumstances, to proceed with plans for improving both the Atlantic and Pacific services. Some time may elapse before more Boeing Clippers will be available.

If P.A.A. do get their South Pacific services going, to connect with the new

flying-boat service between Sydney and Auckland, it is difficult to see how it can provide more than a fortnightly service between Auckland and Honolulu.

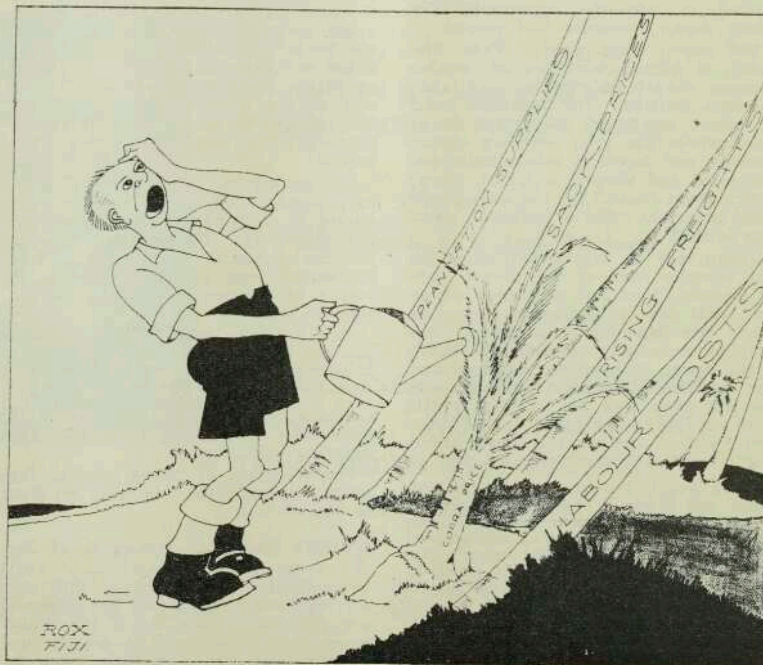
IT was announced, on March 8, that another British flying-boat, the "Awarua", shortly will fly to Australia, in order to join the "Aotearoa" in carrying on a regular flying-boat service between Sydney and Auckland. There appears now to be growing confidence that this—the first—section of the trans-Pacific airmail will be inaugurated in April. The single, one-way fare is to be £30.

(See, also, article on page 19.)

Death of Mrs. Jane Thurston

MRS. Jane Thurston died at Sydney on February 20. She lived for many years in Suva, Fiji, having married a brother of the late Sir John Thurston, Governor of Fiji. Her many friends there will remember her as a most amiable and gracious lady. She leaves a sister (Mrs. Garrick, senior, of Suva), a daughter (Mrs. E. L. Leembruggen, of Ocean Island), a son (Mr. H. Thurston, of Auckland) and a grandson (Mr. Harold Thurston Bentley, of the Civil Service, Suva).

Mr. G. A. Joy, British Resident Commissioner in the New Hebrides for many years, has been appointed British Resident Adviser at Makalla, Arabia. He will succeed Mr. W. H. Ingrams, who has the reputation of knowing more about the Arabs than any man since the late Colonel Lawrence. Makalla is 300 miles east of Aden, where Mr. Ingrams is now Chief Secretary.



The one that WOULDN'T grow up.

SOLDIERS FROM NEW GUINEA



The New Guinea quota of the A.I.F. in a spirited march through the streets of Rabaul, prior to embarkation for Australia.

Quota Joins A.I.F. at Brisbane

THE population of Rabaul turned out en masse, in the third week of February, to watch the New Guinea quota of the Australian Imperial Force march through the town for embarkation for Brisbane, where they now are in camp.

New Guinea was given permission to recruit 60 men for the A.I.F., and 60 men were duly brought into camp at Malaguna, just outside of Rabaul. Five men subsequently were rejected, on medical grounds, and 55 actually sailed.

The men, while in camp, were subjected to training, and the usual camp routine; but the thing which nearly killed most of them was the lavish hospitality of the people of Rabaul, who loaded them with luxuries, entertainments and gifts. The United Women's League formed a special Comforts Committee and, in a short time, collected £140, with which various articles were purchased and from which gifts will be forwarded to the quota from time to time.

The men marched twice through the town—once, by way of ceremony, in which they gave a formal salute to the Administrator and Lieut.-Colonel Walstab, and in which they were cordially supported by the Volunteer Force and the returned soldiers; and, again, a few days later, when they marched to embarkation. On both occasions they were enthusiastically acclaimed.

On the second occasion, led by the police band, the quota left their camp at Malaguna and marched through the town to the wharf between cheering crowds. At the wharf they found, drawn up, the Rabaul detachment of the New Guinea Volunteer Rifles, and another detachment comprising returned soldiers.

There were animated and lively scenes, later on, as the ship drew away from the wharf and the New Guinea men set out on their world-wide journey in defence of freedom, and the end of which no man can see.

The following are the names of the men who comprise the quota:—

C.S.M.: L. W. Heinicke.
Staff-Sergeant: B. Fairfax-Ross.
Sergeant: A. G. Pearce.
Corporals: A. Maclean, L. T. Hurrell, C. Hendrick, F. L. Burke.

Lance Corporals: P. N. Boisen, R. B. Scholes, V. M. I. Gordon, R. H. C. Cardew, A. H. Ross, R. C. Taylor.

Privates: G. Renton, R. J. Clancy, G. L. W. Gray, A. L. B. King, S. S. Grimson, J. E. Grimson, J. L. Gilmore, N. K. Sawyer, W. H. Scott, L. M. Mazlin, E. E. Proctor, A. L. Hurrell, M. W. S. Rylands, W. Kalbfell, L. Young, S. J. A. Shields, L. G. Reece, F. C. Moore, J. Murdoch, S. L. A. Ashton, J. C. Doonar, P. F. Barrie, S. L. Burke, R. S. Connor, N. A. Bowman, J. C. Dennis, F. R. Weston, J. P. Morrissey, J. A. Grant, L. F. Howlett, R. R. Cole, W. B. Giles, J. T. Barracluff, K. S. Sheekey, V. P. Pearson, N. Bert-whistle, A. F. Williams, G. B. Black, J. F. Morell, E. M. Granter, W. Pearson, W. H. Lannen.

The following men volunteered but were not accepted: J. D. Scurrah, F. A. Jacobsen, F. H. Beighton, W. A. Washington, W. H. Theobald, N. S. Duncan, R. H. Stevens, P. E. R. Coe, F. N. Schou, W. R. Reynolds, E. L. Eglington, E. C. Davies.

The arrival of the New Guinea quota in Brisbane, to join the section of A.I.F. in camp there, created quite a stir, and the newspapers devoted much space to photographs of the New Guinea men, and to articles warmly praising their fine physique and soldierly appearance.

SUVA'S DEFENCES

Two Battalions and a Battery

THE steps which have been taken in Fiji to guard the Colony against possible attack were described in a public address by the Governor, in February, and published in the Fiji newspaper on February 21.

The Governor stated that, at the outbreak of war, the original Fiji Defence Force was rapidly expanded into a battalion (a militia force) and that a proportion of these men have been constantly on duty.

The overworked First Battalion later received substantial relief from the formation of a second battalion, which consists mostly of employees of the Colonial Sugar Refining Company and the Vatukoula gold mines. The two big industrial companies referred to assisted the Government materially by contributing, free of charge, considerable quantities of equipment, accommodation, lighting and transport—the Colonial Sugar Refining Company also made a gift of £2,500 towards the cost of defence—and the Second Battalion was also found to have among its ranks a considerable number of officers and other ranks who had had military training and experience.

A number of staff officers, for the staffing of this force, arrived from New Zealand and, presently, also from New Zealand, there arrived a coast defence battery, with modern guns and search-light sections. Men of the Royal Artillery and Royal Engineers came along to assist in the preparation of the necessary fortifications and buildings, and to train local men to handle the guns.

"The addition of a battery alters the situation so far as the defence of Suva is concerned," said the Governor. "Suva now becomes a defended port, ready night and day to hold off a raider and to make the port a haven of refuge for vessels desiring shelter."

Fijians May Go Overseas

SUVA, March 5.

IT is expected that a force of Fijian natives will be enlisted for service with the New Zealand Expeditionary Force overseas. The matter has been under consideration by the Executive Council in Fiji.

It is not considered likely that the Fijians will go to France, where climatic conditions may be unsuitable; it is considered quite feasible that they should serve in a non-combatant capacity with the New Zealand forces in the Near East—Egypt or Palestine or thereabouts.

Left to right: Lieut.-Colonel J. Walstab, G.S.O., with the Administrator (Brigadier-General Sir Walter McNicoll); Native-Police Bandmaster Crawley, Company-Sergeant-Major Heinicke, Staff-Sergeant Fairfax-Ross, Sergeant Pearce.



MURDERED PLANTER

Details of Tragedy in New Hebrides

IT was announced in the "P.I.M." in November, that M. Paul Mazoyer, a French planter, of Aore, New Hebrides, had been murdered by Malekula natives, when recruiting on the Malekula coast.

We are indebted to "Bulletin du Commerce", Noumea, for the following details.

M. Mazoyer was engaged in an argument with a tribal chief, in connection with the recruiting of three native women, whom he had embarked. Five bushmen came on board, one of them armed with a gun. While M. Mazoyer talked with them, his crew left his cutter in the only boat, being apparently privy to a conspiracy against the planter. Doubtless realising the danger he ran, alone aboard with these five bushmen, M. Mazoyer went down to his cabin to arm himself. He was followed by the natives and was shot in the back. Seizing a hammer, he struck one of his assailants on the head. Standing erect, in spite of his wound, he held on with one hand to the door of his cabin; but a sabre cut severed the fingers of that hand, while a second shot, fired point blank, pierced his armpit and killed him.

Three other shots were then fired at Mazoyer, already lying dead on the floor of his cabin. After that, the vessel was pillaged by the murderers, who—the boat returning at the sound of the shots and the victorious shouts of the natives—finally made off, taking with them the three women.

The body of M. Mazoyer was brought back to Santo on his ship, by the same crew, and he was buried on his plantation at Aore.

The Administration (represented at Malekula by M. Bourgeaud and Mr. Adams) offered a reward to the native chief for the capture of the others. A first visit by both officials to the tribe concerned was unsuccessful. But, later, when Mr. Adams, the British representative, was returning alone (his French colleague having gone on to Noumea) he captured the five natives, who were sent to Port Vila, where they were formally accused of the murder. Mr. Adams obtained particulars from witnesses.

N. GUINEA ADMINISTRATOR IN CANBERRA

THE Administrator of the Territory of New Guinea, Brigadier-General Sir Walter McNicoll, arrived in Sydney by the Carpenter air-mail from Rabaul, early in March, and spent several days at Canberra, discussing Territory affairs with his Ministerial and Departmental chiefs.

The matters discussed included measures for the defence of the Territory; the transport position created by the war situation, and the shortage of shipping; the effect of the shortage of shipping upon the copra position; the building of a road between Salamaua and Wau, and the most suitable route for same; and a wide variety of other matters.

During His Honour's absence, the Government Secretary, Hon. Harold Page, is acting as Administrator.

Cool Hill Station For New Caledonia

IT is astonishing that in a colony such as New Caledonia, where there are prodigious natural facilities for such an establishment, there is no health resort (says "Bulletin du Commerce").

Many residents of New Caledonia suffer from illnesses which are directly due to the severe climatic conditions, and which result in physical and mental depression. In such cases, the beneficial effect of a mountain resort with change of air, and rest, is apparent. It is indispensable, also, in the treatment of tuberculosis, in the first stages.

The Municipal Council voted, in 1938, a sum of 10,000 francs, for the investigation of such a project. The General Council, recently, has voted 10,000 francs for the same purpose. The Administration has nominated a Commission, which will inquire into this matter. It is hoped that there thus will be provided a sanatorium, probably on the Mountain of Two Sources, situated in the Coulee region, at an altitude of about 4000 feet.

Mr. E. R. Palfreyman has left Sydney for Fiji to take up an appointment as manager of W. R. Carpenter and Co.'s branch at Suva.

HIGHER TAXES

Fiji Under War-time Conditions

IN order to provide for higher cost of administration and for special defence expenditure—both made necessary by the war—the Government of Fiji has increased private income-tax by 25 per cent. to 1/3 in the £, increased company income-tax by 50 per cent., to 1/6 in the £, raised the residential tax from £1 to 25/- per annum per individual; and has added 1 per cent. to the Port and Customs Service tax on imports. It is estimated that the higher income taxes will yield £25,000 per annum, and the new tax on imports about £12,000 per annum.

The new taxation was provided for in a series of bills passed by the Legislative Council in February.

The Council is almost wholly nominative now, and consists of official and non-official members. All non-official members protested very strongly against any increase in the tax burden, in view of the fact that the Government of Fiji, year by year, shows a substantial surplus. Mr. Alport Barker pointed out that the Colony now has reserves of £137,600 and £141,000, and lately had created another special reserve of £50,000. They had been told, said Mr. Barker, that these reserves were for emergency—surely it was an emergency which the Colony now was facing, and surely it was reasonable to suggest that extra expenditure of approximately £40,000 per annum could be financed for a while out of reserves totalling £330,000.

The Governor, however, pointed out that Britain was preparing for a long war, and the British people were making colossal sacrifices, while the sacrifice that was now being suggested to the people of Fiji was infinitesimal. It was quite true that the reserves were being held for an emergency, but, from every point of view, it was wise at this stage of the war to conserve all the financial resources of the Colony, and for the present to provide for the extra expenditure out of taxation. Also, those reserves were invested in Britain, and could not be taken out without embarrassment.

The bills were passed by 16 votes to 14—representing exactly the division between official and non-official strength in the Council.

NON-OFFICIAL MEMBERS' PROTEST

It was disclosed, a few days later that, on this subject of taxation, unofficial members had transmitted, through the Governor of Fiji, certain urgent representations to the Secretary of State for the Colonies, and further sittings of the Legislative Council were postponed, pending a reply from London.

The reply came a few days later. It was evident that the representations of the non-official members had received careful examination; but the Colonial Secretary was firm in insisting that Fiji, at once, should meet war expenditure out of revenue, and protect her reserves.

Mr. Bert Coster, a surveyor, who practised in Suva and Sigatoka, Fiji, died recently at the age of 52, following a long illness. He was born in Suva and at one time was in the service of the Fiji Government. One of his brothers, Mr. Sydney Coster, is manager for the Union Steam Ship Co., at Papeete, Tahiti.



Master Osmonde May, son of Mr. and Mrs. Marshal May, of Suva, won the Fiji Scholarship for 1939, which entitles him to three years at the University of Sydney. He arrived in Sydney recently, and is taking an economics course. Photo shows Osmonde May, with his mother and sister.

(Photo by—
C. L. Cheng.)

TOO FEW SHIPS

Accumulations of Copra Cause Anxiety in Pacific Ports

THE position in relation to copra shipments in the Pacific during the past month has become acute. Copra is piling up in the Islands stores, not because production has increased—for it has not—but because there has been a sharp diminution in the number of freight-carriers available.

The most serious blow to copra shippers was the action of the British Government in taking charge of the Carpenter ships.

As is well known, Messrs. W. R. Carpenter and Co. Ltd. run three ships—the new "Suva", the "Salamaua", and the "Rabaul". For some years, now, they have been picking up copra at the various Islands ports and carrying it either westwards around Africa to London, or eastwards to American ports.

When war broke out, and much shipping was diverted, for other purposes, the Carpenter ships remained on the job in the Pacific and kept the copra cargoes moving.

But the Carpenter ships were not on the Australian register. They are regis-



The "Red Sox" (Administration) team, winners of the 1939-40 baseball competition at Rabaul, New Guinea.

tered in Suva, and, as Fiji is a British Crown Colony, they automatically came under British control when the British Government took command of all mercantile shipping recently. As a result, the Carpenter ships are now simply part of the huge British mercantile fleet which is being directed from London, and they are not available, as heretofore, for picking up copra in Pacific ports, according to the orders of Carpenter headquarters in Sydney. As a result, very serious inconvenience has been caused, and some people who have seen the copra piling up in the stores have expressed alarm.

The position is not as bad as was feared, however. The shortage of shipping in the Pacific is not due to a shortage of ships so much as to the sudden general re-organisation of British shipping under London's central control.

At first, naturally, only the Australasian and Pacific cargoes regarded as most urgent, from the point of view of war needs, were picked up by the available ships; but, slowly, these more

JAPANESE-PACIFIC AIR SERVICES

Keep Them Out of Australia and New Guinea!

THE announcement is made that Japan, after a year of consideration and discussion, on March 8 inaugurated a regular airmail and passenger service between Tokio and the Palau Islands, via the Mariana and Caroline Islands.

Some newspapers state that the Japanese now are expected to apply for permission to enter Australia, following the precedent set by the granting of permission to the Dutch Royal Air Lines, to run a line to Sydney.

The plan evidently is that the Japanese airliner should fly directly south from the Caroline Islands to New Guinea; and thence follow the regular airmail track down the east coast of Australia.

Ninety per cent. of Australians will express the fervent wish that by some means or other this development should be blocked. It is no use filling our mouths with the American type of idealism and saying that our trade should be open to all-comers. The plain facts of the matter are that the Dutch of the Netherlands Indies are friends and potential allies, whereas the Japanese definitely are not our friends and are our potential enemies.

It is in the highest degree important that Japanese airmen should not be permitted to make themselves familiar with the air routes from the Japanese mandated islands to the Queensland coast—which, of course, would be their line of approach to Australia in the event of any trouble developing.

There is no reason, commercial, spiritual or political, why a Japanese airline should be permitted to form a link between the Japanese mandated islands, New Guinea and Australia.

urgent needs are being overtaken and, probably in a short time, there should be ships to handle the accumulations of copra in the different Pacific ports.

But there is no sign, yet of better copra prices. Copra still is under Anglo-French Government control, and, at the moment, both countries seem to be flooded with whale oil.

POSITION IN NEW GUINEA

From Our Own Correspondent

RABAU, March 2.

HIS Honour the Administrator, Brigadier-General Sir Walter McNicoll, stepped into the South-bound mailplane last week. He had some matters to discuss with his ministerial chiefs at Canberra—among them being the matter of ships to take our copra away from the already-overfilled copra sheds along the waterfront. Planters are becoming uneasy, and are wondering what will become of their copra if the firms should cease to buy.

Talking of ships and copra, a number of the planters are speculating about a certain news item which was sent to New York from a Hong Kong correspondent. The writer said that large shipments of copra have been made from New Guinea to Mexico, and "it is believed to be destined by a circuitous route for Germany or Russia."

GOVERNOR OF PAPUA

Canberra Decision Awaited

THE appointment of a successor to the late Sir Hubert Murray, as Lieutenant Governor of Papua, is awaited with interest. The appointment will be made by the Australian Government, for an indeterminate period.

Some leading Australian newspapers, believed to have reliable sources of information, state that the choice lies between Sir Hubert's nephew, Mr. Leonard Murray, who was with him for so many years as official secretary, and Mr. H. W. Champion, Government Secretary, who is now acting as Lieutenant-Governor. These are the two men who were closest to Sir Hubert in his administrative duties, and they are believed to be fully imbued with the Murray tradition and policy of government.

It is believed in some quarters, however, that the Government is giving consideration to men in other administrative services—namely, in New Guinea and in Norfolk Island. The reference to Norfolk Island, of course, means Major-General Sir Charles Rosenthal, who took charge there a couple of years ago, and whose vigorous work in organising the industries of that small territory has been warmly commended.

Many people hope that the Commonwealth Government, on this occasion, will make an appointment from within the tropical service. There are at least three outstanding men in the Papuan service, and three in the New Guinea service, any one of whom, experienced and trained in tropical administration, could safely be appointed as Lieutenant-Governor of Papua.

The Planters' Association of Papua, on March 9, decided to make representations to Canberra in regard to a successor to Sir Hubert Murray, and the spokesman made the frank statement: "We do not want a decayed politician or a retired military man."

The Association furthermore decided that it did not necessarily want a man trained by Sir Hubert Murray, because Sir Hubert was not the type of man to train a successor—what the territory wanted was "a vigorous young man, not more than 40 years old, who would study the finances of the Territory, and attack the problems of transport, agriculture and the establishment of village industries."

Mr. Michael Leahy, one of the famous clan of explorers and prospectors in New Guinea, married Miss Jeanette Best, of Tully, Queensland, in Sydney on March 5. The best man was Mr. Jim Taylor, also well-known as a New Guinea explorer. Mr. and Mrs. Leahy are at present on a motoring holiday in Australia and will leave at the end of the month for New Guinea where they will make their future home.

Mr. George McEwan, son of the late Mr. William McEwan, who was for many years on the staff of Morris, Hedstrom, Ltd., Fiji, married Miss Lena Taverner, at Vatukoula, Tavua, on March 2. The bride's father is Mr. T. Taverner, accountant of the Emperor Gold Mining Co. The wedding was the first held at the Fiji goldfields' town.

Sir Hubert Murray's Funeral

Impressive Ceremonies Mark End of Great Administrator

From Our Own Correspondent

PORT MORESBY, March 4. WHEN the Lieutenant-Governor, Sir Hubert Murray, died in Samarai early in the evening of February 27 (see article elsewhere), a difficulty immediately arose, because Samarai is a long way from Port Moresby, and it was the wish of everyone concerned that His Excellency should be buried in Port Moresby among the people who had been his friends and neighbours for nearly 40 years, and at the centre of the Territory which he had served so well.

The problem was solved when an R.A.A.F. flying-boat was placed at the disposal of the Government; and it was arranged that the flying-boat should depart for Samarai early on the morning of the 28th, and should pick up the coffin there and fly back to Port Moresby in time to permit the burial to take place on the afternoon of the 28th.

This was done. The Hon. Leonard Murray, and the Hon. G. E. Aumuller, M.L.C., of Samarai, accompanied the remains of the Governor on the flight from Samarai to Port Moresby.

This day, the 28th, was a day of mourning in Samarai. All business places closed, and all the Samarai people assembled to pay their last respects to the late Governor, as the casket was borne through their beautiful little town, to the waiting flying-boat. It was an unforgettable moment as the machine rose from the sparkling waters and carried the casket away into the western sky, over the blue hills that Sir Hubert loved so well.

In Port Moresby, all business places had closed, and all European residents of the town, and from plantations from scores of miles around, gathered at the waterfront and quietly and sadly awaited the arrival of the flying boat. Thousands of mourning natives from the nearby villages also assembled.

The Port Moresby section of the Royal Armed Native Constabulary, and detachments from the garrison lined the waterfront and stood to attention. It was a remarkable and impressive sight.

The people, warned by radio, stood waiting for the appearance of a vessel out of the sky; and, in due course, a great modern aeroplane came sweeping over the town and alighted on the quiet waters of the Port. In such fitting manner did Papua's greatest man make his last journey.

Forty years before, when he first saw Port Moresby, transport conditions belonged to the Stone Age; Port Moresby was a collection of less than a dozen little buildings; and such things as radio and aeroplanes were scarcely dreamed of.

The arrival of the aeroplane was a good deal later than expected, so the church service that had been arranged was abandoned and, as soon as the casket was brought ashore, the funeral procession formed up and moved off to the cemetery.

Wrapped in a Union Jack, the casket was brought from the flying boat to the Customs jetty in a naval pinnace, and native police carried it to an Air Force trailer, by which it was conveyed to the grave-side.

The procession passed through the township on foot. Choir boys preceded the casket; then came about 100 members of the Royal Native Constabulary, representatives of the naval, military and air forces stationed in Port Moresby, members of the Legislative Council; members of the Public Service; and a very large section of the European community. At the head of the procession walked Lohia, who was Sir Hubert Murray's personal attendant for many years and who, at the graveside, represented the thousands of natives who mourned the loss of their Governor. Large numbers of Papuan natives gathered at the cemetery; while nearby, in khaki uniforms and carrying wreaths which had been made with meticulous care, stood the members of the Native Village Council of Hanuabada. The Hon. H. L. Murray, as the nephew of the dead Governor, and the Hon. H. W. Champion, as acting-Lieutenant Governor, had a prominent place in the procession.

Rev. Father McEnroe, M.S.C., assisted by Very Rev. Father A. Sorin, Vicar General (representing His Lordship Bishop de BoisMENU), Rev. Father Lang, M.S.C., and Rev. Father Pinget, M.S.C., conducted the burial service. The following attended as representatives: Lt-Commander R. B. A. Hunt, R.A.N., representing the Royal Australian Navy; Lt-Commander T. Nixon, Naval Staff Office; Major K. Chalmers, Australian Military Forces; Flight-Lieutenant P. G. Graham, Royal Australian Air Force; Hon. G. E. Aumuller, representing the citizens of Samarai; Lieutenant F. T. Roberts, R.A.N., representing the Territory of New Guinea Administration; and Mr. C. M. Cox, representing Sir Alfred Davidson.

On the following morning, at 8.30, a Solemn Requiem Mass was celebrated in the Roman Catholic Church, which was attended by nearly every member of the community. Mass was sung by Rev. Father Lang, Very Rev. Father Sorin being the organist. Hon. A. Jewell, at the close of the ceremony, paid a tribute to Sir Hubert Murray, in a moving address. The service was relayed by wireless to radio station 2SM Sydney, and broadcast from that station and its associated stations throughout Australia.

Thousands of telegrams, from all over the world, conveyed sympathy to the Papuan Administration and the people of Papua.

Mr. H. C. Monckton, Adviser on Native Affairs to the Government of Fiji, is retiring shortly, after nearly 40 years in the service of that Administration. He has been a member of the Legislative Council for the last ten years. The Governor of Fiji, at the last Legislative Council, warmly praised the service which Mr. Monckton had given to the Colony and said that his happy manner and his deep interest in the welfare of the people—especially the Fijian people, with whom he had been closely associated—had endeared him to all classes. He carried with him into his well-earned retirement the hearty good wishes of everyone—and especially of his colleagues of the Legislative Council.

Aerial Freighting in New Guinea

Two Planes Carry 32 Tons in Few Hours

A DEMONSTRATION of what can be done in aerial freighting in one day was given by Guinea Airways Ltd., using two aeroplanes only, in New Guinea recently.

The machines used were a Junker G31, and a Ford 4AT—both 3-engined monoplanes. Each made seven trips between Salamaua and Wau, and they carried a total load of 65,237 lbs. and two passengers, or just over 32½ short tons. The Junker carried in 44,652 lbs., or 22½ short tons and one passenger, in the seven trips, and the Ford, in the same number of trips, 20,585 lbs., and one passenger, or just over 10½ short tons.

The average loading was 6400 lbs. on the Junker, and 3000 lbs. on the Ford.

Guinea Airways has three other large Fords and a number of small planes, and it would be possible to carry in all approximately 15½ short tons per trip, or approximately 105 short tons in a day over this particular section. The Bulolo Co.'s machines, which also are operated by Guinea Airways, could also carry another 60 tons a day, making at high pressure a total capacity of 210 tons in one day from this one company.

As there are two other aerial freighting companies operating in New Guinea, it is evident that there is plenty of aerial transport available to the Morobe Goldfields towns.

TOWN OF SAMARAI

SAMARAI, March 1

IN reviewing its work for the year, the Samarai Chamber of Commerce urged again that attention be given to the perennial problem of the drainage of the town; regret is expressed that the Government has failed to carry out its original plan to extend the main wharf; it is reported that a new engine has been installed at the power house, and the town is now able to have service during the full 24 hours; and it is noted that, as a result of war conditions, there now is little likelihood of any of the air transport companies providing a subsidiary service, which would connect Samarai and Misima with the main Australia-New Guinea airmail.

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TROPICALITIES

ONCE, when Great Britain and Japan were officially friendly, we had only to express a wish for a copy of the annual report relating to the Caroline and Marshall Islands (held by Japan under mandate) and Tokio most courteously complied. But, for several years now, we have not been able to obtain any information from Japan in regard to the administration of that Mandated Territory, and we have to depend upon all sorts of more or less unofficial sources for details. But the United States seems to have succeeded where all others have failed. Washington recently kicked up a row, and pointed out that Japan had committed a breach of her undertaking to the League of Nations by failing to issue an annual report relating to the Caroline and Marshall Islands. It was reported from Tokio, on March 5, that the Japanese Government now has handed to the American Ambassador reports covering the years up to and including 1938.

EITHER the magisterial authorities are becoming callous, or the imagination of the Papuan labourer is beginning to fail. One native, challenged on the possession of a new rami, said that he found it in the rubbish tin at a boarding-house. Another, charged with stealing a piece of timber, could only plead that he wanted it to build a kitchen for himself. A third, caught with an assortment of nail-bits and knives, could think of nothing more convincing than that another native had given them to him. Then a taxi-driver, in whose quarters two bottles of beer and two tins of cigarettes were discovered by the inquisitive police, explained that the items had been left in his taxi the night before by two passengers, and that he had not had time to pass them in to the management before the police nosed them out. None of these explanations was accepted by the unsympathetic magistrates. Penalties ranged from a £5 fine to a month's I.H.L.

THE "P.I.M." representative knocked on the door of an office in Castle-reagh Street, Sydney.

"Come in!" howled a voice—and, as he opened the door, he heard someone snarl: "Another blank-blank typewriter salesman, I suppose."

Within, there was a certain amount of confusion. Miscellaneous papers and books were piled on tables; objects of an exotic appearance festooned the walls; tin boxes labelled "films" occupied spaces under desks and chairs. In the middle of the floor stood a big man, attired in trousers, shirt, and a ferocious glare. It was obvious that he had been interrupted in the middle of dictation. At the desk, pencil poised, and likewise appearing impatient, was a pretty stenographer.

Thus did the "P.I.M." track to his hidden lair District Officer J. L. Taylor, who returned recently from his famous patrol over the unexplored and unmap-ped region between Mount Hagen and the headwaters of the Sepik River, in Central New Guinea. He now is engaged in the heavy task of compiling a detailed report which will be of value to the many interests represented in the patrol. It is a colossal task, and Mr. Taylor is tackling it as he tackled his famous exploratory enterprises—by going straight at the job and keeping at it until it is

finished. His assistant at the moment is his sister, who acts as stenographer and soothes him when he is beset by inopportune callers. He presently will be joined in Sydney by his partner in the patrol, Patrol Officer John Black, and the two hope to get the *magnum opus* finished some time in April. They have been energetically pursued by Sydney luncheon clubs, and other Sydney people who like to entertain heroes in public—but, so far, they have insisted rather fiercely on privacy and anonymity. "See us after the report is finished," is all that Mr. Taylor will vouchsafe.

SAYS the official correspondent with the A.I.F.: "Every country district of New South Wales is represented on this ship. . . . The Northern Territory and New Guinea are well represented. In the ranks are prospectors, buffalo shooters, miners, planters, etc. Even distant Norfolk Island sent a man—a direct descendant of one of the 'Bounty' mutineers. One hundred and fifty years have passed since the historic mutiny, but a Quintal from the 'Bounty' is serving with the flag again."

WE learn from the "New Yorker", of January 6, that Doctor Sylvester Lambert, who left Fiji last year, after 21 years' medical work in the South Seas, has settled down in East Setauket, Long Island, U.S.A. The doctor is engaged in writing his memoirs, and they should be more than a little interesting.

The copy of the "New Yorker" from which we obtain this information was sent to us by some friend in Canada who, judging by the marginal annotation, does not like some of the statements in the article in which the famous periodical sketches the activities of Doctor Lambert in the South Seas. However, we must be tolerant with American journalism and not blame Dr. Lambert. If, by adherence to the truth, an article is likely to be dull, the average American writer just puts in a few

startling and exciting bits (such as that the Lamberts' youngest daughter "amazes her class-mates in East Setauket with her command of Fiji dialects")—and there you are.

THIS is the sort of note that makes an editor feel good all through.

"I did not renew the subscription for my brother this year, as he is in France, and his future address is very uncertain. I am sending him my copy, for he, like myself, is a great admirer of your magazine, and we both read every word, even including the advertisements.—Isobel Field, Serena, Carpintaria, California, U.S.A."

Mrs. Field is the step-daughter of Robert Louis Stevenson, and she acted as the secretary of that famous man, and was with him when he died in Samoa in 1894.

THE announcement made in London, on February 21, that the British Government is providing £50,000,000, to be spent over the next ten years in the development of British colonies, has created a flutter of interest in such British Pacific territories as Fiji, Solomon Islands, Gilbert and Ellice Islands, New Hebrides. It is confidently expected that some small portion of the huge sum will eventually reach those territories for expenditure on such items as agriculture, education, health services, housing, etc. The Australian territories of Papua and New Guinea, and the New Zealand territories of Cook Islands and Samoa, cannot be blamed if, in view of this rich gift from the Mother Country

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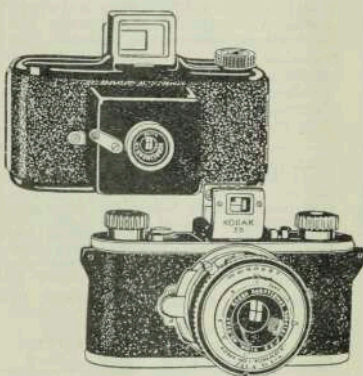
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to her small dependencies, they now sit up and look expectantly towards the Dominions which are responsible for their good government and future development.

SOMETHING seems to have profoundly disturbed the meteorological arrangements of this old planet. While, in Europe, the people of the centre and north of the Continent have been suffering the most severe winter known for one hundred years, Australia, at the other end of the world, has been in the grip of a severe drought. The position in New South Wales, early in March, was becoming desperate. At the same time, Samoa and Fiji say "this is the driest wet-season known for fifty years." There should have been copious rains there in December, January and February; but, in Samoa, there actually was a severe drought, and water ceased to flow in most of the rivers.

ISLANDS philatelists, that lynx-eyed tribe of microscope-wielders who minutely examine every square millimetre of each new stamp issued, gave a whoop of joy some time back when they discovered in the current pictorial Fiji series two faulty designs. In the 1½d. value a canoe is shown apparently sailing along without an occupant; and in the "Map" design for the 2d. and 6d. values the figures, to indicate the 180th degree of meridian, are missing. However, the "Australian Stamp Journal" now reports that the British authorities responsible for printing Colonial stamps have corrected the errors—a figure of a Fijian is shown sitting in the canoe; and the 180° has been placed against the relative meridian. Fiji's honour is satisfied, and the soul-stirred philatelists may now sleep soundly o' nights.

FOR long years, Lord Howe Island had a monopoly of the Kentia palm-seed trade; and the islanders (about 100 descendants of Europeans who settled there long ago) were economically comfortable. But now other places, like Norfolk Island, are producing Kentia palms and seed, and Lord Howe islanders face an economic crisis. Nominally, the island is part of New South Wales, and that Government now is trying to plan another industry. The tourist traffic has great possibilities; but that means ships—and the shipping services, for the moment, have been knocked cock-eyed by the war.

THE Papuan natives play soccer football very well, and at cricket they invariably rout every white team they meet," said Rev. Father Bryson, Samarai missionary, to a Melbourne newspaper. Father Bryson added that he is thinking of trying to bring a team of Papuan cricketers to Australia, later on, to try conclusions with some of the Australian experts, who have tied knots, on occasion, in the tail of the British Lion.

Sister M. Moore, who returned to New Zealand from Fiji in the middle of last year, after serving for two years at the Colonial War Memorial Hospital in Suva, is now a member of the medical unit attached to the N.Z. Expeditionary Force in the Middle East.

Rev. W. Burvill, B.A., Sub-Dean of the Quetta Memorial Cathedral, Thursday Island, recently arrived in Australia on a visit to his son Hugh, who has joined the Second A.I.F.

SIR HUBERT MURRAY DIES ON DUTY

Empire Pays Tribute to One of Greatest Colonial Administrators

SIR JOHN HUBERT PLUNKETT MURRAY, K.C.M.G., Lieutenant-Governor of Papua since 1908, and world-famous as an authority on colonial administration, died suddenly in the European hospital, Samarai, Eastern Papua, on February 27, and was buried the following afternoon in Port Moresby. Leading men and newspapers throughout the Empire paid tribute to his fine character, and to his outstanding achievements as the administrator of a primitive, tropical territory.

Sir Hubert Murray, born on December 29, 1861, was 78 years old. Although exceedingly active, and in possession of all his faculties, those who knew him best had noticed that he seemed to be failing in health during the past couple of years. It was known, recently, that he was suffering from pernicious anaemia and the disease was in an advanced stage when, on February 20, he left in the Government yacht "Laurabada" for Samarai, on his way to inspect the Government stations on the north-east coast, and in the Trobriands. He was accompanied by his nephew, Mr. Leonard Murray, who is official secretary and who also acts as captain of the "Laurabada".

The party reached the Trobriands, and were on their way along the north-east coast, when Sir Hubert became ill; and Mr. Murray turned the "Laurabada" about and took Sir Hubert to the hospital at Samarai. The doctor there thought that Sir Hubert would benefit from rest and treatment, and he told Mr. Murray that he could continue the inspection along the north-east coast, and return for the Governor in a few days. But, a few hours later, the doctor made a blood test, and became so alarmed at what he found that he sent a radio message to Mr. Murray to return immediately, and he also informed Mr. H. W. Champion, the Government Secretary, at Port Moresby, that the condition of Sir Hubert was critical.

The following day (Tuesday, February 27) the Governor's condition continued serious, but he himself made light of it, joked with his friends, and told Mr. S. Elliott Smith, who is Acting Resident Magistrate at Samarai, that they would do some work together the following morning. Early in the evening he fell asleep, and at 7.30 p.m. he died in his sleep. So passed one of the greatest men that Australia has produced.

FAMILY AND EDUCATION

Sir Hubert Murray was an example of that rare phenomenon—brilliance running consistently through the generations of a particular family. His grandfather was a British military officer, who settled on 2560 acres on the shores of Lake George, N.S.W., in 1828. His father was one of Australia's famous statesmen—Sir Terence Murray, who was president of the N.S.W. Legislative Council from 1862 until 1873. His brother is the famous Sir Gilbert Murray; and he had a host of blood relations, distinguished in all walks of life,

He married, first, a daughter of Dr. R. L. Jenkins, of Nepean Towers, N.S.W., and they had three children—Brigadier T. A. Murray, Professor Patrick Murray, and a daughter who married Captain C. R. Pinney, former Administrator of Norfolk Island, now retired. Sir Hubert Murray married a second time,

in 1930; his widow is in England, where she has resided for some years.

Sir Hubert was educated in Sydney, in Germany and at Oxford; was admitted a barrister of the Inner Temple in 1886; practised law in Sydney, and was commander of the N.S.W. Irish Rifles, 1898; served in the Boer War; and was appointed by the Commonwealth Government (being then slightly over 40 years old) to conduct an inquiry into Papuan affairs. In 1904 he was appointed judicial officer in Papua, and in 1908, when Captain F. R. Barton retired, he was made Lieut.-Governor. He was judge for less than four years, and Governor and judge for 31 years, yet he still is known in Papua as "Judge Murray".

THE TAMING OF PAPUA

PAPUA, in 1908, was a primitive, untamed land, inhabited by numerous, powerful tribes, among whom cannibalism, head-hunting and sorcery were rampant. Most men would have visual-

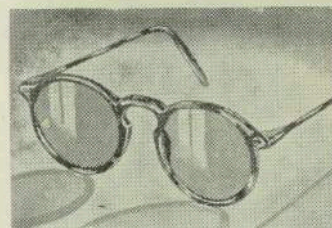
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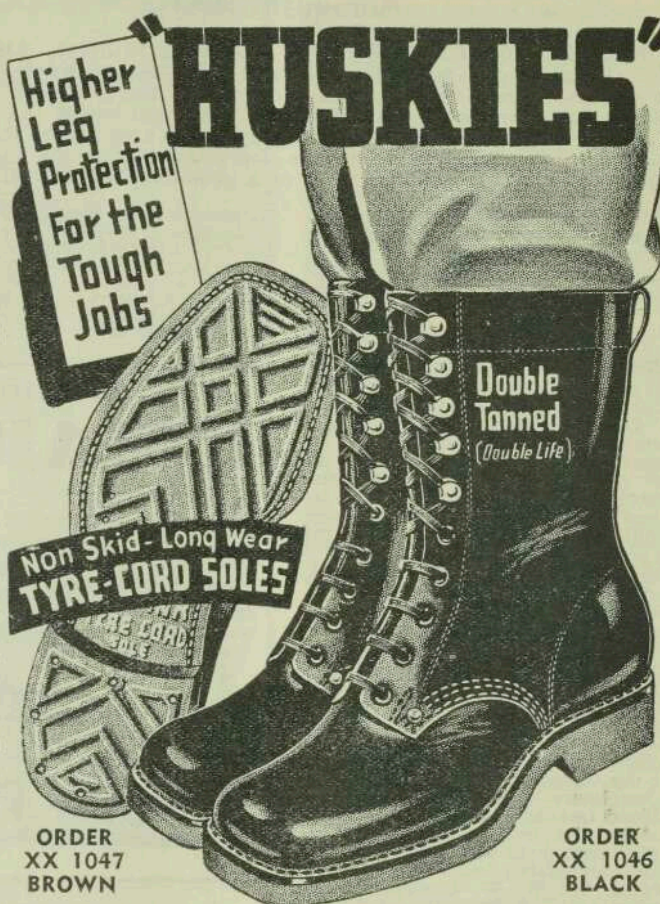
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ised the task of "civilising" these people as one for force of arms. But Murray employed different methods. This was not so much because he was humanitarian, as because of his intense scientific curiosity. He was, above all things, a scientist; and, as such, he studied with fascinated interest, the fierce, suspicious, stone-age savages who had been given into his care. Was there any point of contact between the mentality of the European and the Papuan, through which the two peoples could be brought closer together, without bloodshed? So he went among them, far out into untamed country, unarmed, and seeking their trust; and, as the years passed, little by little, they began to accept his law.

A Melbourne writer, who evidently knew Sir Hubert well, says this of him: "His method of ending head-hunting and cannibalism was original. Having won the esteem of the natives, he let it be known that he did not regard head-hunting and cannibalism very highly. First one tribe gave them up, and then others, seeing the friendship the first tribe won from the Governor, decided that it might be a good scheme to give up the practices themselves."

One of his "original" ideas was that natives who, officially, were notorious murderers, actually were not bad fellows. They were merely units in a system under which they had lived for a thousand years; and it might be that those who had killed the largest number of men were really the strongest and most resourceful of their tribes.

So he gave much personal attention to the natives whom his patrol officers and police brought in as "murderers"; and, in course of time, he proved his theory. Notorious murderers returned to their tribes as firm friends of the Government, and supporters of the white man's law and order. From the most savage communities he recruited his Native Constabulary—men so staunch and brave and intelligent that they have become famous, and lately were given the title of "Royal".

And so, in the course of 30 years, working at first almost alone, but supported, as the decades passed, by an ever-increasing band of intensely loyal resident magistrates and patrol officers, Murray tamed Papua. A volume would be needed to describe his methods and his achievements. It is enough to say that, to-day, a stranger may go unmolested, from one end of Papua to the other, even through areas marked "uncontrolled".

DEVELOPMENT

IN his preoccupation with the natives—their condition, their attitude to the Government, and the effect of the change-over from stone-age to European culture—Sir Hubert did not forget the Europeans, and his obligation to encourage development by white colonisation. In this respect, Papua has been called "backward". So it is—and it is not surprising in the circumstances. But that was not the fault of the Governor.

In all the Pacific territories, there never was an Administrator more ready to listen to commercial propositions, and more prompt and courageous in granting concessions, once he was sure that the enterprise would benefit and develop the Territory. Yet there never was a man more inaccessible, in the matter of personal considerations. Not even the most hard-boiled company-promoter (and some pretty tough specimens have visited Papua) would have

dared suggest "a little private arrangement" to the ever-courteous but always-remote Sir Hubert Murray.

He was quite unconventional—his heavy black boots and his battered old felt hat were the despair of those who believe that their administrators should be sartorially beautiful—but he was always the Governor. His tall figure and fine personality commanded immediate respect.

PERSONAL RELATIONSHIPS

HE was proud of his public service, and maintained close personal contact with, at least, all his senior men. He knew their domestic problems, on the out-stations; and he had some very warm favourites among their small children. His men went to him with

their private as well as their official troubles, and always they were helped. Never a man of the service, no matter how humble, passed through Port without an encouraging word from the Governor, or from Mr. Leonard Murray or Mr. Champion, the two lieutenants upon whom he most depended.

The European non-official community held him in the warmest regard. They grumbled and growled over such things as Port's water supply, and the demands of the Pension Fund. But all were intensely proud of "the old man", and rendered him homage whenever he appeared among them.

Sir Hubert saw Papua grow from a European community of about 65, to what is, after all, a flourishing little (Continued on Page 62.)



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FRUIT-GROWERS WANT
HIGHER PRICES

From Our Own Correspondent

RAROTONGA, Feb. 20.
THE fruit-growers of Rarotonga again are petitioning the New Zealand Government (which takes over all Islands fruit and markets it in New Zealand) to allow them better prices for their produce.

It is understood that the Government has the matter under consideration, and that prices for oranges and bananas for the present year, when announced, will be made effective as from April 1.

Mr. J. Pery-Johnston, of the Pathological Laboratory attached to the Fiji Medical Service, recently arrived in New Zealand to spend six months' vacation leave.

CHRISTMAS ISLAND FOR AMERICA?

Interesting Moves Behind The Scenes

BY JOHN WILLIAMS, OF HONOLULU

OFFICIALLY, Washington is denying it to the U.S. news agencies which inquire, but Christmas Island, in mid-Pacific, in the near future, will be occupied and developed by American navy and army forces.

This move will greatly strengthen the American front, which runs down the Pacific, all the way from Alaska to Samoa.

This fact was learned from high American authorities who, for more than a year, have been planning the move—and considering the temporary obstacles to it.

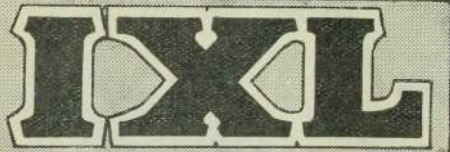
Christmas Island lies south of Hawaii, and near Britain's cable outpost on Fanning. Both these islands possess excellent water and land areas, suitable for army and navy planes. Fanning's possibilities were inspected and reported upon, just after the World War, by Admiral Lord Jellicoe; and, later, British admiralty engineers spent some time there.

Both Britain and America claim rights to Christmas, as they did to Canton Island (just over the equator to the south-west) which now is being jointly occupied by them.

Both sides, particularly the amateur experts who fill magazine columns about it, present convincing arguments. Similar arguments, of course, made little impression when Canton's occupation was decided upon.

The two nations shook hands and established a precedent which has disturbed some American writers.

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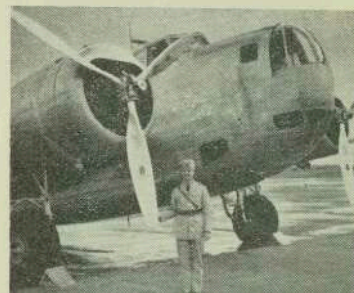
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The long-range twin-engine type of American army bomber (actual performance secret) which is stationed in Hawaii and which soon will operate from Midway Island and, later on, from Christmas Island, if America takes over the island from Britain. This photograph was made at Hickam field, the U.S. army's new base near Honolulu, which is the world's largest military airfield.

Britain and America have been carrying on conversations for a long time about Christmas Island. There is a greater frankness in Washington to-day about suggesting that the island be turned over to America, in part payment of Britain's World War debt to America, which to-day stands at some 5½ billion dollars.

This exchange of land for the debt is no new argument, of course, because it was first mentioned 20 years ago, but never was officially recognised. In the case of Christmas, Washington feels that Britain's occupation of nearby Fanning, which has all of Christmas Island's possibilities, should be sufficient for Britain in that area, and that Britain's stand there would be better reinforced if America is allowed to develop Christmas alone, and not jointly, as is the case with Canton Island.

In recent years, American experts have made several visits to Christmas.

THERE are countless arguments about what should and should not be done. Britain's and America's spheres of influence dovetail not only in the Pacific. Precedents established long ago

in the north Atlantic confuse the scene. Britain's development of bases and airfields in the east Canadian and Newfoundland sectors, which stand between the U.S. and Europe, naturally please the American defence experts, and the presence of British bases and naval forces in the Caribbean-West Indies present another angle.

The U.S.A. is alert about European influences spreading across the Atlantic, and of Japanese expansion across the Pacific, two problems which face the British interests in the Americas, too. Should America and Britain stand alone in their respective defences against these problems?

There is "good neighbour" British Canada, which President Roosevelt has declared that America will not permit to be invaded. Industrial America depends vastly on the mineral resources of Canada.

The more one delves into the problem of Christmas Island, the more these other very important angles crop up. It is a diplomatic headache for both London and Washington.

BUT setting them aside, this is why America wants to develop Christmas Island:—

The closest Japanese threat to the U.S. defence scheme based on the Hawaiian Islands is Jaluit, most easterly base of Japan's mandated islands, which spread from the Philippines right along north of the equator. (Jaluit, incidentally, dominates Britain's Gilbert Islands, and Nauru and Ocean Island).

Jaluit lies 2,375 miles to the south-west of Hawaii. To take the threat sting out of Jaluit, America, in recent years, has been developing navy bases at Midway, Wake and Johnston Islands, which, in a triangular formation, protect the approach from Jaluit to Hawaii.

More recently, America has occupied and started development of other islands in the vicinity, notably Baker, Howland, Enderbury and Canton, which lie just east of Britain's Gilberts.

Any good football team has a strong backfield; and, as a backfield for these outer islands of the Hawaii scheme, America intends to develop major bases at Johnston and Palmyra, and, if all goes well, at Christmas.

TO put better "teeth" into the bases, the navy is burying an old hatchet with the U.S. army. The navy always has argued that the ocean is its bailiwick exclusively, and that the army, particularly aircraft, must remain over land areas such as the Hawaiian Islands and the U.S. mainland.

Periodically, much to the wrath of the admirals, long-range army planes have made spectacular flights to sea and located steamers, etc., just to show the rover boys that the army knows something about navigation. And the army went ahead with its development of super long-range bombers, high-speed bombers which pack terrific wallops.

The navy has long-range patrol bombers, but they are essentially for patrol duties. They carry the same bombs and guns.

They must be hauled from the water to load bombs, which are carried under the wings. Navy bombers normally alight in the Islands lagoons and, to create adequate facilities for loading them promptly in an emergency war-bombing mission, would mean the creation of extensive ramp areas ashore.

The navy is getting around this prob-

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lem by co-operating with army aviation. At Midway, there is a land field area being developed for the biggest army bombers, which could fly non-stop from Hawaii with ease, and then take on loads of bombs and fuel for raids far out across the ocean, at points which the navy would locate.

The army bombers, in other words, will put the wallops into the navy's far-flung observation line, and the navy's pursuit and attack planes will protect these bombers on missions.

This joint army-navy development of the Islands bases is the most important recent move made in America's long-range defence plan against Japan.

Army bomber bases are being constructed right around the American mainland coast, all the way from Panama to Alaska, and from any one of these points the central Hawaii base, near Honolulu, may be reinforced overnight by non-stop flights of bombers. The latter then would take off from Hawaii to any one of the outlying isle bases, such as Midway, Wake, Canton and Christmas will be.

The army bombers can be speedily loaded with bombs and gas. Production of these bombers is being hurried on, and bigger and longer ranged types are

being developed. It is noteworthy that none of these bombers have been sold to European powers in the current war. America is keeping them up her sleeve.

There is nothing theoretical about this new American strategy. Leading American army and navy strategists, specialists in aviation, have seen all the islands and reported upon their possibilities.

The only hatchet that remains to be buried is between Washington and London. It is in the process of being buried; and that's why the U.S. State Department is remaining mum about the impending American development of Christmas Island.

INDIANS' THANKS

Fiji Governor and Education Problems

THERE was an interesting incident in Fiji, in February, when the Governor, Sir Harry Luke, at the invitation of the Indian society named Sanmarga Ikya Sangam, proceeded to Nadi and, in the Sangam school, in the presence of a distinguished company of Europeans and Indians, unveiled a portrait of a previous Governor, Sir Arthur Richards.

It appears that Sir Arthur Richards, when he was Governor in Fiji some three years ago, took a keen personal interest in the education of the Indian community and, as a result of what he learned, he decided to give official encouragement and support to the Indian society referred to, which has voluntarily undertaken the education of one-fifth of the Indian children in Fiji.

In an address, Swami Rudranandaji said that the Society had been working in Fiji for the past 16 years, in an endeavour to restore some status and culture to the Indians in Fiji.

"Through force of circumstances," said the Swami, "we who lay claim to one of the oldest—if not the oldest—civilisation of the world found ourselves, after a stay of 50 years in Fiji, a community who had lost all their culture and tradition. The education of the people was neglected during that era of Fiji's history and, consequently, whatever material benefits may have been gained by our countrymen in Fiji were offset by the loss of social tradition and cultural background, which is so essential to the life of any civilised community."

Then he explained that out of a desire for education and cultural uplift, the Society was born. It got very little encouragement, at first—but Sir Arthur Richards, although only a little while in Fiji, recognised the good work the Society was doing and not only encouraged it in its work, but put through an amendment of the Education Ordinance, which permitted an Indian child to be educated in its mother tongue. The Society was very grateful to Sir Arthur Richards, and had placed a large portrait of him in the Nadi school, and Sir Harry Luke was invited to unveil it.

The Governor expressed his pleasure in being invited to undertake this duty; referred to the great past and fine traditions of Indian culture; promised that he would himself assist in every reasonable way in advancing the cause of Indian education in Fiji; and undertook to write to Sir Arthur Richards and tell him of this interesting ceremony.

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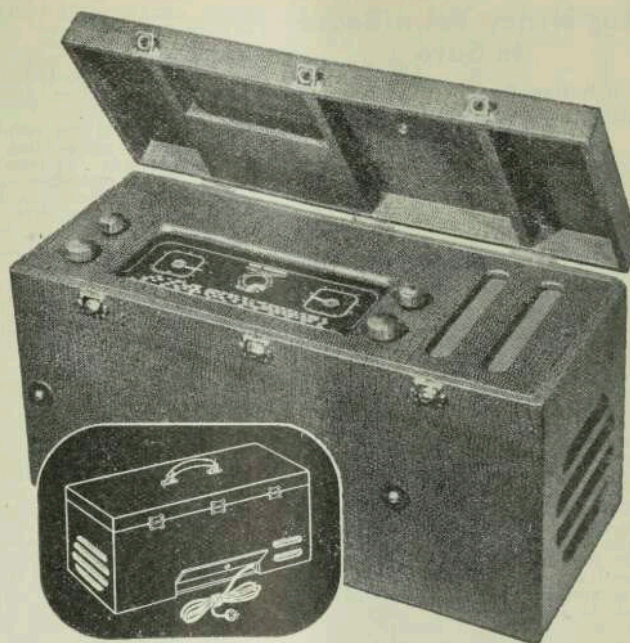
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Top-Heavy Town Board In Suva

How Indian Demand For Common Roll Has Caused Other Municipal Troubles

THE difficult political situation created in Fiji by the persistent demand of the Indians for a common roll, seems likely to enter upon a further stage, as a result of a petition signed by Suva residents which was presented to the Governor in February.

Up to 1935, Fiji enjoyed a considerable measure of self-government—that is, Europeans were elected to important positions in the general government and in the municipal councils, on a fairly liberal franchise. But, as the Indian population became established, the Indians demanded the same voting rights as Europeans; and as they vastly out-numbered the Europeans, it was apparent that the concession to them of a common roll would practically hand over the government of the Colony to Indian control.

Agitation and argument went on for years; but, finally, a solution was attempted by the then Governor, Sir Murchison Fletcher, in 1934. It was announced by the British Colonial Office that, to settle the apparently endless argument, the elective systems would be withdrawn and a Legislative Council, and town councils for Suva and Levuka, nominated by the Governor, would function, instead.

The new system came into operation at the end of 1935. In the case of Levuka, the entire town board is nominated entirely at the discretion of the Gov-

ernor. In Suva, the board also is entirely nominative, but six of the 13 members comprise two members each from the European, Fijian and Indian communities of Suva. The other seven members are leading officials of the Government service.

The system, in the opinion of many Suva business people, has not worked out satisfactorily. It certainly has put an end to the embarrassing Indian agitation—little has been heard of the common roll for two or three years.

But the Suva Municipal Council, under present conditions, is unwieldy, unprogressive, and uninterested. A proportion of the seven official members, who are obliged to act as Town Councillors, frankly regard their municipal obligations as a nuisance. Yet the seven official members outnumber, outweigh, and consequently discourage the six men selected from the three communities, who otherwise might provide the elements of a vigorous town council.

It appears, according to an outspoken article in the "Fiji Times", that the continual alterations in the personnel of the Town Board, due to leave and transfers among officials, has greatly reduced the efficiency of the body; staffs have increased, and administrative expenditure has jumped to an alarming extent; yet in the four years that have elapsed since the new system was introduced, the amount of work done by the Town Board is not comparable with the average accomplished by the old Municipal Council, with its smaller staff and its keen and representative membership.

As a result of all this, the residents and ratepayers of Suva have petitioned the Governor for a return to the elective system, so that the ratepayers may exercise control over the municipality,

in the manner that has proved so satisfactory all through the British Empire.

Some change obviously is desirable; but it is not likely that the British Colonial Office will return to the elective system without serious consideration of all angles of this thorny problem. There are many Indian residents and property-owners in Suva and, as soon as any change along the lines suggested is introduced, they will demand voting equality with the Europeans. If their request is not granted, their howls of protest will re-echo back in India, to the embarrassment of Whitehall.

But the problem should not be beyond the genius of the Governor, his officials and the leaders of the European community in Suva. Surely, it is possible to discover some system which will give all responsible citizens fair representation, keep the Indian agitators out of the picture, and get rid of the bad features of the present system.

DEATH OF PAPUAN RESIDENT

From Our Own Correspondent

PORT MORESBY, March 1. THE death occurred in the European Hospital on February 18 of a well-known resident of the Kanosia district, Mrs. J. B. McKenna. She had been ill for a considerable time. She was noted, in her district, for her kindness and hospitality. Her funeral in Port Moresby was attended by Sir Hubert Murray, and probably was the last public function attended by the Lieutenant-Governor before his own death occurred.

Mrs. McKenna is survived by her husband, and her son, Mr. J. McKenna, and three younger children who have not yet completed their education in Australia.

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TRANS-PACIFIC AIRMAIL

May Come Into Operation
in April or May

THERE is still no date announced for the inauguration of the trans-Pacific airmail service; but one or two incidents during the month suggest that it may not be much longer delayed.

It was announced from Canberra, on February 7, that Britain, Australia and New Zealand have now finished squabbling about the terms under which the Sydney-Auckland service is to be inaugurated, and that the flying boat "Aotearoa" will commence a weekly service early in April.

There are indications that Pan-American Airways still are being embarrassed by Government interference, shortage of suitable flying-boats, and what not, but there is some probability of a Boeing Clipper being available to commence a fortnightly service from San Francisco to Auckland, via Honolulu, Canton Island and Noumea (and, possibly, Fiji), in April or May. Mr. Harold Gatty, P.A.A. representative in New Zealand, left Auckland for San Francisco by mail steamer early in March, evidently with the idea of hurrying on the arrangements and it was then expected that he would fly back to Auckland about the end of March, on a mail-carrying Clipper.

At the end of February, the California Clipper flew from Honolulu to Canton Island with P.A.A. personnel, and supplies for the construction crew which has been erecting buildings there. It is announced that an air-conditioned hotel of 24 rooms is "nearly completed" on Canton Island. It was stated several weeks ago that this work had already been completed.

The long-awaited trans-Pacific airmail between Sydney and San Francisco, therefore, may come into operation in April or May; but Central Pacific residents still would be well advised to believe it when they see it.

Papuan Epidemic Checked

From Our Own Correspondent

PORT MORESBY, March 1. DURING past weeks, a severe form of influenza has swept through the inland districts of the Northern, Central, and Gulf Divisions of Papua, accounting for many deaths among the numerous tribes. Those on the Chirima, St. Joseph and Vailala Rivers especially were affected.

Effective measures were taken by the Administration. The Medical Department sent every available European and native medical assistant to the affected areas, with medical supplies and equipment, and their reports show that the epidemic has been checked.

The people in the Central Division, up the St. Joseph River, have been greatly assisted by the Fathers and Brothers of the Sacred Heart Mission, whose inland station, at Ononge, lies in the mountainous interior, within easy distance of the affected tribes.

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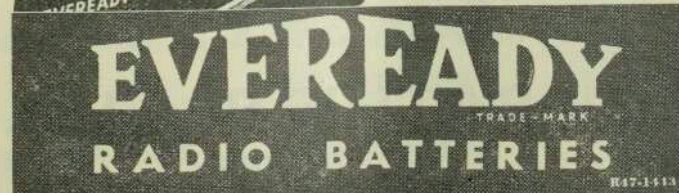
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Record of Archbold Expedition

THE name of Mr. Richard Archbold is likely to be written large upon the history of exploration in New Guinea. He is a wealthy American who, instead of wasting his riches upon vanities, finances and personally leads expeditions which carry out scientific investigations in unknown lands.

In 1933-34, on behalf of the New York Museum of Natural History, Archbold led an expedition into Papua, and collected specimens at high altitudes inland, reaching the top of Mt. Albert Edward. In 1936-37, he brought another expedition to Papua, and examined the forested and mountainous region (unmapped), between the headwaters of the Fly and the Sepik Rivers; and in 1938-39, with the aid of the great Cosmopolitan flying-boat "Guba", a third Archbold expedition examined the unknown country to the west of the Fly-Sepik region, in Dutch New Guinea, using Hollandia as a base.

This summary of Archbold achievements arises out of the receipt from the publishers (Robert M. McBride and Co., 116 East Sixteenth Street, New York)

of a handsome book, "NEW GUINEA EXPEDITION", by Richard Archbold and A. L. Rand. It tells the complete story of Archbold's second expedition (1936-37). It is lavishly illustrated, with scores of large photographs of men and places whom Europeans never previously had seen; it is provided with many maps of regions hitherto unmapped; and, apart from its scientific value, the text supplies a fascinating record of adventure and new discoveries in a little-known tropical country.

In the pages of the book, and in the photographs, we meet some old friends—L. A. Willis, M. J. Healy, R. A. Woodward, Mrs. Cowling, Ivan Champion, H. P. Beach, W. Korn, Joe Burke, Ward Williams, etc. Everyone in Western Papua appears to have helped the millionaire-scientist and herein he expresses his thanks.

The book is sold at 3½ dollars.

KITTY FOYLE, by Christopher Morley. Our copy from Angus and Robertson, Sydney, 7/6. This is an Australian reprint of a successful American novel.

Wrapped within the pages of one of the most fascinating stories we have read in years, there is an acute and illuminating analysis of American social conditions, as they are to-day. While we follow the career of Kitty Foyle, from a humble Philadelphia home to a highly-paid executive job in New York, and are introduced to a modern girl's most intimate personal problems, we actually are being shown how the "White Collar Girl" lives, and fits herself into the complicated economic scheme. "White Collar Girls" are the young women of the business world, of whom there are now countless millions, who contrive to live lives of independence and daintiness on very small incomes, who often are jammed between insufficiency of money and the ceaseless campaign of questing masculinity, and who never whimper. Kitty learns how to take it; and her observations, racy, humorous and pungent, will certainly make this a best-seller. But how did any man ever learn so much of feminine psychology to be able to write a book like this?

Space is precious, but there is room for one quotation, to show the quality of "Kitty Foyle":—

"He's a Catholic, and has some of their scruples about birth control—though, honestly, I can't see what that has to do with religion. Anyhow, he was telling me about the Cardinal in Chicago who, instead of bawling in the pulpit about contraceptions and abortions, went ahead and got an inexpensive maternity hospital started.

"Of course, you've got to be legally wedlocked before you can use their delivery room, but the point is, they sell you the whole doings for 50 dollars, and people who couldn't afford it otherwise, can throw a baby there, and like it.

"That's what I call citizenship. Naturally, I think a good deal sometimes about making up for the baby I didn't have. I told Fedor: 'I'd pretty nearly turn Papa myself, to have a good fifty dollar baby. The trouble with wedlock is, there's not enough wed and too much lock.'"

Monsieur Abel Rougy, consulting engineer to the Societe Le Nickel and an executive of the large New Caledonian firm, Etablissements Ballande, died in Noumea on February 16. He was a retired Commander of Artillery and a Knight of the Legion of Honour.

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Bickford's Sal-Vital	16-oz., 1/9 tin; 20/6 doz.
"IXL" Tomato Juice	10-oz., 4/9 doz.; 15-oz., 6/3 doz.
Evap. Peaches, Choice, New Season's	1/2½ lb.; 14/3 doz.
Evap. Apricots, Choice, New Season's	1/3½ lb.; 15/3 doz.
Finest Khadrawi Dates	6d. lb.; 5/9 doz.
"Red Feather" Camp Pie	4-oz., 3/9 doz.; 8-oz. 4/10½ doz.
	12-oz. 6/3 doz.
"Norco" Pork Sausages	8-oz., 6/6 doz.; 16-oz., 10/6 doz.
"IXL" Spaghetti in Sauce	4-oz., 3/9 doz.; 8-oz., 5/9 doz.
"IXL" Baked Beans	4-oz., 3/4½ doz.; 10-oz., 5/9 doz.
Gartside's Green Peas	10-oz., 5½d. tin; 5/3 doz.
"IXL" Tomato Soup	8-oz., 5/3 doz.; 16-oz., 8/3 doz.
"Yoga" Tea, Our Speciality	2/4 lb.; 6-lb. tins 2/5 lb.
McIlrath's Spec. Vintage R.R. Dry Sherry	26-oz., 3/6 bot.
Special Vintage Port, Sherry and Muscat	40-oz., 2/9 flagon

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B.P. LINER IN CYCLONE

ONE of the regular Burns, Philp liners met a cyclone recently, when on her way southwards from New Guinea and Papua.

The storm seemed to have its origin in the area between the Solomon Islands and the Queensland coast, and the liner had her first taste of it when she came out by Samarai, onto the south coast of Papua. She was forced to shelter there for a while, and then she had a very unpleasant trip to Port Moresby.

After leaving Port Moresby, southwards, she ran right into the cyclone and was swept by terrific seas and thrown about in a very uncomfortable manner. Finally, the captain sought the lee of two small islands, east of Mackay, and there the liner remained at anchor for 24 hours, while the gale howled and the rainstorms drove around her. Then the skipper decided to move on; but, in a very few minutes, his ship again was plunging in mountainous seas and making very little speed. She fought the gale grimly for several hours, and then the captain—to the outspoken satisfaction of all the sufferers on board—turned about and sheltered again behind the islands for another day. By this time the storm was abating and, although the sea was very rough, the liner was able to continue her journey.

Rev. H. A. Favell, of Nukualofa, Tonga, arrived in New Zealand in February to attend the General Synod of the N.Z. Church of England, at Nelson.

Mr. A. B. Ackland, Produce Inspector in the Fiji Department of Agriculture, was in New Zealand in February spending part of his six months' furlough.

"KEEP THE FLAG FLYING"

**TOOHEYS
'FLAG' ALE**

Miss Gwen Blaimires, who for several years was principal of the Methodist Mission's College for Girls in Tonga, is the author of a new book, published by A. H. Stockwell and Co., entitled "Little Island Kingdom of the South." One reviewer says of it: "A fascinating book in which native life, customs, history and legends, delightful scenery and adventures on sea and land are set out with humour and skill, an easy-flowing pen and descriptive powers above the average."

Mr. and Mrs. R. Chugg, of Madang, arrived in Australia from New Guinea in February on several months' furlough. They were accompanied by their daughter.

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DEATH OF "SHARKEYE" PARK

Extraordinary Man Who Found N. Guinea Goldfield

THE following death-notice appeared in February in the "Sydney Morning Herald":—

"Park—February 16, at Vancouver, William, beloved husband of Annie Agnes, formerly of Sydney. (By cable)."

And so passes "Sharkeye" Park, the discoverer of New Guinea's rich Morobe goldfield, and probably the most remarkable European who ever entered that great and gloomy land.

The early history of Park has not been recorded. He appeared in Papua, in the years immediately preceding the outbreak of the Great War, along with other such famous Australian prospectors as Matt Crowe, Jim Preston, Arthur Darling, Frank and Jim Pryke, George Arnold, the Kruger Brothers, Bob Newcombe, Belford, Billy Ivory, Joe O'Brien, Gus Nelsson. Incidentally, the Great Reaper has been very busy among those men recently. Only within the last few

months we have reported the deaths of Frank Pryke, George Arnold, Fred Kruger and Gus Nelsson.

By about 1912, the more notable gold-fields of Papua were being worked out, and the restless Australian prospectors turned hungry eyes across the boundary line, to what was then German New Guinea—a gloomy, fever-ridden, unexplored region, which was suspected of carrying rich gold. They went overland from the Yodda onto the headwaters of the Waria, and in little boats they crept along the north-east coast from Samarai, up into the Huon Gulf, and thence struck inland—generally through the Waria country. The German administrative officials, whenever they found them, hunted them back to Papua—but, always, they came again.

The Germans also believed that somewhere in the interior, behind Huon Gulf, there was a goldfield, and they organised expeditions to search for it. But, with the exception of one or two men, the Germans were not competent gold-seekers; and, finally, the German Governor issued a formal invitation to three outstanding Australian prospectors—"Sharkeye" Park, Matt Crowe, and Arthur Darling—to go into the Morobe country, nominally as bird-of-paradise shooters, and look for gold, giving them an assurance that if gold were discovered their rights would be protected to the utmost. Those three, with several others who were not authorised, fossicked around the headwaters of the Waria, slowly following up the tracks of the gold, which apparently were leading them over into the Bulolo Valley.

SOMEWHERE about 1913, Darling, with a dozen trustworthy Orokaiva boys, went further afield. Defying the increasing hostility of the natives, he pushed up the Markham River and swung round to the left, up the valley of the Watut.

It is not known how far he actually went, but it is generally believed that he was in the Edie Creek district when he was attacked by overwhelming numbers of natives, his party almost wiped out, and he himself very seriously wounded. With a couple of his faithful boys, he eventually got back to the coast, but he never recovered from severe wounds, and he died a couple of years afterwards. But he gave his old prospecting friends positive assurances that, up in that terrible and hostile country, there was rich gold.

Then came the war, which virtually put an end to all prospecting enterprises.

BUT "Sharkeye" Park was exempt from military service, and he had developed a new technique in prospecting in New Guinea. All other prospectors, when they went inland, marched with a line of carriers, and European supplies. But Park had learned how to cow the wild natives, and live with them, and he travelled absolutely alone. This is how Ion Idriess, in "Gold Dust and Ashes" describes Park:—

"A notoriously quiet man, tireless and thoughtful. He listened to others, but always knew his own mind. An invaluable man to his mates, for at a glance from him, truculent natives simply did as he willed . . . He was a cold, steely devil, if aroused—the natives knew that if ever, in that cold voice of his, he threatened to kill a man, he would do it . . . Intuition had long since put him in tune with native mentality in Papua. That intuition was worth more than an army. It saved his life; it fed him; it carried for him; it gave him news; it placed what the natives knew at his service.

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"He presently began to take longer and longer trips, entirely alone. He could dispense with white man's company—go where he liked—stay where he liked—live where he liked. He found himself independent of civilisation—unfettered by the need for civilised stores."

More and more frequently, during the war years, Park would fade away into the jungle, on his solitary prospecting expeditions, and generally he would return with plenty of gold. But, grim and taciturn, he told no one where he had been. In later years, it was discovered that, little by little, he followed the gold right over into its source, in the mountains around Edie Creek. Some say he was guided by something that Darling told him, and that he re-located Darling's discovery at the head of the Watut; others believe that he found the gold for himself.

Probably, all are right. Darling confirmed Park's belief that the gold lay richly in the mountains between the headwaters of the Waria and the southern tributaries of the Markham. But Park, alone, solved the problem of locating the goldfield in the face of the implacable hostility of the inland natives. They could wipe out any ordinary prospecting party. But Park, living on the country and the natives, and subduing them with the power of his shark-like eye, could go into places closed to all other Europeans.

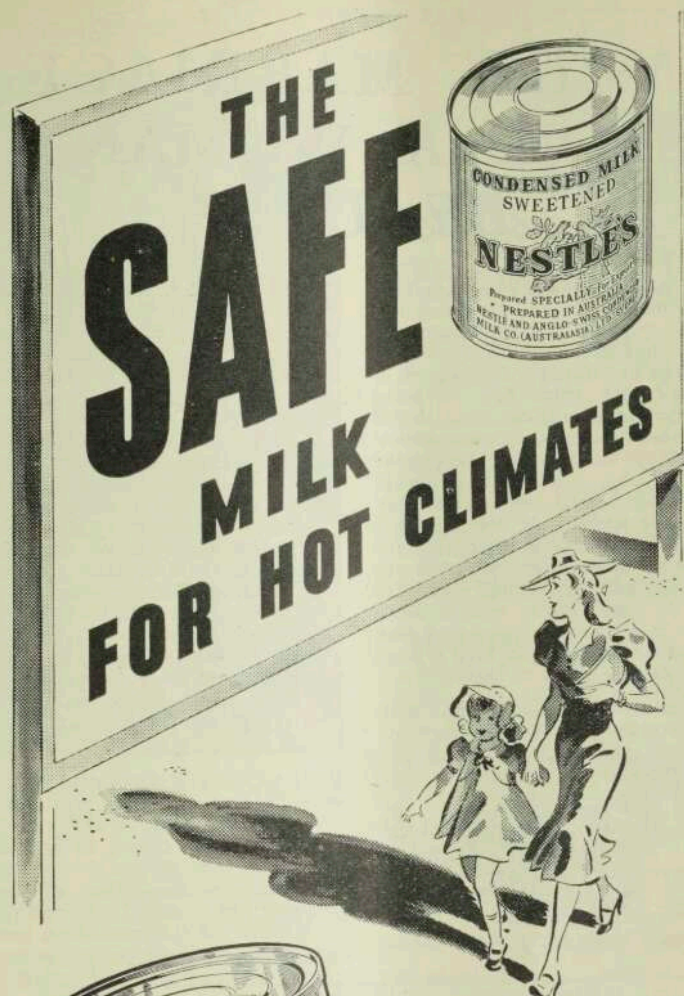
For years, Park fussed about in the remote jungles, finding considerable gold, but always feeling his way towards El Dorado. And, eventually (says Idriess) "Shark-eye" found it in a bend in the shadow of giant Kaindi mountain, from whose shoulders the waters of the Koranga, the Watut, the Namie, and of another creek (later to be called the Edie), splashed down through the trees to fall into the Bulolo which . . . hummed and tumbled and roared down the ranges into the Markham."

ABOUT 1922, Park came down out of the mountains and met Jack Nettleton, who was carrying on a trading store at Bukuaship, near the mouth of the Markham. Park wanted European help and equipment—he could not work his new find alone. Nettleton joined him. It was the essence of their contract that the new goldfield be kept secret. That was about 1922.

They worked Koranga Creek together for some time, and won amazing quantities of gold; and then Sloane ("Lucky Joe Sloane") landed on the then empty beach at Salamaia, and marched inland, and found them. Right on his heels came Ernie Dover, a thin little Englishman who had been in the administrative service. Park and Nettleton kept Sloane and Dover there, so that they would not go to the beach, and spread the news, and start a rush; but it was no use—the prospectors came, singly at first, and then in droves, and so Edie Creek was born.

All the men who were in there early, made fortunes—all except Ernie Dover. He always missed—Dover's bad luck became a by-word. Last August, he came out from the Waria to Wau, from his last unsuccessful prospecting trip. For a few months, he was employed as a hotel barman. He died last December.

Nettleton was first away—he retired to England, in 1924, with a fortune. Park stayed a little longer, but when the companies began big-scale operations, he cashed in, and went to Sydney. There, he met Miss Annie Quinn, who for many years had been in charge of the correspondence room at the head office of



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NEED MARRIAGE SPOIL A WOMAN'S BEAUTY?

Jack and Betty Tyler were a happily married couple. They had two of the loveliest little youngsters you could imagine. Jack had a good position and Betty was the sort of woman who knew how to make friends and keep them. They should have been happy . . . very happy. But they weren't, and here's the reason why. Betty had always sworn to herself before marriage that she would not let marriage ruin her appearance. Of course, it's easy to make such promises to yourself, but they're not always so easy to keep. Listen now to Jack. Betty is powdering her nose. Jack is looking at her in a very critical way. After a while he says:

"You're always messing round with your powder puff. What's the matter with you lately? If it's not your powder puff it's your lip-stick."

Those few words cut Betty to the quick. She didn't say anything at the time, but that night before she went to bed she sat in front of her big mirror. She looked at herself closely. This is what she thought:

"He's noticed . . . I'm losing my looks . . . and no wonder . . . this heat. You'd think I was forty to look at me. I'm always tired, worn out. What IS the matter with me?"

Then she looked at herself very critically in the mirror and this is what she saw. Her eyes were dull, her skin had a strained, pinched look . . . it was pasty too. Her hair was lifeless and there were tiny little lines beginning to show round her eyes, and above her eyebrows. Something had to be done! She decided to have a chat to her doctor. She told him everything. And then finished up by saying:

"I know it's no use trying to fix myself up with face creams and powder and paint. It's something more than that, doctor, and it's beginning to show on my face! Do you think it's the heat?"

"Well, Mrs. Tyler," said the doctor, "it's not just the heat alone. The most important thing you've told me is that you wake tired in the mornings. That means a lot. You see, when you wake tired in the morning you naturally become more tired as the day goes on. You feel dull, listless. And that's really Night-Starvation. Not many people realise it, but even at night you go on using up energy. Your heart beats, your lungs make muscular movements; and it stands to reason, if energy isn't replaced, you wake tired. And that's when this hot climate begins to tell on you. The best thing for you is Horlicks. Get some Horlicks and drink a cupful every night before you go to bed. You'll feel right as rain in no time."

Horlicks made a wonderful difference to Betty. It was marvellous the way her strength and vitality came back. A couple of months after her visit to the doctor she and Jack were starting off one morning for a picnic. The children were ready, all the sandwiches were cut. Betty had been going like fury all the morning and still looked so fresh and lovely that Jack remarked on it.

"Bet," he said, "it's marvellous the difference that's come over you during the last month. You look really lovely!"

If you wake up tired . . . get more tired as the day goes on, then the chances are that you're suffering from Night-Starvation. Remember what the doctor said. A cupful of Horlicks last thing at night before bed guards against Night-Starvation and replaces energy lost during sleep. You wake up feeling full of life and vitality.



Burns, Philp and Co. Ltd. The long, lean, cold-eyed man, who had literally terrorised the fiercest savages in the New Guinea jungle, and than whom none seemed more remote from romance, was himself tamed—by a woman. Miss Quinn and "Sharkey" Park were married in Sydney, and made their home in Vancouver, where they lived for about fourteen years.

Already, "Sharkey" Park is a legendary figure, and, as time passes, it is inevitable that strange stories will cluster about his name. But they will have to be strange, indeed, if they come into the category of exaggeration. Not even in the imaginative pages of Ellis or Fenimore Cooper could one find more remarkable feats of bushcraft and cold courage than those of "Sharkey" Park—the man who, alone and single-handed, defied a nation of painted savages, and found one of the world's great goldfields.

The "P.I.M." and International News

COMMENT from Marc. T. Greene, who, as the globe-trotting correspondent of a group of American newspapers, has a wide knowledge of international affairs:—

"I read with interest your review of the European war and, though I am far from always agreeing with your conclusions, I think you have a remarkable grasp of the whole position.

"Do not, however, I warn you, too hastily conclude that 'the myth of Soviet strength is exploded'. Have you read anything of Vincent Sheean's lately? He is an excellent authority, quite liberal and unbiassed, and he puts the position in that regard clearly.

"I noticed your comments on Roumania, in which you are 100 per cent. correct. It is a country of vacillating, undependable people, of no very high ethical or moral standards, and the comic-opera king is the biggest scamp of them all. They will play with any side that promises them most, just as they did in the other war, and the ridiculous expansion of their country was one of the biggest iniquities of the whole damnable Versailles business.

"And I think you are at least 80 per cent. right in your arguments with the American, whose literary achievements you so much admire. Unfortunately, a good many Americans are so pervasively nationalistic that the rest of the world can go hang, for all they care. That is a wretched attitude and one I have tried to combat for years. In this war, as I have repeatedly pointed out, there is no such thing as neutrality, neither isolation nor non-partisanship, and I should think that was clear enough by now."

The engagement is announced of Miss Matelita Farquhar, daughter of Mr. and Mrs. R. C. Farquhar, of Suva, Fiji, and Mr. Ivan Mitchell, of Dunedin, N.Z.

Mr. Stuart McConnell, of Rabaul, New Guinea, has departed from the Territory. The law firm of Ollerenshaw and MacGregor has now taken over the legal practice of Mr. Andrew Kelly, formerly conducted by Mr. McConnell.

Mr. J. R. Foldi, Assistant Resident Magistrate in Papua, is at present in Australia on furlough. Mr. Foldi's usual position at Kikori is being temporarily filled by Mr. Ivan Champion.

NEW ANGLICAN CHURCHES IN FIJI



IN the presence of the Bishop in Polynesia (Rt. Rev. L. S. Kempthorne) and a large public gathering, the Governor of Fiji, Sir Harry Luke, laid the foundation stone for the new Anglican cathedral of the Diocese of Polynesia on January 25. The site is on an attractive and commanding piece of land in Suva, recently occupied by the old Government buildings. Built with concrete blocks, the cathedral is expected to cost £13,000—£5,000 of which was donated by Lord Nuffield. The top photograph shows portion of

the procession (Sir Harry Luke in centre) leaving the Holy Trinity Pro-Cathedral for the dedication ceremony at the new site.

On February 4, the Bishop in Polynesia, assisted by the vicar of Lautoka (Rev. C. W. Whonsbon-Aston) and the chaplain of Western Samoa (Rev. W. E. Moren) dedicated a new concrete church at Lautoka, on the western side of the Island of Viti Levu. In the bottom photograph, Sir Harry Luke is seen declaring the church open for worship.

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From Our Own Correspondent

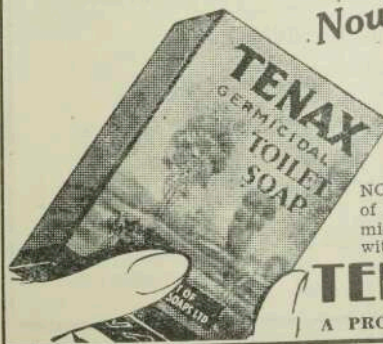
RABAU, March 2.
ARISING out of our soldiers' departure, there has come into being several local committees, formed for the purpose of supplying comforts for our lads; and the ladies of Rabaul, under the organisation of the United Women's League and its flourishing sub-committee, did a wonderful job of work in a short time, and despite some rather heart-breaking obstacles.

For instance, in trying to get the best bargains for the money which the public had subscribed, it was met with cases of overcharging by firms whose very existence depends upon such men as the New Guinea quota. An order for singlets was placed with one firm, which, being out of stock, obtained the goods from another firm. The singlets were charged out by Firm No. 1 at 2/11; but Firm No. 2 had left the docket in the parcel, and it read 2/6!

It gave many people a nasty taste in the mouth to know that things like that were being done, when everyone was trying their best for the lads who were going away. But, of course, there is no sentiment in business; and one is stupid to look for it.

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Crush Copra in Islands

Arguments For And Against System

BY VINCENT C. DAVIS

COPRA planters in New Guinea and Papua have had their position explained in recent articles in the "P.I.M." Increased costs in freight, insurance and marketing have all gone against the planter, a burden which has not been fully allowed for by the increase in price of copra to £13/10/- sterling per ton.

Obviously the best thing for the planters to do, as the "P.I.M." has stressed, is to combine for their own betterment. Unless co-operation can be achieved, the lot of the planters will remain bad, and there will be little inducement for them to continue production.

One solution lies in setting up crushing plants in the Islands, to handle copra on the spot, and to export unrefined coconut oil, instead of dried copra. Big savings in freight and bags would be

made, and a better price obtained for the product; for planters would figure not only in the price of the original copra, but also in the price for the coconut oil.

Shipping experiments made by America have evolved a process of shipment which makes transportation of coconut oil relatively simple. The oil is heated before loading and run, in a molten state, into vats on the ship, where it sets. Then, when the ship nears its destination, the vats are heated and the oil run out on berthing, again in a molten state. There is no heavy expenditure on bags, as is the case when disposing of raw copra.

Costs of crushing copra have been estimated by the United States Tariff Commission at approximately £1/10/- per ton.

In American mills, unrefined coconut oil is produced at the rate of 60 per cent. of coconut oil per ton of copra. Taking the whole copra production of Papua and New Guinea as 90,000 tons a year, this would approximate a return of some 54,000 tons of oil.

Latest information available indicates the following prices for unrefined coconut oil as being:—

Australian Price: £A31/- per ton.

London Price: £22/2/6 per ton sterling.

For success, the scheme would depend greatly on the ratio of coconut oil produced per ton of copra, and nothing but the most up-to-date crushing plant should be installed. Labour costs in the Islands would be less than in America.

Income would be derived, in addition, from the sale of copra cake, a by-product which would figure importantly in making the proposition feasible.

Similar plants are already working in Philippine Islands, Straits Settlements, Australia and Ceylon. If they are economical there, there is no reason why they should not be economical in the Islands. With plants run on a co-operative basis at, say, Port Moresby, Rabaul, Tulagi, Suva, the financial condition of planters would be more stable.

Might the suggestion go out to copra plantation-owners that they should combine, and set up a committee to investigate financial aspects, cost of crushing plants, etc., so that full details might be placed before them. The fate of their industry may depend on the results.

EDITORIAL NOTE

OUR contributor puts forward an interesting plan, but is guilty of wishful thinking. Does he suppose that the idea of crushing copra in the Islands has not been carefully examined many times, in past years? The system has advantages—but not so many as to justify a sweeping reorganisation of the industry.

Five tons of first-class copra is now worth £66/10/- sterling, in London. That copra, crushed, would produce three tons of oil, worth £66/7/6, sterling, in London. There is no difference, therefore, in the value of the main product. Crushing in the Islands would have the following advantages:—

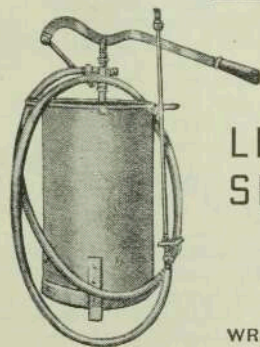
1. The value of the coconut-cake (not much, after the cost of shipment to market is deducted).

2. Lower cost of freight (three tons instead of five) from the Islands to London. This would be partly offset by the costlier method of shipment. Copra, in bags, is easily handled and can be shipped in anything that floats. Coco-

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nut oil would have to have special provision made for it, in ships and appliances.

3. The saving in bags. But, even then, it would be necessary to provide bags, for carriage from the plantation to the crushing plant.

But the war is creating a freight situation of great difficulty, and it now may be found that, in order to save shipping space, crushing of copra in the Islands is practicable and desirable.

Red Cross Donations in Solomons

THE following are further donations to the British Solomon Islands Red Cross Society:—

His Honour W. S. Marchant, O.B.E.	£5 5 0
R. McKerlie	1 1 0
Chinese Residents, Tulagi	3 11 3
H. Grant	1 1 0
Natives on Auki Station	3 15 6
Faiai District	11 17 6
Members' Donations	2 15 0
S. Jones	1 1 0
J. N. Harrison	10 6
Sale of Savouries, Tulagi Club, 13/1/40, £1/12/-; 20/1/40, £1/16/1; 27/1/40, £2/5/-; 3/2/40, £3/10/9	9 3 10
Card Afternoon and Sale of Sweets, 17/1/40	2 13 3
K. D. Hay	1 1 0
Mr. and Mrs. S. Mill	10 6
D. M. Lazarus	5 0 0
Natives of Lord Howe Island (Outong Java)	3 15 0
Native Constabulary—Corporal Taloi, Constable Waikau, 5/- each	10 0
Rev. A. Mason, offertory, parish church, Fiu	2 10 0
Members' Donations	9 3

Hon. A. T. Lyons, Director of Public Works in Papua, is at present on furlough and Mr. P. Burns, engineer in the Department, is acting as Director.

When "La La" Song Captured Tahiti

IN the dear, dead days of long ago, we had at Papeete a theatre named The Casino.

Our earlier exhibition hall had been a long, low wooden building dubbed "Le Moulin Rouge" where, under the direction of a native of Martinique (known as Paretuti) and his wife Alphonsine (who presided over the exchequer), entertainments of primitive moving pictures, interspersed with wild "hula" dances by experts from the market place, brought delight to enthusiastic audiences.

The more sedate members of the community looked upon the performances at Moulin Rouge as not quite respectable. Nevertheless, the place was always crowded to suffocation, the exchequer (under the economies of Alphonsine) waxed and expanded so that, in the course of time, Paretuti found himself able to bring to fruition more ambitious dreams, and The Casino came into being.

The Casino was conducted to appeal to the beau monde. The films of French manufacture, exquisitely coloured by hand, pictured stories of fairies and naiads, gnomes and kobolds, witches and sorcerers, knights and courtiers, fair ladies and troubadours; in gardens glowing with the splendour of blossoms, in romantic glens and woodland dells, in ancient castles and in mirages of enchantment.

Occasionally, to please the unregenerate (who had moved in a body from the Moulin Rouge to the rear seats and the gallery of The Casino) the programme was varied by a picture from the States recounting the exciting tale of a blonde heroine, fallen into the hands of nefari-

ous villains, bound to the slowly moving cradle of a lumber mill and rescued by the hard riding, handsome hero at the very moment the horrible, hissing circular saw was biting into her fifth rib.

Further variety was made available when barnstorming theatrical companies, vaudeville teams or professors of leger-demain chanced to be voyaging on ships calling at Papeete. These were usually glad to pick up an honest penny while their steamer tarried in port.

The patrons of The Casino would go to these exhibitions and applaud politely. But no one of the visitors made any impression or left behind any memories—until the advent of Happy Harry.

Happy Harry was a hard-bitten knight of the vaudeville circuits of many countries. He possessed verve, a very loud voice, and a repertory of songs of the "whoop-hurray" type.

The major number of these songs, while acceptable, were, because the words were English, incomprehensible to his hearers. His "La La" song was the exception.

Now, during 75 years, the Tahitians had constantly heard the French interjection, "Oh! La La!" When, therefore, Happy Harry launched his song, consisting of "La La, La La, La La La La La", indefinitely repeated to the swing of a catchy tune, and ending with, "One, two three! Sing together with me! La La, La La La La La"—the audience took up the chorus and made the rafters ring.

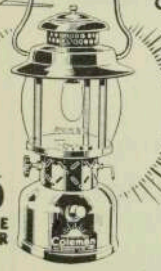
From The Casino, the song spread throughout Papeete; extended to the districts. Schooners carried it to the neighbouring islands and to the most remote atolls. Happy Harry's name was on every lip. Crowds came from the districts to hear him sing, join in the chorus and applaud. The "La La" song

Coleman

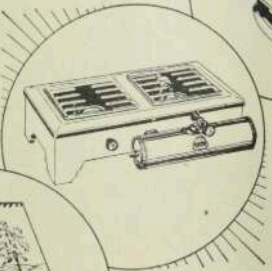
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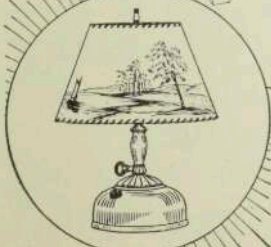
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Many of the illustrious have visited our shores—from the glittering studios of Hollywood, from the gay concert halls of Paris. They have been viewed with awe and respect in proportion to the measure of their greatness. But no one has been taken to the hearts of the Tahitian people as was Happy Harry.

When he sailed away he was given the greatest ovation ever accorded a departing visitor. He was covered with flowers and cheered until his ship was well without the pass.

Carried on the wings of his song, Happy Harry had achieved almost immortality in the hearts of the Tahitian islanders; for, during many subsequent years the "La La" song continued as a prime favourite and the memory of him became a jovial legend.—A.C.R.

A NEW M.L.C. IN NEW GUINEA

From Our Own Correspondent

RABAUL, March 2.

THERE is speculation in some quarters as to who will succeed Hon. N. P. H. Neal as Legislative Councillor from the goldfields end of the Territory.

That was the post which Mr. "Blue" Allan seemed destined to fill; but he now is soldiering somewhere South, and the general opinion is that the mantle will fall upon Mr. Harold Tylour, who has already taken over the reins of many offices held previously by Mr. Allan. Mr. Tylour appears to be the most suitable man there, and his appointment will not come as a surprise.

Mr. C. G. Kilner, of the Shell Oil Company, arrived in Sydney recently from Rabaul, New Guinea, on furlough.

LOADING COPRA



A familiar scene in the Pacific Islands—loading copra while the schooner stands offshore. This photograph was taken at Vatoa (Turtle Island), Southern Fiji. Captain James Cook, the famous British navigator, called here in July, 1774, when sailing from Tonga to the New Hebrides during his second voyage in the "Resolution". The name was suggested by the great number of turtles he saw swimming near the encircling reef.

—Photo: "Methodist Missionary Review".

N.I. INDUSTRIES

Growth of Passionfruit Canning

IN his report for the year ended June 30, 1939, the Administrator of Norfolk Island, Sir Charles Rosenthal, gives some interesting information about the industries from which the 983 people on Norfolk Island obtain products for export.

There is a co-operative dairy factory and, although a drought during the year reduced the cream supplies by 75 per cent., the factory nevertheless produced over 26,000 lbs. of butter. This co-operative dairy company commenced operations in November, 1935, and is now firmly established.

The island is capable of producing over 3,000 cases of citrus fruit each year, for which there is a ready market in New Zealand.

The production and export of Canadian Wonder beans have been reduced by drought. In normal times, the island exports from 1,000 to 1,500 bushels of these beans.

On the island there are now two canning plants for handling passion-fruit—a private plant, which last year canned 70 tons of passion-fruit pulp, and a plant recently established by a co-operative company, which last year canned 146 tons of pulp. There is said to be plenty of room for the extension of the passion-fruit plantations, and a very good market in Australia and elsewhere for the pulp.

It is stated, also, that the Norfolk Island growers who have maintained their banana plantations are now obtaining very satisfactory prices for bananas sent to the Sydney market.

The value of produce exported from Norfolk Island last year was £16,970, which is a much larger sum than has been recorded for many years. The largest total of exports since the depression years was £11,879 in 1937.

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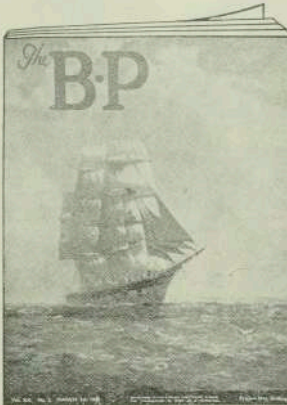
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THAT NEW BIRD OF PARADISE

Letter to the Editor

THERE appears to be some controversy regarding the "Ribbon Tailed Bird of Paradise", said to have been seen by the late Mr. Jack Hides, on his Purari patrol.

In the year 1930, Mr. W. Tracy and I saw a bird on Kaindi Mountain, in New Guinea, that fits in with the description of those seen by Jack Hides, and the Hagen-Sepik patrol.

Tracy and I were standing near the head of a small gully, that runs out below the Midas creek. Hearing a soft, flicking sound, above, I looked up, and saw, flying over us, a dark-coloured bird with two long, rippling, white tail-feathers. I quickly drew Tracy's attention to the bird, and we watched it fly clumsily across the narrow gully and alight on a branch of a nearby tree.

The tail-feathers appeared not of the stiff, spined variety, common among the birds of paradise, but were soft and flexible. This caused them to develop the rippling motion and, I think, give off the soft, flicking sound when in flight.

Around that part of Kaindi I had often noticed, flitting around our camp, another stranger. This bird was greenish-black in colour, body seven or eight inches in length, with two tail-feathers, about 10 inches long, and one inch wide, and each of the feathers was turned slightly outwards at the end. They were of the same dark colouring as the rest of the body, and were flexible enough to cause a slight, rippling motion when in flight. In my opinion, this bird is the female, and the so-called "Ribbon Tail" is the male of the species.

I have lost track of Mr. Tracy for years, but if he is still on deck he should remember the day that we saw the "Ribbon Tail" bird, although at the time we did not realise that we had discovered a bird new to science.

Mr. W. Tracy is a brother of Mr. Frank Tracy, one-time A.W.A. operator at Edie Creek, and both are well-known oldtimers on the Morobe goldfield.

I am,

BRUCE HAMILTON.

Samarai, Papua.
8/2/1940.

Sister C. B. Little recently resigned from the Fiji Nursing Service.

The Governor-General of Australia, Lord Gowrie, last month, presented the insignia of the Order of the Member of the British Empire to Mrs. E. R. Nelsson. Mr. John Gus Nelsson, of Samarai, Eastern Papua, was awarded the M.B.E. in June, 1939, but died before he could be invested with same. Following the usual practice, the Governor-General handed the insignia to his widow. Mr. Nelsson had lived in Papua for 45 years and had been a storekeeper, a miner, a planter, a ship-owner, and a member of the Legislative Council.

A College Education for Islands Boys

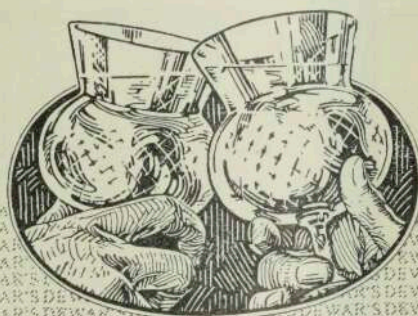
FEW people will deny that a college education is a desirable asset for every young man. Islands residents contemplating sending their children to Australia to be educated could not do better than choose one of the Great Public Schools—and in this connection the first-class record of St. Ignatius' College (Riverview) merits attention.

Conducted by the Jesuit Fathers, the College is pleasantly situated on the Lane Cove River, an arm of Sydney Harbour. Boys are prepared for all the usual examinations required by the N.S.W. Education Department and for entrance to the Sydney University. Pupils are arranged in three divisions, according to age, and each division has its own library, debating society, cricket and football fields, and tennis courts. The senior and junior rowing sheds house a large fleet of pleasure and racing boats and there are private swimming baths. A separate building serves as the College hospital, in charge of a doctor and a trained nurse.

Annually, the College produces a high-class volume, "Our Alma Mater", recording the activities of pupils, present and past. It is interesting to note in the 1939 edition that Eric Giblin, son of the well-known Dr. W. E. Giblin, of Wau, New Guinea, figured prominently in rowing, football and athletics, and was head prefect and house captain. It is a coincidence that those positions were held in 1938 by Ewald Uechritz, of New Britain, and in 1937 by Dexter Giblin, of Wau.

Mr. Kuroki Tokitaro, newly-appointed Japanese Consul in New Caledonia, is expected to arrive at Noumea this month.

Mr. John Dicketts, a retired superintendent of the Pacific Cable Board, died recently in Auckland, New Zealand, aged 74. At various times, he was manager of the cable stations at Fanning Island, Norfolk Island, and Suva (Fiji).



All the Best

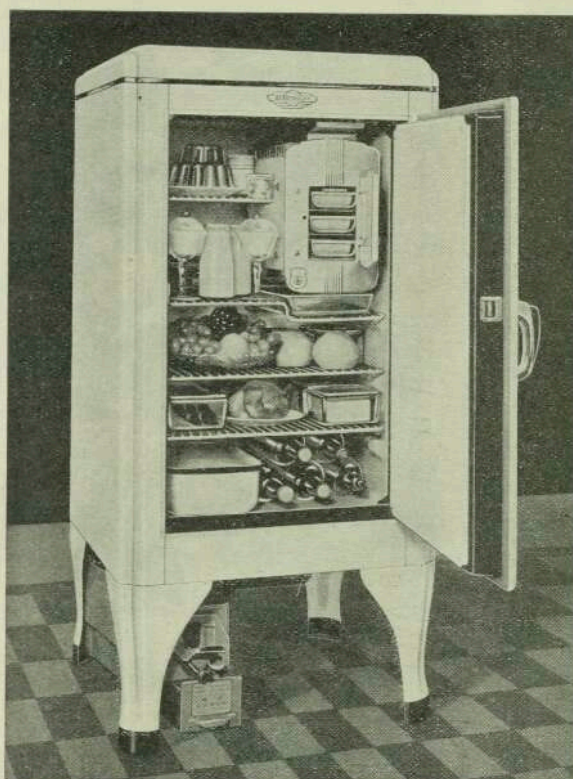
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NATIVE LABOUR POLICY

Commission at Work in New Guinea

A QUESTIONNAIRE, which was addressed by the New Guinea Native Labour Commission to the Director of District Services and Native Affairs, covered many matters relating to native labour. The reply by the Director sets out the Administration's views on a number of matters, and is of great interest as giving an outline of policy.

As the Director of District Services and Native Affairs is Chairman of the Native Labour Commission, Mr. E. Taylor, Assistant Director of District Services and Native Affairs, appeared before the Commission on February 15 to submit the Director's reply to the Commission, and to answer questions relating to it.

It was expected that the policy of the Department would be closely examined by the Commission, now that it was stated in writing, and that the cross-examination by members of the Commission would be of interest. But one non-official member was absent and the other members, excepting the Hon. Gerald Hogan, an official member, asked few questions based on the replies of the Department to this important questionnaire. Probably the replies gave the information required and made questioning unnecessary.

Mr. Hogan asked some pertinent questions with regard to the activities of the Department as they affected the native labourer.

The other evidence given during the month differed little from that given previously. There is little criticism by witnesses of the Native Labour Ordinance, except as to a few points; and the chief demand of employers is for the recruiting of native labourers by a Department of the Administration, separate from the Department of District Services and Native Affairs. There is little criticism, so far, by employers, of the administration of the Native Labour Ordinance.

The Commission, in February, visited the Madang district.

HAPPY TAHITI!

And What America May Do

"NOT many days pass," writes Marc. T. Greene, American newspaper reporter, on his way from Tahiti to Europe, "that I don't long to be back in Tahiti, where I was happier, I think, on this third visit, than ever before. As Nordhoff says, it is still the happiest place on earth—no doubt at all of that—absolutely different from every other in almost every way.

"The only threat, at present, on the horizon, to that state of things, is the rumoured possibility of the big American boats coming there. If that happens—farewell, Tahiti!

"One of the saddest tragedies in the history of the Pacific would be the turning of Tahiti into another Hawaii."

WAR EXERCISES FOR U.S.A. NAVY

From Our Own Correspondent

HONOLULU, Feb. 15.

THE entire Pacific fleet of the United States will hold its annual war games in the vicinity of Hawaii, starting April 1.

More than 130 warships and 500 warplanes will be employed. Major ships will include 10 battleships and 10 heavy cruisers.

The navy, this year, is taking extraordinary precautions to keep away Japanese snoopers. The last time the war games were held in the Hawaii area, in 1938, a long-range Japanese trawler was found wrecked and abandoned on a reef near

strategic Midway Island, which has been developed into a potent outlying navy base. Japan refused to say what happened to the crew.

Evidently convinced that its presence is required hereabouts, the navy has permanently assigned ships of the Hawaiian detachment to Honolulu, meaning that 500 officers and 6,000 men will have to transfer their homes from U.S. west coast bases to Hawaii. At the outbreak of war, it will be recalled, some 30 warships were detached from the Pacific fleet, based on the west coast, and assigned to Hawaii, on a temporary status. The detachment last week completed local war games which were held in extraordinary secrecy.

Japanese naval spokesmen, in



view of delicate relations between the two nations, do not express their opinions. They leave that to the inspired Tokyo press. Said the "Asahi" recently:—

"If the United States thinks to intimidate Japan by its naval plans it is making a big mistake. If it is trying to restrain Japan, it is wasting time, because at this stage Japan cannot retreat under any pressure whatsoever . . ."

Record N.G. Gold Output in Sight

ANOTHER large output from the Morobe Goldfield was achieved for the month of January—45,364 ounces, valued at £A280,143. For the seven months from July 1, 1939, the value of Morobe's gold stands at £A1,549,197. If this rate is maintained, a year's record output should again result. So far as value is concerned, only £A452,000 is needed within the next five months to equal last year's output.

UNDER-COVER DRAMAS

How British Are Checking Contraband Shipments in Pacific

BY JOHN WILLIAMS

HONOLULU, Feb. 7.

AMERICAN official sources disclose that Britain intends to crack down upon the shipment of contraband cargoes from North and South American ports across the Pacific to Japan and Siberia, for re-export to Germany. These shipments have increased markedly since war broke out.

Details of the contraband service read like some fictional international drama.

At the outbreak of the war, the American Government appealed to American industries to conserve their raw material in "the best interests" of national security. America, for example, imports the bulk of crude rubber and tin supplies from Malaya and the Dutch East Indies.

German and Russian agents, working under cover in the U.S.A., have been discovered behind the re-export of rub-

On February 29 (three weeks after this article was written) it was semi-officially announced that Britain and France, with the co-operation of the Australian Navy, proposed to check the flow of contraband to Germany, via the Pacific and Asiatic Russia, by establishing "control stations", probably at Singapore, Hong Kong, Vancouver, Darwin, Suva and Auckland.

ber, tin and copper, often sent into Mexico, where it is picked up in so-called neutral ships, taken through the Panama canal, thence across the Pacific to Vladivostok, where it is discharged for shipment to Europe.

This discovery caused the secretaries of the U.S. navy and army, on January 19, to issue joint statements, as co-chairmen of the U.S. Munitions Board, severely reprimanding the American offenders and threatening Congressional action if the re-exports did not cease.

Official sources said that the re-exports had reached "scandalous proportions". This caused reporters to dig deeper into the records, and they found similar conditions in the U.S. petroleum export trade, particularly in sales to Russia to aid her air war upon Finland.

The "New York Times" on January 19 said:—

"Russia has obtained from America since the outbreak of the war more than 50,000,000 gallons of aviation gasoline, most of it from California ports . . . In the opinion of many observers familiar with the situation this American-produced fuel is a major source of supply for Russian aerial, tank and motor driven artillery operations against Finland . . . The export figures reveal how the exports have increased alarmingly . . ."

The Congressional sub-committee on oil conservation swung into action on the spot in California. It was shown that Japan has been purchasing at the enormous rate of 4,620,000 gallons daily, and that Russia's purchases since she invaded Finland have made a big up-swing. Obviously, Japan and Russia are re-exporting to Germany.

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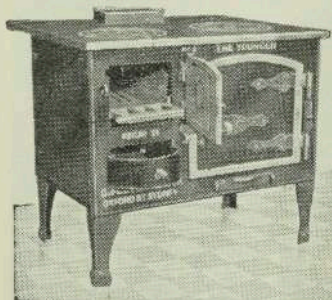
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It is interesting to analyse between the lines of the recent outcry in America about the allied halting and examination of American mails to and from Germany.

Britain has presented evidence in Washington which has revealed the vast ramifications of the German network in America. It appears that, prior to the war, Germany, in collaboration with her nationals and agents in North and South America, designed a system for the circumvention of the British blockade, which involved the use of the U.S. mails for the shipment of contraband to Germany.

Germans in the Americas subscribed to a central agency in New York City called Fortra, the staff of which consists of employees of German steamship companies in America specially assigned to Fortra by the German Government.

Head of this organisation, which has offices at 61 Broadway, is T. E. Kessemeyer, who, the American files show, used to be resident manager for the Hapag-Lloyd steamship line at Philadelphia. Prior to the war, he visited Germany and returned to America in November with the personal blessing of Hitler.

Fortra guarantees that packages placed in its care in America will reach Germany. For some time, the U.S. mails were used for this contraband service; but, now that Britain has halted this by removing the goods from the U.S. mails, Fortra has worked out another scheme.

The Germans in the Americas still subscribe, but now the orders are wireless by Fortra from New York to Holland for fulfilment in Holland.

Agents in Holland then deliver the parcels to the German border, where they are distributed to recipients in Germany.

Interrogated by American agents, Herr Kessemeyer said that the Fortra service involves millions of dollars annually. It is expected, now, that the Allies' next move will be pressure upon Holland to halt the contraband service.

(It was announced in the newspapers of February 22 that this Dutch-German arrangement has reached such proportions that Holland is being denuded of essential foodstuffs and materials, and that the Government is taking steps to reduce the traffic.—Ed. "P.I.M.").

The packages assembled in Holland, according to Herr Kessemeyer, contain mostly food supplies now. When the U.S. mails were used, the parcels contained technical equipment, American currency, etc.

Britain already has moved about the North Pacific contraband service. So far, incidentally, she has not established contraband control bases in the Pacific; but, officially, she has notified Washington that such will be the case if the contraband exports are not halted at American ports.

British agents in the Pacific are not idle. They drew first blood, it can now be reported, when British cruisers took the Russian freighter "Selenga" into Hong Kong, on January 13. The "Selenga" was carrying a cargo of wolfram ore, essential for munitions, which is produced in South China and exported via Canton. The British intercepted cables between German agents, which revealed that the ore was being delivered to German dummies in Siam and Manila for re-export to Siberia, for shipment by railroad to Germany.

THE PASSING OF ARCHIE QUINTAL

MR. Marc T. Greene, American journalist, on his way from Tahiti to Europe, sends the following note:—

I learn with deep regret of the passing of my old friend, Archie Quintal, of Norfolk Island, a great-great-grandson of Matthew Quintal, of the "Bounty".

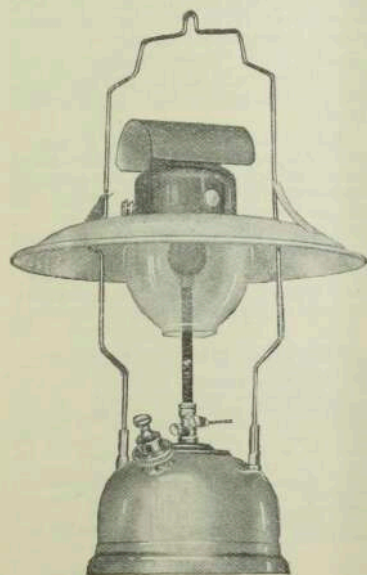
A number of years ago, when both Archie's father and his uncle, Cornish Quintal, were alive, I spent some time at their place in a pretty corner of Norfolk.

When I first encountered Archie he was reading the Bible, and I discovered presently that it was his favorite literature. That sufficiently declares the character of as kindly, hospitable and God-fearing a man as I have ever known.

A large part of the charm of Norfolk Island lies in the nature and manners of the posterity of the former Pitcairners, and of these there was no finer soul than Archie Quintal.

Father Joseph Bender, M.S.C., who had spent 27 years in the service of the Roman Catholic Mission in New Guinea, died in February, aged 52. For many years he was stationed at Tavui-lili, New Britain, and later was superior of the Vunapope Mission for six years. He took charge of the Takabur Mission Station (Kokopo) three years ago.

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In this group, second from the left, is Mr. Fred. W. Kruger, well-known miner, of Milne Bay, Eastern Papua, who (as reported last month) died in Samarai Hospital on December 24. In the group, from left to right, are: Mr. Bert Oberdorf (Milne), Mr. F. W. Kruger, Mr. Frank Orr (Milne Bay), and Mr. Arthur Dawkins (Woodlark Island). (Photo by E. J. O'Donnell).

(One of the best-loved "old hands" of Eastern Papua, Mr. Fred Kruger, died in Samarai hospital in December. He was a friend of the late Mr. Frank Pryke; and the latter, some years ago, wrote and published the following verses about him.)

Beneath the spreading, shady trees,
On coral shores, at Milne Bay,
You can enjoy the soothing breeze,
And watch the palm fronds sway.
If the roving days you've "given best",
And here at last have ceased to roam,
You'll have a quiet, peaceful rest
Down at old Fred Kruger's home.

That's where we've often longed to go—
Where the brown-skinned babies play,
And where the swaying palm trees grow,
On coral shores, at Milne Bay.
There we'll have a quiet spell;
For once we will forget to roam;
In peace and comfort we will dwell
Down at old Fred Kruger's home.

Down where the tidal currents flow
And where the flying-fishes play,
Where beds of brilliant coral grow
Around the shores of Milne Bay.
Our host will make us welcome there;
No more we'll wish to roam—
We'll dream day-long in easy chair,
At old Fred Kruger's home.

We'll watch the dusky sailors go
Way out beyond the coral reef,
Their ships carved out of Ilmo,
Their sails of plaited sago leaf.
We'll watch them coming home once more,
Midst spray and wind and foam,
To where the soft waves lap the shore
Near old Fred Kruger's home.

AMERICAN EQUATORIAL ISLANDS

From Our Own Correspondent

HONOLULU, Feb. 15.

ON March 4 the U.S. coast-guard cutter, Roger B. Taney, will sail from Honolulu on another periodic cruise (her 18th), to the American occupied equatorial islands.

During her three weeks' cruise she will call at Jarvis, Baker, Howland, Canton and Enderbury islands.

Irl H. Polk, of the Civil Aeronautics Authority (the Government agency which controls all American commercial aviation) will visit the isles to prepare groundwork for the technical improvement of weather observation and reporting stations on these American listening-posts.

Lt. Cmdr. Frank Kenner, veteran of these cruises, will be in command.

SUPPLIES STILL AVAILABLE

DESPITE war conditions, De Meric Pty. Ltd., of Sydney, report that they are still able to ship wholesale supplies of creosote, coal tar, Stockholm tar, pitch and Neatsfoot oil of the highest grades to Islands clients. Traders are invited to write for full particulars to De Meric Pty. Ltd., Doody Street, Alexandria, N.S.W. Pacific planters and boat-owners still can obtain supplies in any quantity through their regular storekeepers. De Meric products are standardised to meet Commonwealth and State Government specifications.*

Dr. David Knox has been acting as Government Medical Officer on Norfolk Island, during the absence in Australia on furlough of Colonel R. F. Baird.

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Nightmare Voyage in Small Yacht

Left Tahiti For Panama—Ended in Samoa

From Our Own Correspondent

APIA, Feb. 8.
EXTRAORDINARY bad luck dogged the voyage of the small British motor-yacht, "Satanella", 45 tons, owned and sailed by Lieut.-Commander E. M. McCausland, R.N. (Rtd.), which left Papeete, Tahiti, on November 6, 1939, and headed for Panama, on her return to England.

About 800 miles east of Tahiti, the engine broke down. Over-heating of the engine caused the chronometers to stop, making proper navigation merely guess-work. With sails hoisted, the "Satanella" was set tacking against the ruling south-easterly trade winds—without success. An attempt to land on a small atoll in the Tuamotus failed, as also did the attempt to turn back to Tahiti.

Meantime, food supplies had dwindled and a leak developed in the water-tank—300 gallons were lost before the damage was discovered.

Realising that the "Satanella" had drifted far westward of Tahiti, it was resolved to try to make the nearest land, under full sail—any land at all, but preferably Western Samoa. The crew became weakened from lack of water and food, but providentially the "Satanella" ran into a heavy squall, which yielded a hundred gallons of rain water.

A sudden drop of the barometer and huge swells caused new fears of an approaching hurricane, but it proved a false alarm.

After 70 days out of Tahiti, and a voyage of over 3000 miles by the log, the first land was sighted—Manua Island (American Samoa). Being now close to Apia, Commander McCausland decided to make that port. When at last Upolu came in sight, the "Satanella" was becalmed for 24 hours. It was the 74th day after leaving Tahiti when the Apia harbour launch "Pilot" went alongside and towed the yacht to her anchorage.

Apart from the owner, there were on board three Americans, Messrs. T. H. Worthing, A. H. Ezell (a journalist who joined the yacht in the Marquesas), and J. D. Kaufmann (a former pilot at Balboa, Panama); an English boy, C. M. Paul (who had been aboard since the vessel left England in September, 1938), and Mr. and Mrs. P. C. Browning (who joined the yacht in Tahiti, after selling their own boat, which they sailed out from England).

Negotiations are proceeding now to keep the "Satanella" in Samoan waters to carry on the service of the inter-island vessel "Tutuila", which recently was wrecked on the coast of American Samoa.

Nurse McMillan, of the London Missionary Society's hospital at Metoreia, Papua, arrived in Sydney in February on four months' leave. She intends to visit New Zealand.

Captain Lotte, of Noumea, has returned to France after six years' service in New Caledonia as head of the Department of Native Affairs and Immigration.

"Iron Lungs" in Fiji Hospitals

From Our Own Correspondent

SUVA, Feb. 12.

LORD Nuffield, Britain's foremost philanthropist, recently made funds available to equip every Colony in the Empire with Both "Iron Lungs", and five have now been installed in Fiji hospitals—at Suva, Lautoka, Labasa, Ba and Levuka. An Australian invention, this appa-

ratus is designed for use in medical cases where artificial respiration is required, and is invaluable for the treatment of paralysis, drowning, electric shock or gas poisoning.

The Colonial War Memorial Hospital at Suva also recently acquired an inductor for diathermy treatment, through the generosity of Sir Maynard Hedstrom. This plant is used for short-wave electrical treatment.

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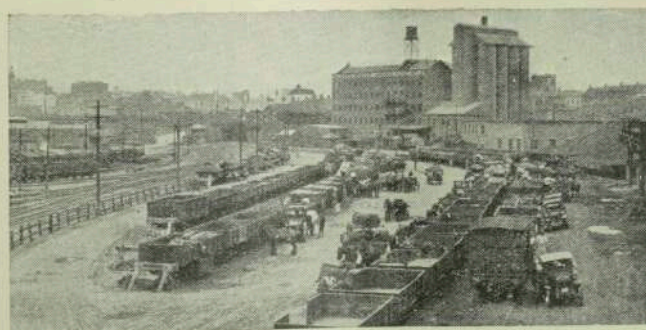
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New Bishop Museum Publications

THE following are new publications of the Bishop Museum, of Honolulu:—

By H. Burrington Baker: "Zonitid Snails from Pacific Islands, part 2. Hawaiian Genera of Microcystinae." Bishop Museum Bulletin 165, pp. 105-201, 21 plates, Jan. 20, 1940. A monographic study of three genera of land shells found distributed from Hawaii to Rapa, including the Marquesas, Tuamotu, and Society groups. They are *Philonesia*, *Kaala*, and *Hiona*, the last two new to science. Fifty-six species and eleven sub-species are described as new. Descriptions and keys are given to 87 species, 2 varieties, and 11 sub-species.

By C. F. C. Beeson: "Scolytidae and Platypodidae of the Mangarevan Expedition." Bishop Museum, Occasional Papers, Vol. 15, No. 18, pages 191-203, 2 figs., January 10, 1940. The entomologist of the Forest Research Institute, Dehra Dun, India, records one species of Platypodidae and 16 species of Scolytidae from beetle material collected in south-eastern Polynesia by the Mangarevan Expedition. Nine species are described as new to science. It is interesting that two of these new species are found in India and Malaya, one being distributed from there to Henderson Is.

By W. R. Coe: "Notes on the morphology and sexuality of the terrestrial Nemertean, *Geonemertes palaensis*." Bishop Museum, Occasional Papers, Vol. 15, No. 19, pages 205-211, 3 figs., Jan. 10, 1940. A world authority on these unsegmented worms presents detailed descriptions and comparisons based on

24 specimens collected in the Caroline and Palau Islands, and at Pago Pago.

By F. R. Fosberg: "Notes on Micronesian Rubiaceae." Bishop Museum, Occasional Papers, Vol. 15, No. 20, pages 213-226, Jan. 10, 1940. An authority on the coffee family in the Pacific lists 42 species and 7 varieties from the Palau, Caroline and Mariana Islands, based on specimens in the Bishop Museum and New York Botanical Gardens. He makes various new combinations of names and described 5 new varieties. A key is given to the species of *Ixora* in the region. No reason is seen for placing Micronesian species of *Psychotria* in the genus *Amaracarpus*.

OCCASIONAL PAPERS

Vol. XV., No. 16; pages 175-178, 1 fig., December 22, 1939. By Harold St. John and F. Raymond Fosberg. "A new variety of *Ruppia maritima* (Ruppiaceae) from the tropical Pacific." Variety *Pacific* is described for this "sea-grass" or "ditch-grass", with one form found in Hawaii and Niuafoou Island, and one in the Philippines.

Vol. XV., No. 17; pages 179-189, 5 figs., December, 1939. By Kenneth P. Emory: "Additional notes on the archaeology of Fanning Island." Notes were given concerning this subject in Emory's "Archaeology of the Pacific Equatorial Islands," Bishop Museum Bulletin 123, 1934. Another visit to Fanning in April, 1934, makes possible more exact descriptions of stone ruins, and also of four basalt adzes, and a shell fish hook. These all suggest that the island was visited by Polynesians from Tonga at about the 16th century.

(Reviewed by E. H. Bryan, Jr., Curator of Collections, Bishop Museum).

Removing Sickness From Misima

AVAILABLE statistics show a marked decrease in the incidence of sickness among the native labourers employed on the gold mines in Misima, Eastern Papua.

In 1938 and 1939, there was an alarming amount of sickness of all kinds—so much so that the efficiency of mining operations was seriously reduced. Then the Government sent Dr. G. H. Vernon to Misima and he, in his quiet and unostentatious way, set to work to remove not only the sickness but the actual causes thereof. He made relentless war upon flies and the breeding places of other pests, and during the past twelve months conditions have begun to return to normal. It may be that there were extraordinary conditions in 1938 and 1939 to cause the sicknesses; or it may be that the doctor is a genius in cleaning out tropical complaints—probably a bit of both. At any rate, Misima is more or less itself again.

Mr. Robert Jones, of the Australian Board of Missions' lay staff in Papua, arrived in Australia from Samarai in February, with Mrs. Jones. He supervised the building of the Cathedral of St. Peter and St. Paul, which was carried out by natives, and which recently was consecrated after several years' work. Mr. Jones will shortly go into residence in St. Francis' Theological College, Brisbane, to train for the Anglican ministry, after which he intends to return to Papua for missionary work.

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EXPLORATION OF UNKNOWN NEW GUINEA

Taylor Patrol Report, 1st Section—Great, New Plateau for European Settlement—Expedition Marches Off Into Unknown Region.

IT is typical of the manner in which the Australian newspapers treat the great territory of New Guinea, that they published only a few paragraphs from the preliminary report of Mr. J. L. Taylor, A.D.O., who carried out a remarkable patrol, in country hitherto practically unknown, in 1938-39.

The report was released to the press in February, and it contains so much material of general interest, and of unique scientific value, that arrangements have been made to publish the whole of it, in four sections, in the "Pacific Islands Monthly", in March, April, May and June.

It was J. L. Taylor, in co-operation with the famous Leahy Brothers, who discovered, explored and mapped the magnificent plateau, known as the Bena Bena-Wahgi-Purari-Mt. Hagen country, in 1933. This region lies east of Mt. Hagen. In their 1938-39 Patrol, Mr. Taylor and Patrol Officer John Black, assisted by Medical Assistant C. B. Walsh, penetrated the hitherto unmapped region westwards of Mt. Hagen.



Patrol Officer J. R. Black, Assistant District Officer J. L. Taylor (leader of the expedition), and Mr. C. B. Walsh, Medical Assistant.

POSSIBILITIES OF EUROPEAN SETTLEMENT

This was the final section of Mr. Taylor's report; but, on account of its importance, it has been published first.

AS to the possibilities of white settlement, much of the area in question (between Mt. Hagen and the headwaters of the Sepik) is extremely mountainous, and too rough for this purpose.

There are areas available, however, which may be suitable for the growing of tea and pyrethrum, and other products, and there is a tremendous reserve of water-power which, in the

future, will enable great industrial development.

The interior should, however, be considered as a whole—that is, the plateau country from the Markham River to Mt. Hagen and the Dutch border. The eastern half is the more suitable for European settlement—at least in the first instance—and what will most likely happen is that, when we establish industries in the eastern area, people will come from all over the western side to work there and to gain experience.

On this recent journey, when travelling between Mt. Hagen and Bena Bena, I met bands of young men walking 60 miles to Mt. Hagen, seeking work. As we bring the western half under con-

trol, the movement will be in the other direction, easterly.

The future of the interior, as I see it, is that there will take place, firstly, native development; secondly, European development. The native will grow, in addition to his ordinary foods, quinine, coffee, soya beans and European vegetables. He will also raise pigs—he is, incidentally, a specialist in this art—which will be cured at a Government or co-operative bacon factory. The native will also work on European plantations in the highlands, and some may work the numerous poor gold-bearing streams, for their own benefit.

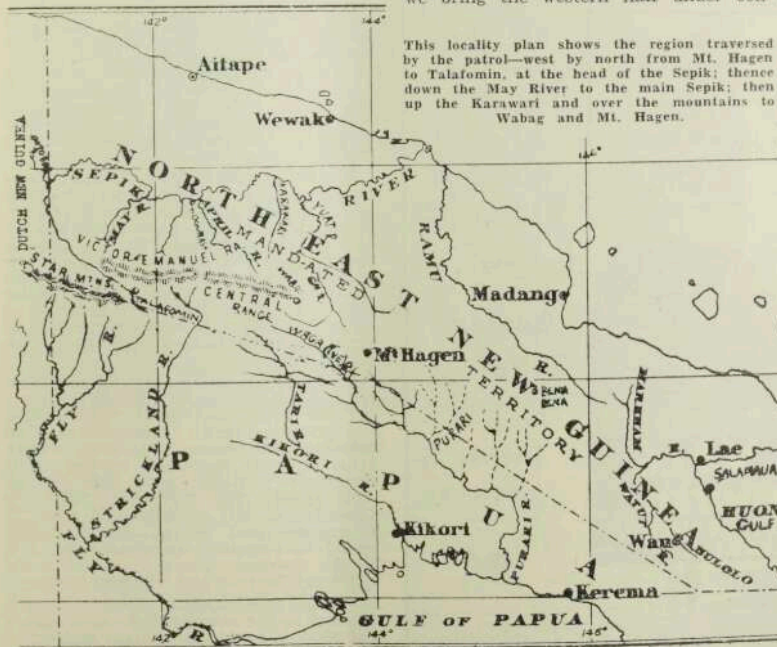
Europeans will grow quinine, coffee, tea, pyrethrum and European vegetables for supply to people living on the coast and lowlands, where these vegetables will not grow. They will raise cattle, not on huge ranches, after the American or Australian pattern, but in a smaller way, as in the more closely settled European countries. There will also be some dairying, if only as a concomitant of agricultural pursuits.

The country will lose some of its charm by this development; but that has been the history of colonisation. I suppose, since Roman legions infested Britain, and European governments began the emancipation and westernisation of the African.

The savage charm and fascination of pristine New Guinea is not for later generations. This is something to be sorry for, but I believe the advantages to be gained by extending the Pax Britannica to these regions will more than make up for that regrettable and irreparable loss.

The almost uninhabited lowlands may be settled by natives from over-crowded areas of the very distant future, or perhaps by native-born Chinese, who, it is said, are increasing at a prodigious rate, and will in future demand agricultural areas upon which to settle. The land awaits them and, though it needs much closer examination than I could give it, it appears to be fair quality land which the European does not require or desire, because of its remoteness and its hot climate.

I think that we should adopt the pol-



This locality plan shows the region traversed by the patrol—west by north from Mt. Hagen to Talomin, at the head of the Sepik; thence down the Sepik River to the main Sepik; then up the Karawari and over the mountains to Wabag and Mt. Hagen.

icy of the Government of Kenya, and reserve the highlands of New Guinea for Europeans, where climatic conditions are temperate and suitable for the European manner of living. Asiatics

flourish exceedingly in the warm climate of the lowlands and the coast.

The existence of these highland areas makes New Guinea, normally a land of moist tropical conditions, something between a second Java and a second New Zealand. That is the opinion of John Black, my colleague and companion, who has had some experience in agricultural matters.

In order that the interests of the native people of the area should be conserved, I should like to see, as officers administering the area, men with a bias towards anthropology. So many people regard anthropology as an academic study, and perhaps do not realise how applicable it is to the host of problems which beset administrators in native matters, and I might add European matters in and out of Europe. Unfortunately, I am not an anthropologist.

It will be seen from this that New Guinea is a much greater country than most of us have believed hitherto. That it has a golden future I have no doubt, and I trust that we may see it in our time.

Report of the Patrol

THE patrol, which covered the period from March 9, 1938, to June 19, 1939, consisted of three European officers, two non-commissioned officers of the New Guinea native police, 18 native constables, and 230 carriers. The objects of the patrol were:—

(1) The examination of both watersheds of the upland territory, westerly

and north-westerly from Mt. Hagen, to the intersection of the Sepik River and the Dutch border.

(2) The careful examination of the watershed of the Sepik tributaries which head in the mountains between Mt. Hagen and the Dutch border.

(3) The establishment of friendly relations with the tribes on the watersheds of the Papuan rivers and the Sepik tributaries.

(4) Locating a site or sites for a new Government outpost or outposts on the headwaters of the Sepik tributaries accessible by water transport, if possible, from which it would be practicable for the Sepik staff to administer native populations and supervise the activities of miners and others when the area south of the Sepik is opened for the entry of European expeditions and parties prospecting for oil and gold.

EARLIER EXPLORATIONS

THE area to be examined had been penetrated from several directions in the past:—

By members of Behrmann's expedition operating in 1914, who examined the southern tributaries of the Sepik, at their lower levels, and reached the highlands in the vicinity of the Sepik headwaters, and the crest of the central range above the head of the April River;

By Karius and Champion, who made their memorable journey from the Fly to the Sepik in 1928;

By the brothers Leahy, who discovered the valleys of the Lai and Ambum in 1934;

By those intrepid Englishmen, the Fox brothers, who with their small party made a remarkable journey along the Papuan and New Guinea boundary during the same year—they did not go as far as they imagined, but they went a long way;

By the Ward Williams mining expedition, which carried out a search for gold in the region of the Fly and Sepik headwaters in 1937;

By William MacGregor, a resident of New Guinea (not the famous Sir William), who visited the lower Maramuni (Yuat) as far back as 1928 or 1929, and discovered the outlying inhabitants of the great tribe which occupies the plateau region drained by the headwaters of the great Papuan river, the Purari.

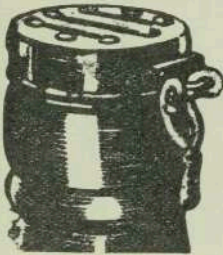
Hadden, doyen of New Guinea ethnologists, suggested some years ago, just after Karius and Champion's journey, if I remember, that exploration be carried out between the 142nd and 144th meridian, in the cause of science. The area in question covers more than 10,000 sq. miles; and, despite the earlier exploration, very little was known and recorded about this interior, the last of unexplored New Guinea under Australian jurisdiction.

In 1937, prospectors for oil and gold were clamouring to be allowed to examine the area; and, some years before, the Commonwealth Government had promised the League of Nations to take steps to bring the whole of the Territory under political control with all possible speed. The Permanent Mandates Commission, only recently, had asked to be assured that no non-official interest would be permitted to operate in parts of the Territory where that control did not exist in real and effective form.

In the face of this steadily growing interest in the interior, it became apparent that it could not remain untouched

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much longer, and that it was of first importance that the Executive Government at Rabaul should acquire such information as would enable it to plan the administration of the area when the time came to extend Government and European influence westward from Mt. Hagen.

The Administrator also wished to know if a pass, or route, existed, by which the mountain regions were connected with the Sepik plain, so as to enable us to use a cheaper method of transport than aeroplanes in the opening up and developing of the New Guinea highlands.

PREPARATIONS.

MY second in command was Patrol Officer John Black, a student of

anthropology and a patrol officer of seven years' experience in the mountains of Morobe, on the New Guinea mainland.

The third officer selected was C. B. Walsh, an officer of the Department of Public Health. He had many years of service to his credit in New Guinea, particularly in the fen country of the Sepik, and was renowned as a bushman.

Preparations began at Rabaul—the patrol might take a year or more.

In 1933, I had stood on the summit of Mt. Hagen and gazed westward at the blue mountain forests rolling on to the horizon 60 or 70 miles away—it was rough country.

Stores were required—tents, suitable



How a patrol leader makes friendly contact with primitive natives in unexplored New Guinea. These photographs were taken in 1933 during the highly successful patrol led by Mr. J. L. Taylor, A.D.O., when he first penetrated the hitherto unknown centre of New Guinea and made known to the world that the region between the headwaters of the Markham and Mt. Hagen—assumed to be simply a continuation of the precipitous mountains and jungles of the coastal district—was composed of a great fertile plateau, supporting a large population.

Just before the top snapshot was made, Mr. Taylor turned the corner of a bush track, and

came face to face with two warriors, about to hurl spears. He quickly shouted a word meaning "Peace", in coastal dialects. The natives hesitated, then bolted. When the patrol came out on the open grass country, the natives were in sight, and still menacing. Mr. Taylor, as shown in the top picture, advanced alone, his arms wide in a gesture of friendship.

A few minutes later, as shown in the lower picture, he was among the natives (Wahgis) who had never before seen a white man. Their spears are now couched, and they are advancing to shake hands, with broad smiles on their bearded faces.

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V-1

clothing and bedding, cooking utensils, portable rations for police and carriers, steel knives and tomahawks, and a variety of shell money for trading purposes. We had to carry, also, European food supplies, scientific instruments, collecting gear, wireless and photographic equipment and medical supplies.

The tents chosen were 14 x 12 ft., and made of Japara, an Egyptian cotton material about one-third the weight of ordinary duck. A tent fly 16 x 18 ft. accompanied each, but no poles. We relied on cutting our own. These tents and flies were obtained from a Brisbane sailmaker and stood up well to the work, though in the hurry I forgot to have them rot-proofed, and the lower part of the walls rotted away quickly.

I used a compactum canvas stretcher from Benjamin Edgington, and my companions hammocks. These ham-

mocks are tubes of heavy canvas about 7 ft. long and 3 ft. in diameter. A triangle made from two stout sticks driven well into the ground about 5 ft. apart, and fastened at the apex, is set up at the head and foot of the bed. Two poles are passed through the hammock, pulled outwards, placed over the triangles, and forced downwards until a level couch is obtained. The poles are then secured with bush rope. This makes a very satisfactory bed, but is not convenient where timber is scarce.

Boots were a problem, as it is difficult to find a boot that is comfortable, and strong enough to stand up to continuous patrolling in New Guinea. Alpine spikes are necessary, and knee boots with 16-inch uppers are to be preferred.

Flannel shirts and good blankets are required for the carriers, for in New Guinea, as elsewhere, the higher the

colder, and we expected to be working at high altitudes.

Portable rations consisted of rice, biscuits, marmite, salt, sugar and cocoa. English knives and Swedish axes were taken for use and for trade.

Nearly every variety of shell which I knew to be valuable in the interior was purchased from the coastal people—the gold-lip and green-snail mother-of-pearl from the Admiralty and Thursday Islands; the annulus cowrie from the coral reefs of the New Guinea coast; the tiger cowrie, and the conus, from the Manus lagoons; and the nassa, or tambu shell, from the black beaches and estuaries of New Britain, where it is still much treasured, though now rivalled after 60 years of European influence by English money.

European food supplies were bought locally, the principal items being flour, sugar, tea, coffee, bacon, cheese and dried fruit.

We were well equipped with mapping instruments. A theodolite was lent us by the Secretary for Lands, an aneroid reading to 2,500 ft. by Guinea Airways Ltd., chronometer from the Government vessel "Leander", a prismatic compass and Zeiss binoculars by Mr. Leahy. I also had cranial calipers, a stature measuring rod, and prismatic compass.

The Administrator, who is keenly interested in wireless by which he keeps in close touch with every part of the Territory, equipped us with a radio telephone sending and receiving set from Amalgamated Wireless. It was power-driven by a small petrol engine, and, though heavy, it carried well, and gave excellent results throughout the patrol.

For photographs we had a splendid set of gear, Graflex 5 x 4, Rolleiflex, Leica and Cine-Kodak 16 mm. The development of the films was done in the bush, the printing in Sydney.

Mr. Froggatt, of the Agricultural Department, supplied us with collecting gear for insects and other specimens, and the Public Health Department issued a complete field outfit. Special attention was given to beri-beri prevention, and a preparation, abidon (a, b and d vitamins), was included. Walsh packed his supplies in portable medical chests of his own design, made of light deal timber, and much superior to those usually supplied to patrols.

On December 31, 1937, the Administrator sent for me, and I received my instructions. They were simple and explicit: To examine the country and establish friendly relations with the inhabitants. He spoke kindly, and wished us success. The details were left to me.

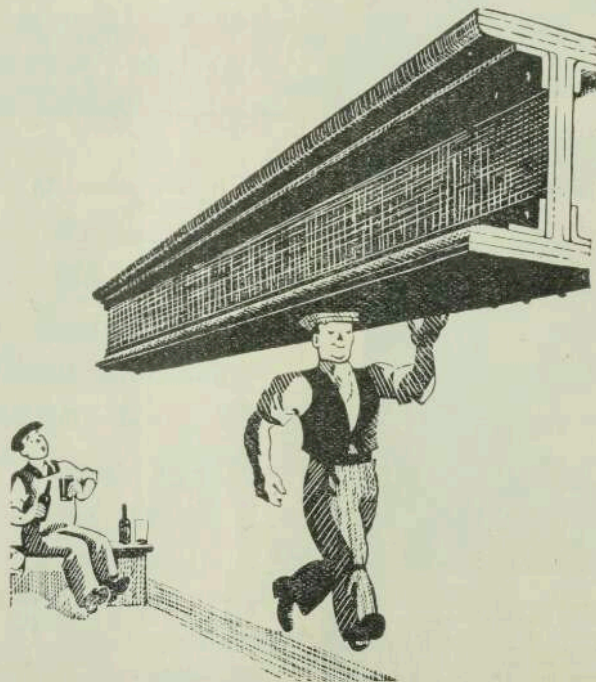
TRANSPORT

I PROPOSED to fly our stores and equipment to Mt. Hagen and set out from there on foot to a point about 90 miles west north-west, and make a base camp, from where the examination of the country surrounding would be carried out. Then to move on another 40 miles or so, and do the same again. Lastly, a third camp at the Sepik headwaters, in the vicinity of Kelafomin (or Telafomin).

A new Government Police Post was to be established at Mt. Hagen and this simplified matters a lot. Mt. Hagen was our rendezvous.

I was free to choose what members of the Native Constabulary I wished, and Lieut.-Col. Walstab gave me every assistance. Two non-commissioned offi-

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cers, Sergeants Lopangom and Fokinau, had belonged to my detachment at Chimbu, and Constables Bungi, Ubom and Serak had worked under me for several years in the high country, Bungi and Ubom since 1932. These men were attached to police posts in various parts of the Territory, but were placed at my disposal, and they served throughout the patrol. Without them the patrol would have accomplished much less than it did—might have failed.

The question of carriers was of vital importance. Upon them much would depend, particularly on their spirit. A patrol with discontented carriers might soon end in disaster.

I knew where to get them. I had been working on the Purari plateau for several years, and had confidence in the people there. I proposed to fly to Bena Bena, and march from there to Mt. Hagen, collecting carriers on the way. I should then have some from various groups, which would be all to the good. It would produce a healthy spirit of rivalry, which would make for smoother working.

On January 29, the journey from Bena Bena to Mt. Hagen began. It was marked by the great enthusiasm of the people along the route, and hundreds of volunteers to join the party.

I quote from my diary of February 3: "At Chuave about 2,000 people at the station. Visitors greeted me with cheers of welcome, outstretched hands and smiling faces. Every here and there a prominent man and sometimes a little child would kiss my hand. Hundreds asked to be allowed to go with us. Unfortunately, I could only take a few from each. Food in abundance."

On February 20, 1938, with about 100 selected carriers, I arrived at Mt. Hagen. Black and Walsh were there and also Edwards (the Patrol Officer who had been appointed to take charge of the new Mt. Hagen Police Post). There was a lot of work to be done checking and re-packing stores, writing to people, final preparation of the personnel, lectures to police, the delegation of duties, instructions to carriers and medical examinations.

READY TO START

BY March 8, all was ready. An advance party of police, guides and interpreters had gone on ahead to prepare the first three camps at places where the people were known to be friendly to us. Constable Bungi was in charge of them and could be relied upon to do a good job.

My plans were to proceed to the valley of the Gai (I discovered later that the name of this river in the language of the people who live on its banks is Iwe Lai—Iwe meaning water, or river), a tributary of the Yuat, where there was known to be a high population, and move westerly from there across the main cordillera, and make my first base camp in a populous area in the vicinity of the 143rd meridian.

Two years previously, I had flown with Messrs. Hides and Champion, as a guest of the Papuan authorities, across country to the south, and had observed as closely as was possible, from an aeroplane travelling at 100 miles an hour, the headwaters of the western Purari and Kikori, and the southern slopes of the central watershed.

The march to the locality of the pro-

posed base camp would be about 90 miles, as the crow flies, but perhaps more than 200 miles across country.

I intended to march steadily, but not hurriedly, and to maintain an advance party where practicable—that is, where I considered the small party would be safe and free from attack by hostile people. It was my aim, as it is the aim of every officer of our Administration, to meet new people and work among them peaceably. If we were attacked, we were strong enough to defend ourselves. But I always have felt, and always shall feel, a sense of failure when I find it necessary to use force against the warriors of primitive New Guinea.

I had discussed every aspect of the work with my companions. They knew every detail of my plan and I impressed upon them that no one could lay down a definite scheme. Try as I might to adhere to plans, New Guinea might decree otherwise.

Upon one matter I held a very definite view—that was, that we should depend on native tracks, and not attempt to cut our way through trackless jungle. It had been my opinion for a long time that, though New Guinea is in many parts covered with dense, uninhabited forests (perhaps not impenetrable as in South America and other tropical lands, but still extremely dense), it would be possible to travel by native track from Samarai, at the extreme south-eastern end of Papua, to the Bird's Head, at the north-western end of Dutch New Guinea. The art of travelling is the art of finding the existing tracks by making

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friendly contact with the people and using them as guides.

A chain of interpretation is almost unobtainable. After a few days' marching, sometimes after a few hours only, a new language is met with. Guides and interpreters are afraid to proceed further, and one has to fall back on the language of signs.

(To be Continued)

Mr. A. E. J. Werman arrived in Thursday Island from Boonah, Queensland, in February, to take charge of the State School, replacing Mr. J. Anderson, who has gone to Townsville. Mr. A. Kelly, of Childers, Queensland, is his new assistant. Mr. Robert Elmes having been transferred to the mainland.

Mr. Kenneth Allsop, of Rabaul, New Guinea, married Miss Millicent Netta Pearce, of Merrylands, N.S.W., at Rabaul Methodist Church on February 17.

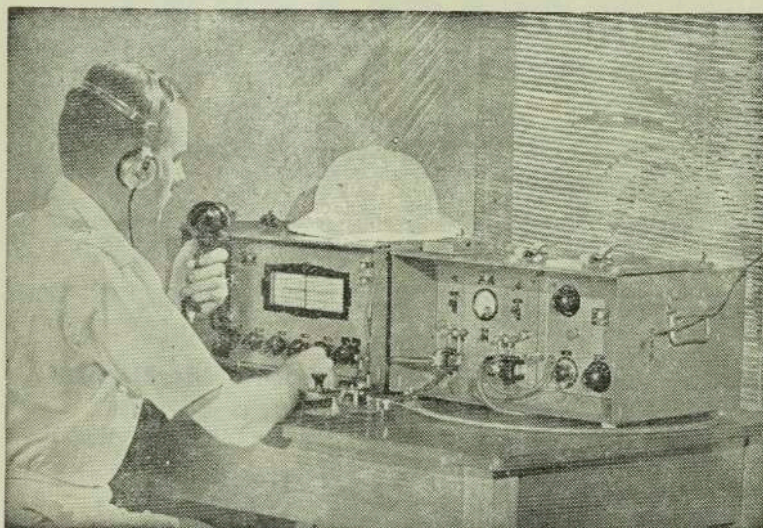
SAMOA'S EXCELLENT COCOA CROP

From Our Own Correspondent

APIA, Feb. 9.

SAMOA'S prolific cocoa crop is still being picked. Prospects are excellent, and a price of from £40 to £45 per ton is paid locally to planters. Transportation overseas represents some difficulty, but part of the crop will be forwarded to Pago Pago for shipment to America.

Mr. S. G. Davey, Town Clerk and Engineer of the Suva Municipal Council from 1921 to 1932, died recently in Sydney, aged 71. Among the many fine works in Suva which are mementoes of his industry are the Bowling Green, the Suva Municipal Baths, and the Fire Station.



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WEDDING AT WAU

ON February 10, Miss Nance Beck was married to Mr. Richard Lowe at St. Augustine's Church, Wau, New Guinea, by Rev. V. H. Sherwin. Miss Beck, who is Queensland-born, but has grown up in Papua and the Mandated Territory, where her parents have lived for many years, including Port Moresby, Kokopo and Wau, was a beautiful bride, and the ceremony was at-



Mrs. Nance Lowe, in her exquisite bridal gown.

tended by many people, including 50 guests. Mr. Lowe is English-born, but he and his parents have lived in Australia for some time, and he is on the staff of Bulolo Gold Dredging Ltd. Miss Beck is the first pupil of the Wau School to become a bride.

The wedding breakfast was held at the Bulolo Hotel, and the newlyweds left for their home at Belun after the usual toasts and formalities. The bridegroom's mother came from Sydney to attend the ceremony.

—Own Correspondent.

GROWTH OF PORT MORESBY

FOR some time past, principally owing to the arrival of troops in the town, the European Hospital at Port Moresby has been filled to capacity. Recently, several minor cases had to be refused admission, as accommodation was unavailable. It is likely that the new A.P.C. camp, on the Vaillala River, will be productive of more patients in the near future, as the Vaillala has always been regarded as malarious.

Mr. Jim ("Oscar") Ashe, of Burns, Philp and Co. Ltd., Kavieng, New Guinea, recently arrived in Brisbane, with his wife. Acting on medical advice, he will now live for a time in Queensland.

Samoa's Home-brew Attacked

Another Example of "Old Granny" Government

From Our Own Correspondent

APIA, Feb. 8.
WITH cases of beer, pots and boilers stacked in the courtroom, Apia High Court looked (and smelled!) like a miniature brewery recently, when a dozen European and Samoan offenders were charged with having manufactured intoxicating liquor, viz., "faamafu" (or "home-brew beer"). They were fined amounts varying from 5/- to £1.

His Honour Chief Judge Harley announced that in future offenders would face imprisonment instead of fines, and that the Administration intends to limit the importation of hops, malts and other "home-brew" ingredients. The price of imported beer obtainable by permit at Apia Customs was recently increased from 1/6 to 1/8 per bottle.

THIS is another example of the injustices which Western Samoa suffers under the "Old Granny" Government of New Zealand.

There are three communities in Samoa—Europeans (only a few hundreds); Euronians (several thousands, who live in the same way as Europeans); and the Samoans.

The Samoans are not affected by the liquor question—or only to the extent

that the Administration must prevent Samoans becoming accustomed to the use of European intoxicants.

The Europeans and Euronians in Samoa are entitled to the use of liquor, in moderation, just as are Europeans elsewhere. But "Old Granny" has decided that there shall be no liquor in Samoa (believed to be a dictum issued 20 years ago by a New Zealand Minister, who was a Prohibition fanatic), except as a medical necessity. This gradually developed into a system whereby each European is "entitled" to so much beer and spirits per week—an order for same, directed to the Customs official, being signed by the Government Medical Officer. The Custom-house imports the liquor and retails it. It has become a highly profitable trade.

When I was in Samoa in 1936, being anxious to return much generous hospitality, I applied twice at the Custom-house for a supply of liquor. I was brusquely told to "go up to the hospital and get an order from the M.O." I did not go to the hospital; and, being annoyed by bureaucratic discourtesy and a silly system, I made it my business to procure a supply of liquor, in defiance of both.

So much for the Europeans. The Euronians, having less money, had to find a way of supplying their normal liquor needs, without recourse to the rationing system. Hence, "home-brew".

Good beer is easily made in the home, and Germans usually are expert brewers. "Home-brew" has been an established institution in Samoa for 20 years. I visited many Euronian homes, and I sampled dozens of "home-brews"; and, almost without exception, they were excellent.

Although most people brewed beer only for their own use, it was plain that "home-brew" had become an article of trade. In fact, there were cafes where anyone could buy it. Such a development was inevitable. For many, it was much easier to buy other people's beer, than to brew their own.

I could not see that the "home-brew" system was abused. On the contrary, it seemed to me a very good solution of the Euronian problem created by "Old Granny" Government and her absurd liquor-rationing plan. The "home-brew" was alcoholic, of course, but not heavily so. I saw no drunkenness in Samoa. Many European, as well as Euronian, homes had their own "home-brew".

Some time ago, Samoa residents appealed to New Zealand to revise the liquor laws. Instead of that, in the manner typical of "Old Granny's" notoriously muddled administration of Samoa, the "home-brew" system is being attacked. Instead of dealing with the original evil, "Old Granny" sets off after what is a secondary and a really harmless thing.—R.W.R.

Mr. and Mrs. J. Chapman, of Rewa, Fiji, celebrated their golden wedding anniversary last month—they were married in Melbourne on February 6, 1890. Mr. Chapman, who is 72 years of age, originally went to Fiji in 1868 and has lived at his home on the banks of the Rewa River ever since, except for an occasional visit to Melbourne.

Mr. A. E. S. Howard, District Commissioner in Fiji, has been accepted for military service in England, where he was spending long leave.

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PAPUAN SUPERANNUATION

From Our Own Correspondent

PORT MORESBY, Feb. 14.
DURING the year 1939, pensions totalling £12,582 were paid out to 41 public servants who are on superannuation. There were 146 contributors to the fund and their total contributions were £3,452. Interest from investments amounts to

£1,379. The balance of the money required to keep up the pension fund—a matter of £7,500—was provided by the Administration of Papua. Two pensioners died during the year, and eight public servants who had retired on superannuation joined the pension list.

Mr. Ross MacCracken recently arrived in Sydney from Norfolk Island to join the R.A.A.F.

TARO

Known in China and Egypt Before Christian Era

From Our Own Correspondent

HONOLULU, Feb. 6.
TARO, the ancient and modern staple food of most Pacific native peoples, was known to the Chinese in 100 B.C., and was in wide use among the Egyptians at the beginning of the Christian era.

Pliny, for example, referred to it in 50 A.D. as an important established food.

These and almost every other fact which you might care to know about taro are included in Bulletin 84, just issued free by the University of Hawaii Agricultural Experiment Station at Honolulu.

Leo D. Whitney, agronomist at the station, wrote the Bulletin after long research, and collaboration with local authorities, including the Bishop Museum.

Eighty-four varieties of taro are described. The Bulletin is timely because of the recent emphasis placed upon the food values of taro by physicians and nutritionists.

HELP SMALL MINERS

Plea for the Goldfields Road

From Our Own Correspondent

WAU, Feb. 11.
PERSISTENT reports are current in Morobe that an excellent route has been found from Salamara to the Goldfields, presenting no insuperable engineering difficulties and eliminating several costly bridges which would have been necessary on the original "most direct route".

Residents now hope that tenders will be called in the near future for the construction of this project. There should be no further misgivings as to where the money is to come from, since the new Gold Tax is building up the Trust Fund at the rate of about £20,000 per month. As the Gold Tax is to be devoted to "progressive works and forward movements in the Territory", presumably it can be used to finance the Wau-Salamaua road.

Small miners are finding it difficult to carry on, since commodity prices and freight rates are advancing gradually—rice, a necessary item, rose recently by £3/10/- a ton, on the beach. An assurance that the road from the coast is to be put into construction would give new incentive to these small miners.

An overseas stamp journal reports that the New Zealand Government contemplates issuing a new set of stamps for Niue Island and that one of the designs will be a reproduction of the mission ship "John Williams II" which was wrecked on Niue in 1867. These stamp issues by impoverished Islands Administrations are becoming so common that a pirate-ship would be a more suitable subject than a mission-ship.

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AGENTS THROUGHOUT THE ISLANDS.

FOOD REFUSED

Suspicious Natives in New Hebrides

THE volcanic eruption on the island of Lopevi (in the New Hebrides) and the evacuation of the population to the neighbouring island of Paama, were described in "P.I.M." in December. Since then, there has been a remarkable sequel.

On their arrival in Paama, the evacuees were afforded hospitality in the already over-crowded villages around the mission station. When it became evident there was no prospect of an early return, they were offered land for settlement on the east coast, where were only a few villages with a sparse population, and they were within easy reach of Lopevi. They gladly accepted the offer.

No sooner had the six new volcanic vents subsided than a few enterprising souls crossed the channel in canoes to spy out the land. They were dismayed to find the entire island utterly desolate. They returned convinced that Lopevi was no longer fit for habitation, and resolved to settle down on Paama.

When the Condominium Government was informed of the situation by Mr. F. H. Harvey, of the Epi Broadcasting Station, and Rev. M. Frater, it offered to provide the refugees with food. Under the direction of Dr. Monfort, French medical officer, the French Government yacht "Concorde" was despatched with rice and tinned meats. But the natives refused to accept the hospitality of the Condominium and would not touch the food.

It is difficult to discover a reason for such extraordinary behaviour. Readers of "P.I.M." will remember that, two years ago, a similarly embarrassing situation arose between the natives of the Group and the British Administration, over the distribution of Coronation Medals. During his cruise through the Islands, Sir Arthur Richards, then High Commissioner, presented to native chiefs a decorative medal, as a token of goodwill on the occasion of the King's coronation. The natives not only disapproved, but resented the complimentary gesture. It was a strange thing to happen—probably the only case in the world where Coronation Medals had been so contemptuously spurned.

It was believed that the natives, acting under the influence of herd psychology, were carried away by an alarmist rumour that the Coronation Medals were a prelude to the imposition of a poll-tax. For years, the dread of this levy has been a disturbing undercurrent in native life. Suspicion rested on a few chiefs in the northern islands, with strong isolationist views, and one, the patriarchal chief of Paama, was summoned before the two Resident Commissioners at Vila. He was found guilty of spreading false rumours and was sentenced to a term of imprisonment. His return to Paama intensified, rather than allayed, native susceptibilities, and the agitation about the poll-tax became associated with a new obsession. Nationalism, as it is expressed in so many places in the world to-day, exercises a disturbing influence. In some islands, this pan-Melanesian fantasy hangs over the native mind like the intoxicating fumes of a narcotic.

The behaviour of the Lopevi people is the more surprising because, unlike the Paamese, they are a tranquil people and not sticklers for their rights. Lopevi,

too, though one of the most conspicuous and picturesque, was possibly the poorest island in the New Hebrides. The hungry natives should have revelled in a boat-load of foodstuffs, as a heaven-sent gift.

Perhaps their behaviour is best explained by this story. "Why don't they have a drink with me?" asked an Australian visitor in a Scottish village inn. "Och," said his friend, "they think ye want to sell them a lawn-mower or a washing-machine."

Brigadier-General Sir Herbert Hart, who was Administrator of Western Samoa from 1931 until 1935, and who now is Chief Administrative Officer of the Imperial War Graves Commission, with headquarters in Palestine, visited Australia and New Zealand in February.

Dr. G. A. Irwin, who has been on the staff of the Government Hospital at Apia, Western Samoa, for the past four years, arrived in New Zealand in mid-February.

Mrs. E. M. Zahel, who has been head teacher for 31 years on Badu Island, Torres Strait, returned to her station in February after a holiday in Sydney.

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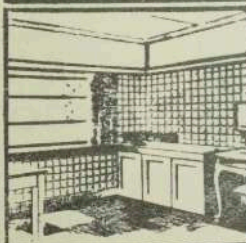


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DURATILE

Rev. A. Aufinger, of the Society of the Divine Word, Alexishafen, New Guinea, has been appointed Roman Catholic priest to the parish of Wau, Morobe District. It is reported that plans are afoot to build a Catholic Church in Wau.

Mrs. A. M. Carolin, an English authoress, who writes under the name of "Mary Atherton", arrived in Sydney in February on her way to Tahiti, where she will put the finishing touches to a new novel which she is writing. The book, which will have a South Seas setting, will be called "Delay No Longer".

Mr. A. K. Grabowsky has joined the staff of A.P.C. Ltd., in Port Moresby. He is a brother of a former manager of Guinea Airways Ltd.

ENGLISH GIRL WHO MARRIED POLYNESIAN CHIEF

Strange Sequel to Old-Time Rarotongan Romance; Search for an Heir

BY "CLOGHOGUE"

I.

AS this 1940 New Year came to birth, Rarotonga lost one of its links with "the evening of yesterday": Puri Mataiapo (chieftain of the second grade) passed away, near to the age of 80 years. He was of the dramatis personae in some old-time, interesting scenes.

Somewhere in the sixties of last century, there sailed and traded through the Eastern Pacific island groups, a schooner which had for captain, Emil Piltz.

Piltz, a robust and energetic young German about 5 feet 10 inches in height, complied with all Hitler's requirements for Aryan racial purity. He was a blonde of the truest type, and was known to the natives as Pupuri, meaning "very fair". The similarity of his name to that of Mataiapo Puri was accidental.

Captain Piltz soon after his arrival in Rarotonga, married a native woman of some rank, and she bore him three daughters, and died. In need of another mate, he advertised in New Zealand for a wife, and from a matrimonial agency there came to him a young English girl named Mary Porter.

She was good, and good-looking, not yet out of her teens, with a fine head of crisp red hair, but she did not suit Captain Piltz. He was of a hasty and rather bullying disposition. On her refusal to live with him in trial marriage for a while, they quarrelled and parted. He refused to maintain her, or marry her at once, and she would not accept less.

Being without means, Miss Porter brought her case before the Avarua Court of Arikis. The native judge was Tepou o te Rangī, and the then British Consul Exham. The Court ordered Piltz to pay a fine of 400 Chile dollars (equal to £50), and to be responsible for the girl's maintenance while she was on the island, and for her transport to New Zealand when she desired to return there.

At this period, there was living, in the settlement of Arorangi, a fairly-well-to-do European of about 40, Mr. Craig. Piltz induced him to receive Miss Porter into his home for residence, as a housekeeper, until an opportunity arrived for sending her back to New Zealand. In Mr. Craig's establishment, Puri, a young native chieftain, served as cook.

Miss Porter remained with Mr. Craig, by whom she soon came to be regarded as a daughter, and she led a model and useful life. She is still remembered by those who knew her, with respect and gratitude, as she was ever ready to help with advice or kindly word, and by women especially, for teaching them to cut out and fashion garments. No scandal attached to her name, and her assistance was welcomed in the homes of European missionaries and other decent whites, when entertainments were toward.

With her kindly temperament, and thrown continuously into the company of Puri, it is not to be wondered that mutual regard grew between them, "for youth with them was in its ardent bloom". Together they took part in the local native amusements, services and church work, and the buds of love burst into flower.

Eventually, in the early 80's, they were married, in the Arorangi Church of the L.M.S., by Rev. Isaia Papehia, the native pastor. This event—a matter of considerable excitement locally, as may be



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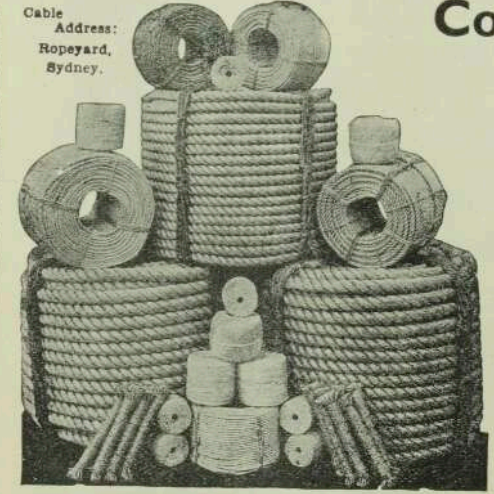
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imagined, for the union of a European woman with a Polynesian man was a novelty, indeed—remains a vivid recollection with a few, still living, who witnessed it.

From that day, to this, Puri's name has been coupled, in conversation, with the fact of his marriage to a Vaine Papaa tikai (a real white wife). The married pair made their home on Puri's land, near Black Rock, where for a considerable time they lived happily together.

When about 18 months had gone by, Mary Porter (now Mrs. Puri) was due soon to give birth to her first baby. The young, lonely stranger, in a strange land, dreaded this event. There was no European doctor available, no midwife, no near-living white woman; so she made up her mind to go to New Zealand for her confinement, intending, she said, to return to Puri with the child when they were fit for the voyage.

She was not altogether happy, about that time, for husband Puri—the novelty gone—with ingrained native laxity in sex matters, had of late found new female attachments. This laxity, the result of centuries of racial customs and promiscuity, the utmost exhortations and strictest laws of the missionaries and Administration alike had been—and have been—unable to eradicate. There was no open domestic break, however, whatever may have passed privately.

Captain Piltz being about to leave the Islands for a period, Puri Vaine (nee Mary Porter) took advantage of the opportunity and the order of the Court, and secured a passage with him to Auckland.

She did not return; nor did Puri learn aught of his wife and their child, for several years.

II.

SOME years after this event, the seed of to-day's political status of the Cook Islands fell on waiting soil.

In 1888, Mr. Craig had entered into a contract to procure for a native, Ngatae, a sewing machine, for which payment was to be completed, within a definite date after receipt. The machine—a thing for native wonder—duly arrived from civilisation, and he who ordered having broken his contract, Mr. Craig sold the machine to an Aitutaki man who sent it on to his wife in that island.

Some difficulty arose about the return of contributory payments made by Ngatae, and the case came before the Arorangi district court.

Mr. Craig was, despite the missionary laws, a non-attender at the local church. The court, to a man, from judge to ushers, were intense churchmen.

The court heard the case, and, notwithstanding invoices and accounts, deemed the machine not worth its price and that Ngatae had already paid for it, and ordered Craig to get the machine back and hand it over to Ngatae. The machine had gone on to Aitutaki in its original packing, and none of the court had seen it.

In addition, Craig was fined their favourite fine for Europeans, 400 Chile dollars (£50 sterling) for trying to cheat a poor native.

Craig refused to comply with the sentence, so he was seized by the judge, Tauai Orometua, a native clergyman, and Pirangi (a Rangatira, and afterwards Ariki, or King, of Arorangi) next in authority, and cast into the local gaol, where his feet were kept in stocks.

This local gaol had been built some time before for one Take, the grandson of that Ariki Rurutini who had been first to accept the Gospel. Take had murdered his wife by striking her with a gun, and had been sentenced to life imprisonment. So as to make sure of him, the stocks were inside the cell. Take did not live long in the gaol. It was a place unfit for the confinement of a European in the tropics.

The local head of police, one Tapai Orometua—another native clergyman who had travelled somewhat, to Samoa and to other places in greater contact with the white man—at last caused sufficient tremor in the minds of the church despots as to get their consent to freeing Mr. Craig at the end of two weeks' incarceration.

Mr. Craig, justly incensed at his treatment, especially the confinement in stocks, day and night, without exercise,

drew up his complaint, which was forwarded on by first opportunity to the Naval Authority at Fiji.

That paw of the British Lion in the Pacific, responsible for Commodore justice, was stretched out, and H.M.S. "Hyacinth" arrived at Rarotonga, commanded by Captain Alexander, to right wrong and see justice done, on November 18, 1888. This gentle paw-pat eventuated in British sovereignty, and the Group became part of New Zealand.

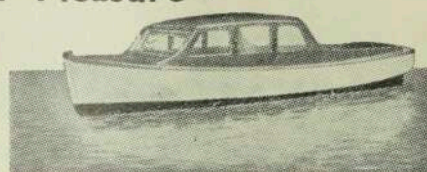
Early next morning, after the ship's arrival, an armed party was sent, ere the culprits could disappear, to fetch them in for trial to a naval court of the ship's officers, held on the beach opposite the C.I.T.C. and hotel, while a boat's crew lay close by, in the harbour. Fear and excitement, as well as a crowd, were their companions on the way. Both sides had their say in full, and the court

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was dismissed, sentence to be notified later by Consul Exham.

Ere noon, Exham arrived at the village on the heels of the returning crowd and gave out the sentence: "Tael Orometua and Pirangi Rangatira to pay each 100 Chile dollars damages to Craig, and the District of Arorangi to pay to the warship 100 sacks of coffee berries, within 24 hours, from noon that day."

Hardly had the sentence been read out, when the warship appeared off the village, with its two big guns trained on the houses. The guns were plainly visible from the shore, and they, and the events of the morning, spread consternation and terror.

Immediately, all hands able to pluck berry off bush, rushed away to coffee picking. Those left behind wept; and the members of the court scattered in-

land, as far as possible from sight of the ship.

It was beyond possibility to pick, husk and clean the required quantity of coffee berries in the allowed time. In despair, a hurried meeting was called and a volunteer, who could speak English, was called for, to go as envoy to the captain.

Puri, not of the guilty ones, and with a fair knowledge of English, gleaned from Craig and from his wife, was selected. The captain received him hospitably, but gave no definite reply to his request for more time, merely telling him not to go ashore till permission was given.

Shortly after 2 p.m., a boat came alongside with two sacks of coffee berries. These were not of new picking, but were

gleanings from household retentions for domestic use.

The ready compliance and the good coffee pleased the captain, and he then granted the extension of time, but Puri must remain aboard as hostage.

Having been allowed more time, the aronga mana (those in authority) of the settlement went to Chinese trader Ahsin, in the village, and contracted with him to supply from his accumulation, sufficient money and coffee to pay everything in full, within the time allowed.

The people of the district were working as Ahsin's slaves, virtually, for a long time afterwards, to liquidate that debt. One elderly lady complained bitterly to the writer, recently, that they took her pig and horse as part of the repayment to Ahsin.

The fine paid, as demanded, Puri returned ashore, after two memorable and happy days on the ship, the proud possessor of a huge joint of salt beef and half a sack of biscuits.

Soon after, the Cook Islands became a British Protectorate, with a Resident Agent in lieu of a Consul, and ultimately was ceded to Great Britain and passed under the control of New Zealand.

III.

AT no great length of time after the visit of the "Hyacinth", came again Captain Piltz to reside in Rarotonga, bringing from America with him a lady he had married there. She remained with him until her need was as that of Mrs. Puri, when she returned to U.S.A.

Piltz stayed on after the departure of his wife for some years, till, at last, changing conditions and shrinking profits rendered advisable his withdrawal from the scene. His daughters remained on the island, where they married. One is still alive. He and his later family at first made their home at Frisco, later moving to Honolulu, where he died and was buried in 1927.

When Captain Piltz arrived from America, with his wife, he brought word to Puri that a son had been born to his wife, Puri Vaine, in New Zealand. This boy was met with, and spoken to, on several occasions, by Rarotongan residents who visited Auckland.

A rumour got around that Mrs. Puri had died; but there were no details made public as to time, place or cause. Puri, on September 18, 1890, married again. There were no children of this marriage; and now, unless their son, born to the former Mary Porter, still lives, or has progeny, a line of Rarotongan chiefs, of ancient and honourable repute, will come to an end, for Puri was the last survivor of his line in the island.

Never, after he knew his son was born, could Puri engage in conversation with one of his white neighbours without bringing up with pride the subject of his own white wife and his missing son by her. Ever would he endeavour to learn how he might proceed in a search to find his boy. Denied this life-long desire, he passed away, after a lifetime of labour, in which romance and public service had shared, almost alone, and almost uncared-for by children adopted, whose interest seemingly centres in their individual possibilities from the now unclaimed intestate estate.

Should this meet the eyes of descendants of Puri and his wife, Mary Porter, or of anyone knowing of them, communication should be made to the Reg-

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istrar of Land Court, Rarotonga. A title and estate await them.

Mr. Craig, later, after a trip to Scotland (his native land, where he found no living friend) returned to reside in Mangaia, as storekeeper of a branch of A. B. Donald Ltd., and there he died.

The writer, with one or two exceptions, has met and known all these people. But they, and those times and days, have ended; the ancient glories have departed; the mana of the chiefs has gone; the native courts are but a joke of the past; religion, with its officers now relegated to a proper place on the public perch, no longer rules the roost; conscienceless commercialism rules our lives; and adventure is no more . . . Aue, Aue!

DOGS !

THE dogs of Tahiti are more in number than the sands of the seashore. A careful census of the ant communities might disclose that they contain the major number of inhabitants; but the dog population would stand high on the roster in second place.

Dogologists (who, by the way, are the only ologists who have not as yet ransacked this much-enduring bit of territory) would find much to interest them in so fertile a laboratory of canine evolution.

The early Polynesian settlers brought with them dogs that were, probably, a blend of every species on the continent of Asia. On this parent stock has been grafted nearly every type of dog the rest of the world has to offer.

We have a neighbour who is a collector of dogs. Within the boundaries of his demesne he has gathered many specimens of the wonderful hybrids Nature has evolved on these romantic isles.

During the day they sleep. But the still watches of the night are shattered at irregular intervals by explosions of clamor—ranging from the mournful howls of a college of banshees, through snarls, growls, staccato yelps, barkings, yappings, to the resonant baying of hounds—that begin as though the ground had suddenly been torn open by a volcanic eruption of dogs. Then, as abruptly as they have begun, they cease.

However, this nucleus of noise always acts as a fulminate, and when the centre has quieted down, one can hear in the distance fresh battalions of dogs industriously rousing up still more distant battalions, to pass on the excitement to the most remote districts.

Often this happens in reverse order, and we can hear the wave drawing nearer and nearer, from some distant source, until our neighbourhood dogs are awakened to sound and fury.

Of course, every time this happens, everyone who is not under an opiate, or ossified by too liberal draughts of the waters of Lethe, is catapulted from the Land of Nod to a world of confusion and noise. Then a listener—who is earnest and anxious to learn—can add to his vocabulary of vituperation some precious jewels gathered from many treasure-houses.

Even the Chinese storekeeper at the crossroads arranges his *Tzes* and *Chungs* and *Tongs* in sequences which—although not so comprehensive as the Tamil or so sonorous as deep-sea English—can cause lightnings to flicker and distant thunder to rumble.

Only the dog collector remains undisturbed amid all this Bedlam.

Some Polynesian Merlin has woven about him a wall of enchantment wherein he sleeps peacefully, safely protected from the army of wraiths, djinns, demons and cannibal ghosts his exasperated neighbours have called up to haunt his dreams and disturb his slumbers. —A.C.R.

Rev. Brother Peter, B.A., arrived in Fiji recently from Auckland, N.Z., to join the staff of the Marist Brothers' Secondary School in Suva. He is assistant to Rev. Brother Lambert, B.A.

Mr. H. H. Vaskess, Secretary of the High Commission for the Western Pacific, Suva, is at present in Sydney, with Mrs. Vaskess, on three months' furlough.

NOT SO "TOUGH"?

From Our Own Correspondent

RABAU, March 2.

SOME blurbs from Southern papers recently, anent the "distressful" conditions at Wewak, Northern New Guinea, were rather amusing to old-timers—"shortage of fresh food", "serious sickness", etc.

I wonder what the New Guinea people did before the regularly-running steamers, aeroplanes and what-you-will. Surely the pioneers of British stock are not weakening. Or is it that every little hardship, or discomfort must now be featured in some blathering Sunday newspaper?

Monsieur Ferninand Paimbouc, of Bourail, died recently in New Caledonia.



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Mrs. Mollie Pearce, of Salamaua, New Guinea, who travelled to Australia in February, with her husband, Mr. Alf. Pearce, one of the New Guinea recruits for the Second A.I.F., is now living in Adelaide. Salamaua will miss this popular and clever pianiste who was responsible for the formation of the Salamaua Orchestra.

Mr. L. Stamper, of the New Guinea Education Department, arrived in Wau from Rabaul in February to take up the post of schoolmaster at Wau, in place of Mr. J. C. Doonar, who is a member of the N.G. quota of the A.I.F.

Rev. Fuata Taito, a Rotuman, recently arrived in Australia from Fiji with his wife and three children, en route to Darwin to undertake work among the aborigines for the Methodist Mission.

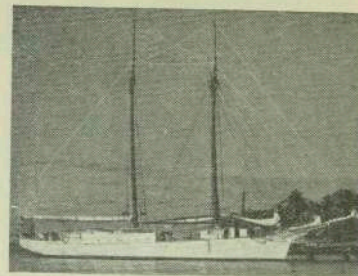
NEW GUINEA MINING

WAU, Feb. 14.

OWING to the co-incidence of many phases of activity of the Morobe Chamber of Mines and the New Guinea Mining Association, and the fact that many of the executives of both organisation serve on both committees, it is proposed to merge the two organisations, so that, in future, matters affecting the interests of the mining industry generally will be dealt with by the New Guinea Mining Association.

Rabaul Electricity Ltd., New Guinea, declared an interim half-yearly dividend of 6 per cent. on February 9.

THE "TAGUA"



The well-known trading schooner "Tagua", owned by Cook Islands Trading Co., and commanded by Captain Cambridge, lying beside the Avarua wharf, Rarotonga. She is not at present in Cook Islands waters, but may return there soon.

Education in the Gilbert and Ellice Group

A NEW scheme for the improvement of native education in the Gilbert and Ellice Islands Colony has been arranged between the London Missionary Society, the Sacred Heart Mission and the Government, states the Annual Report (1938-39) of the Director of Education (Captain F. G. L. Holland, M.B.E.).

Formerly, Mission natives trained and educated as pastors had charge of the Gilbertese village schools; but the Government was of opinion that they were not being adequately trained to act as teachers and therefore introduced a new method in 1930. This was suspended four years later.

The new scheme, which will operate for 10 years, allows the Missions to carry on the training over a period of three years, instead of twelve months as previously. Teachers' salaries will be raised and more school equipment provided. Pupils attending the schools affected by the scheme number 5,000, practically three-quarters of the school-going population of the Colony, and the Director of Education believes that an uplift of native life will follow the provision of better-trained teachers.

Statistics published in the Report show that during the year nine European children and 6,819 natives received tuition in 236 schools, and that £4,500 was spent on education. A new Banaban school on Ocean Island was completed in April last, at a building cost of £7,000.

In a preface to the Report, Captain Holland declares that education in the Colony owes a debt of gratitude to Dr. Hiram Bingham, pioneer missionary in the Gilbert Islands. With his wife, Bingham landed at Apaiang in 1857 and commenced work for the American Board of Foreign Missions. They brought with them a native teacher from Hawaii and later induced several more Hawaiian teachers to settle in the Northern Gilberts. Bingham retired from field work in 1868, and devoted his remaining years to literary work in the Gilbertese language. His translation of the Bible, issued in 1893, is a treasure of Gilbertese diction, which marked and fixed the literary language. His dictionary, containing 12,000 words, is still the standard reference to-day.

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Fiji's Young Industry

Pineapple-Canning Making Steady Progress, in Accordance With C.S.R. Plans

VISITORS to Fiji, making the tour of Viti Levu by the circum-insular road, have been interested to see at Nadi considerable areas of pineapples, contrasting with the sugar-cane crops which form the main feature of the landscape for a distance of 140 miles along the northern and western coasts.

These pineapple fields are the result of the development of the canning industry by the Colonial Sugar Refining Co. Ltd., which in 1936 purchased the assets of the West Coast Pines Ltd. The latter company had ceased operations some years earlier.

Development was at first hampered, to some extent, by the lack of planting material in the Colony, due to the abandonment of cultivation of existing fields. However, the shortage of seed has now been overcome. Large areas were planted by the C.S.R. Co. in 1939—these are the fields which are seen from the road—and Indian leaseholders have been able to obtain plants from the company, which will in due course purchase from them the mature fruit. Rapid extension of the area under pineapples is expected.

Comprehensive experiments are being conducted in order to decide the methods of manuring, spacing of plants and time of planting, best suited to Fiji

conditions. The object of cultivation is to produce fruit of an even size, and of a shape suitable for canning, with a minimum of waste.

In Hawaii, where the cultivation of pineapples for canning is now a tremendous industry, the rows are planted through strips of mulch paper, the function of which is to conserve soil moisture and minimise weeding. This procedure is under trial at Nadi, but results are not yet available.

Pineapples mature in Fiji at two periods of the year, a minor crop about June and a major one about December. The fruit grown at Nadi is transported by motor lorries to Lautoka, about 17 miles distant, where a modern canning plant has been installed, which commenced operations towards the end of 1938.

At this cannery slices, fingers, crushed pineapple and juice are packed, and the products are sold in New Zealand and England. Rather surprisingly, there is some demand for canned pineapple in Fiji, despite the availability of the fresh fruit.

Some of the advantages which we see in the resuscitation of the pineapple industry in Fiji are:—

It will provide an outlet for the increasing Fijian and Indian peasantry, all of whom cannot be absorbed in the sugar industry.

It will bring about cultivation areas of land which are suitable for pineapples, but not for cane and other crops.

The cannery provides seasonal employment for local girls, and other classes of labour.

The writer, when on a visit to Fiji about six years ago, was much impressed with the potentialities of the pineapple industry in the Colony, and looks forward, on his succeeding visits, to seeing its sound and steady growth. There is no speculation about it. Everything has been investigated and planned by the powerful and efficient C.S.R. Co., and in ten years' time, this will be among the major industries of prosperous Fiji. (See also article on page 59.)

Rarotonga's Leading Chief

From Our Own Correspondent

RAROTONGA, Feb. 2.

IT is expected that the important question of who is to be the successor of Makea Nui Tinerau Ariki, O.B.E., who died on January 26, 1939, will be stated in a judgment by the Native Land Court on February 7.

Makea Tinerau Ariki died unexpectedly and the question of a successor to the title (which is equal to that of paramount chief of Rarotonga) has been the subject of much debate.

Mrs. M. Forsyth, of Gaviti Plantation, Bainings, New Britain, arrived in Sydney by plane at the end of February. She will spend several months' holiday in Australia.

Francis Bowie, a Torres Strait Islander, was recently ordained to the priesthood by the Bishop of Carpentaria, at St. Paul's, Moa Island.



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RAROTONGA'S DONATION

From Our Own Correspondent

RAROTONGA, Feb. 2.
THE sum of £250 is being forwarded by this mail from the people of Rarotonga as a donation to the New Zealand Red Cross for war purposes. This is Rarotonga's first contribution in aid of the British Empire in the successful prosecution of the war against Nazi-ism.

Mr. T. Bowden, a New Zealand surveyor recently arrived in Fiji to practise his profession on Vanua Levu. He was in Fiji prior to the Great War, and enlisted with the N.Z. Forces. After the armistice, he took up a post in Uganda, serving for 11 years, before returning to New Zealand to engage in farming.

Canker in Territories' Administration**Pessimistic Review by a Leading Planter**

Letter to the Editor

MANY planters, suffering under low copra returns (the in-store price, at Port Moresby, Papua, for sundried, is £6/16/9 per ton!) blame the big firms. But these firms take the risk of shipping and realisation, just as we take the risk of investment and production.

The complaint is more deep-seated. It is the combines, who take no risk, and win most of the profit. They bleed not only the producer, but the consumer of margarine and other copra products.

It is the operation of these huge combines throughout the world that will cause war after the present war is over. Planters are beginning to ask why the Government does nothing to protect them from the man-eating copra combine.

Living in a Colony under the democratic Government of Australia, planters and miners wonder also what democracy means, as they have no vote or say in the squandering of the revenue collected from them. The bureaucratic official picks all the plums from revenue for his house, his pension and his very long leave. The planter is lucky if he can get a holiday every three or four years, but the official gets short leave every 21 months, and long leave of six months and twelve months at intervals. Then, when tired of holiday-taking, he takes his retirement pension.

Time and again, Papua has been on the verge of bankruptcy. But, with a subsidy of £40,000 to £50,000 per annum from the Commonwealth Government, and speculative oil and mining companies popping up at times to help revenue, it has managed, with a little financial juggling, to escape.

In the case of New Guinea, the dogged perseverance of mining engineers, miners and planters, and their discoveries of gold, plus the German plantings of coconuts, helped New Guinea to affluence. But this affluence has been dissipated by the Administration, not in assisting mining and planting, but in trying to achieve the same results as Papua. So far, the price of gold has beaten it.

If oil is not discovered in Papua, the subsidy from the Commonwealth Government will have to be increased to about £100,000. Gold will keep New Guinea going for a period, but the life of most mines is about twenty years or less. By that time, the coconut estates, New Guinea's only other asset, will have died of old age. Nothing has been done to replace this very wasting and unprofitable asset. The same conditions apply to Papua—its coconuts and rubber also will have died of old age. The real asset of the country, the native, is also a wasting asset. He has been so pampered and spoiled that in some parts he has become unworkable. In other parts, he is rapidly dying out. However, this is a very delicate subject, and best left alone.

It has recently been rumored that the Papuan Government is considering a tax on rubber. I would like your readers to refer to the "Pacific Islands Monthly's" list of rubber prices and note the years when the industry was unprofitable, and every rubber-planter had to borrow to keep going. Planters have not yet made good that deficit. How unfair to tax them just to find funds to meet shortage on the Pension account.

The following is an extract from the "Papuan Courier":—

"The report just published of the Superannuation Fund Board for the year ended on 31st December last shows total pensions paid during 1939 were £12,582 to 41 officers, roughly an average of £307 per head. Contributors numbering 146 paid to the fund £3,452 during the year, while the taxpayer contributed £7,450."

These Islands will provide rather a nasty blister for Australian taxpayers of the future. The present taxpayers have been subscribing about £40,000 to £50,000 per annum for about 25 years. They should be getting a dividend, but they never will and the capital they have subscribed can be written off, as there is so little to show for it—except about 40 or 50 middle-aged men, sitting back

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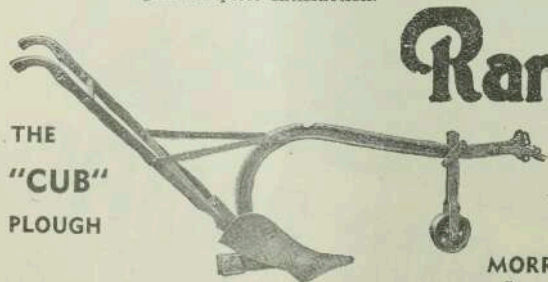
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BIDOMAK

AT ALL LEADING ISLAND STORES

in Australia on fairly fat pensions.

In Papua, we are supposed to have an Agricultural Department. But it is only a name-plate on the door of the Lands Department and a number in the telephone book.

STOP GETTING UP NIGHTS!

Don't get up night after night because of lack of control over the urine. When your rest is interrupted, you are tired and worn out on arising in the morning—totally unfit for the day's work. If you get up at night due to frequent, scanty passages with burning and discomfort, your kidneys and bladder need help.

The longer you have suffered from these symptoms of kidney and bladder trouble, the more you owe it to your health to heed the warnings and take immediate steps to correct the cause of sleepless nights and days of misery, discomfort and inconvenience. When the kidneys do not function properly, waste matter and poisonous acids stay in the blood. In addition to causing frequent scanty passages, you may have backache, rheumatism, sciatica, lumbago, leg pains, swollen feet and ankles, dizziness, puffiness under the eyes and excess uric acid.

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In New Guinea, their able Director of Agriculture built up a first-class service from nothing, and trained his own men, and gave them the opportunity of gaining tropical experience in other countries, with the idea that one day New Guinea would be able to supply all Australia's tropical requirements. Now, for some reason, his operations have been curtailed, and I consider he and his staff have a real grievance. I am told the curtailment is not for economy, but is due to departmental jealousy.

In the foregoing, I have tried to show that there is an absolute lack of interest and initiative by officialdom in its job—otherwise, how could they make such a failure of an agricultural paradise? Finally, what are they going to do about it? To sum up:—

No improvement can take place until planters, miners and other settlers have some form of representation to check and advise on Government spending and other matters. When all is said, it is these people who supply the revenue.

Agricultural experts must be appointed to Papua and given a free hand to examine the potentialities of the Territory and make recommendations.

The Agricultural Department of New Guinea must be freed from petty restrictions, so that it may set about the development of tropical products required urgently by the factories of Australia. I allude particularly to the rich valleys in Central New Guinea.

An Agricultural Bank should be formed to assist in developing new crops and expanding the areas of rubber to at least the requirements of Australia.

A thorough investigation of the combines and their subsidiaries controlling copra should be made, especially to ascertain if, with the present low price, the working man is getting the benefit in his purchases of margarine, glycerine, soap, candles, etc.

How much of the £50,000,000 grant to be made for colonisation by the British Government is to be set aside for Papua and New Guinea?

I am, etc.,

G. A. LOUDON.

Port Moresby, Papua.

February 15.

TREASURE-SEEKERS

Cocos Island Again

WHEN it was announced a few weeks ago that an expedition from California had recovered the long-sought treasure of Cocos Island, worth £12,000,000, comment was made in this journal that the statement should be received with a large grain of salt—that those who knew most about the matter would believe there was a huge buried treasure on Cocos Island only when they saw it.

It was announced from Los Angeles, on February 22, that the yacht "Stranger", under Captain Fred Lewis, would sail shortly with 25 tons of machinery for dredging and digging on Cocos Island; and it was stated also that Mr. James A. Forbes, organiser of the expedition which claimed to have located the treasure, would join the "Stranger" at Costa Rica.

It is evident, therefore, that the sensational press report about the treasure was slightly exaggerated—the expedition only thinks that it knows where the treasure is.

The idea of the treasure persists, however. The British yacht, "Windward", 26 tons, is reported at Costa Rica, seeking permission to search for pirate treasure on Cocos Island. She is run by three young Englishmen who fought for the Republicans in the Spanish War—Michael Johnson (skipper), Clive Smith, Frank Davis. Two Australians who were in the crew, Peter Gladwin (Sydney) and Robert Camp (Melbourne) left the yacht in the West Indies and returned to Australia.

Cool Off at Canberra on April 20!

RESIDENTS of the Pacific who come to seek cool weather in Australia, and who want an opportunity to view the glorious colourings of the Canberra plantations in autumn, should not miss the opportunity of visiting the Federal Capital during the week-end of April 20, when a series of entertainments has been arranged in aid of war funds.

There will be a garden fair at Government House—one of the most beautiful places in the Territory—a whole series of excursions and entertainments, and a special ball at the Hotel Canberra on the night of April 20, tickets for which are being sold at 7/6. A large Canberra committee, headed by Lady Gowrie, have made plans to ensure that this will be a week-end to be remembered—and it is hoped that the financial benefit to the Australian war fund will be correspondingly memorable.



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Millionaires For a Day

BY "AMEL"

"I'M curious," I remarked.

"You would be," said Dad. "About this stuff called Millionaire's Salad," I continued. "Where d'you suppose it comes from?"

"It is obtained from the coconut palm," explained my parent gently, "and the high-sounding adjective is a relic of the dear departed days when coconuts were worth considerably more than a pain in the neck."

My imagination was stirred. Salads from coconut palms! I consulted an extra-special recipe book, which advised me to "take the top of one coconut palm." It sounded easy. But, even on coconut plantations in Fiji, one does not lop off trees at random, just for the pleasure of sampling Millionaire's Salad.

Four days after reading that recipe, however, a seven-year-old palm met its doom. The excuse was that it overhung a bed of succulent lettuces, and, during heavy rain, its fronds sluiced water onto them at an alarming rate. Consequently, its death knell was sounded and our Millionaire's Salad came a little nearer.

The felling of the palm produced a problem. It had a distinct lean towards the lettuces, and we didn't want them crushed out of existence. But long-suffering, ingenious Father scrambled nimbly up the coconut trunk, and fixed a rope so that the tree could be pulled in the desired direction.

"Heave!" he commanded.

With our combined eighteen stone, we heaved. The rope snapped like a carrot, and we hit the ground with a thump.

Mummie arose. There was an unpleasant glint in her eye.

"The rope," she said, succinctly, "was rotten."

Dad, lolling negligently against the tree trunk, smiled aloud.

"Well, you wanted your Millionaire's Salad," he remarked, unkindly.

And we vowed we would have it, even if we broke every rope in the place! For the next attempt, a brand-new rope was used, and the tree girdled once again. This time, our united efforts brought success. The fifteen-foot palm bit the dust in the right direction, missing a net hibiscus bush by inches, and scattering some fowls that had drifted across the landscape.

We eyed the fallen palm from all angles. The Millionaire's Salad didn't exactly spring out to greet us.

"Where is it?" I enquired, interestedly.

Dad fetched his cane knife, and warned us to stand clear. Then he chopped, and sliced, and hacked, and swore, for fully half an hour. Perspiration trickled off the end of his nose. Occasionally we heard him mutter, "Huh! Millionaire's Salad!" in a disgusted voice.

One by one, the sasa butts were severed. The tenth was somewhat stubborn. Dad grasped it with both hands and tugged. It left the tree trunk so suddenly that he turned a beautiful back-flip before coming to rest with his hat askew.

Carefully avoiding our mirthful gaze, he resumed operations.

At last, the milk-white heart of the coconut tree was laid bare—tightly-packed, tender, pale shoots that, in the course of time, would develop into those

weighty fronds which, with their sibilant crash, fall continually throughout the plantation. So this, I mused, was Millionaire's Salad!

"Put on ice for a while," said the recipe, "until cool and crisp. Then slice finely, add a dash of onion, and serve with mayonnaise."

We all agreed it was delicious.

"But," said Dad, a bit ruefully, "if that's a sample of what millionaires eat, I'd rather belong to the proletariat. It's given me indigestion!"

Miss Corralynn Fyfe, B.A., of Western Australia, recently arrived in Fiji to act as an honorary teacher for the Methodist Mission for twelve months.

The engagement is announced of Miss Austral Robson, daughter of Mr. and Mrs. A. R. Robson, of Kempsey, N.S.W., to Dr. S. Warren Carey, of Port Moresby, Papua, who is attached to the A.P. Co. in Papua, as geologist.

Dr. Edward G. Sayers, of Auckland, New Zealand, has been awarded the Cilento Medal for 1940 by the Australian Institute of Anatomy for his medical work among the natives of the Solomon Islands, where he spent seven years. He has practised in Auckland for the past five years and has been a member of the honorary staff of Auckland Hospital. In the near future, he will join the N.Z. overseas forces as specialist in tropical diseases.

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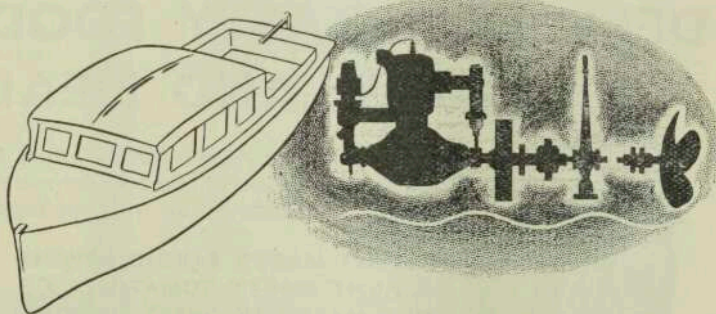
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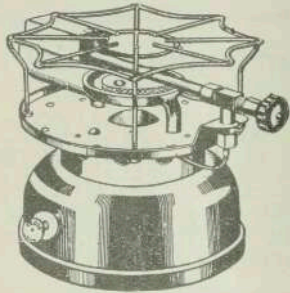
W R I T E T O

CHAPMAN & SHERACK

ERSKINEVILLE, N. S. W.

Mr. Thomas Pryor, accompanied by his wife and their two small daughters, arrived at Thursday Island by the February "Taiping" to take up the post of Protector of Islanders and Aborigines in Torres Strait District. Mr. C. O'Leary, who has carried out the duties of Protector for four years, will now return to Queensland to become Deputy Director of Native Affairs in Brisbane.

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Twin Peaks of Lord Howe Island

The Naming of Mt. Gower

AN inquiry from a subscriber, Mr. Arthur Peck, 99 Queen Street, Melbourne, asking how Mount Gower (one of the twin peaks which dominate the southern end of Lord Howe Island) received its name, baffled editorial perspicacity and library research. Recently, however, the "Morinda" brought to Sydney Mr. Max Nicholls, an old identity of Lord Howe Island, who has made a long and close study of the history of L.H.I. since he first went there many years ago as schoolmaster, and he has courteously supplied the following notes.

"The island was discovered on February 17, 1788, by Lieutenant H. Lidgbird Ball, of H.M.S. 'Supply', who was on his way from Port Jackson to found a settlement at Norfolk Island. While still some 18 miles off the island, he thought there were two distinct islets and named the larger Lord Howe's Island (after the then First Lord of the British Admiralty) and the smaller Lidgbird, after himself. The following day, as his log book states, he found the land seen to be only a single island—Lidgbird was a mountain mass at one end.

"The 'Supply' continued on to Norfolk, but on her return jour-

ney, on March 13, a boat was sent ashore to examine the island. Mount Gower is mentioned in the log, but only to give the position of the vessel on the 14th.

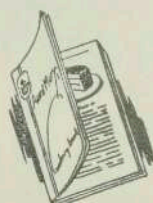
"From the perusal of many documents and newspapers, I learned that Mt. Gower was called after John Leveson Gower (1740-92), who was closely associated with Lord Richard Howe at the end of the eighteenth century. He commanded the sloop 'Kingfisher' (1760), the 'Africa' (in Guinea and the West Indies, 1766), and a number of other vessels, before being appointed 1st Captain of the 'Victory' in 1783. The same year he was made a Junior Lord of the Admiralty. Later, he cruised around the British Isles with Prince William Henry, and was eventually raised to the status of Rear-Admiral, hoisting his flag over the 'Edgar'."

Incidentally, Mr. Nicholls is now in Hobart, Tasmania. He came across to Australia from Lord Howe Island to seek medical attention and, as he put it,



Lord Howe Island's twin peaks—Mt. Lidgbird, 2,504 ft. (left) and Mt. Gower, 2,840 ft. The small island (at right), in the lagoon, is Rabbit Island, formerly used as a shark-fishing depot.

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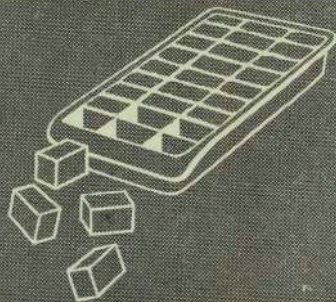
"the doctors advised going into dock for a time!" But he has been quite happy there—the wealth of old whaling records in Hobart has given him an opportunity to check up on some of the material he intends to use in the next edition of his little book, "Lord Howe Island, 1788-1938", which was published a year or two ago to commemorate the 150th anniversary of the discovery of the island. —S.H.

Mr. J. H. L. Waterhouse, who is in charge of the native school in the Rabaul district of New Guinea, and who is an authority upon certain aspects of native education, has been in Sydney for six months, undergoing a medical overhaul. As a result, he is much improved in health, and Mr. and Mrs. Waterhouse returned to Rabaul at the end of February. Mr. Waterhouse will resume his work immediately in the Rabaul district, where some very interesting and apparently successful experiments in the development of native village schools are being undertaken.

Miss Dorothy Glasson, who spent a number of years at Dobu, Papua, for the Methodist Mission, died in Sydney on February 22. At the beginning of 1939, she came South to seek medical attention but returned to the Territory in May; it soon became apparent, however, that she would have to leave the Tropics and she retired from active missionary work to live in Sydney under the care of a trained nurse.

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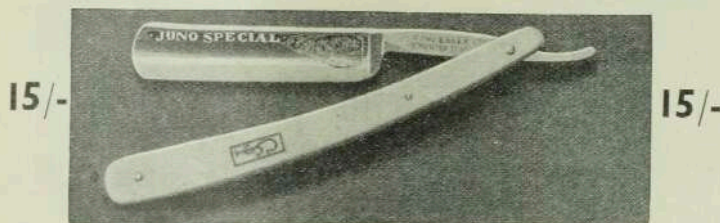
THE Polynesian Club of Sydney held two successful receptions during February. The first was in honour of the centenary of the signing of the Treaty of Waitangi, between the Maoris of N.Z. and representatives of H.M.'s Government in 1840. Miss Dora Mere-wether Busby, great niece of James Busby (first British Resident of N.Z., and framer of the treaty) was the principal guest, and was supported by Chief-tainess Waikainga Tipene (direct descendant of Hone Heke) and by Mrs. K. Nehua Darley (chiefly descendant of Patuone, brother of Tamati Waka Nene). These three Maori chiefs were prominent at the signing of the treaty.

The second evening was a welcome home to Mrs. Wiki Byron, of Rotorua, and Misses Ngahua Waugh and Gwen

Scord, who have just returned from a holiday in New Zealand. Gifts were accepted for the Club by the President (Mr. Leonard Moran) from the Polynesian Club of Auckland. Among those present were Mrs. Ellen Mackenzie, who sang Fiji songs to her own guitar accompaniment; Mr. Richard Beck, an English artist who recently came across from Tahiti; Quartier Maitre Chef Andre d'Aragon, well-known in Tahiti and Noumea; and Mrs. Takuora Stur-mey, a chieftainess of the Waikato Maori people.

Mrs. Gladys Baker, plantation-owner, of Vitu, New Guinea, arrived in Sydney at the end of February and has offered her services as a war worker in any capacity. She did V.A.D. work in the last war, at the age of 15.

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Early Gold-Seekers in N. Guinea

Interesting Memories of Pre-1914 Days

BY EDWARD AUERBACH.

RECENTLY, in articles about the discovery of the Morobe goldfield, there have been references to a Mr. Auerbach. The editor, writing to Mr. Auerbach, a planter in the Trobriand Islands, Eastern Papua, asked him if he were the Morobe pioneer. His interesting reply, published hereunder, shows that there were two Auerbachs on the goldfields in the early days—George, who was at Morobe in 1923-3, and Edward, who was in the Markham district.

NO: I am not George Auerbach—I am Edward. George did not go on that Markham prospecting trip.

Matt Crowe, J. Preston, Parkes and I left Samarai, in my schooner, "Niue", early in 1912. We called at Morobe. Herr Klink was the magistrate there then. He advised us to go on to Rabaul. Matt Crowe and Jimmy Preston stopped in Rabaul and bought stores and outfit for the trip, and later came over to Morobe in the German steamer "Manilla", where we picked them up, later on.

Parkes and I went recruiting boys for the trip, which was an exciting affair. While recruiting, we called at an island in the Siassi Group. I went ashore and met a white missionary. He was living in a humpy, built of about nine sheets of iron in the centre of the village. I saw a fine European house on the hill, at Rooke Island. I asked him who owned it. He said it was his. I asked him why he was living in a shake-down in the village. He said that at Higgins Point (Rooke Island), two Germans had started a coconut plantation; and, two days before, the bush natives came down on them, and killed the two Germans, and two Chinamen, and looted their stores, etc. So he had taken up his quarters in the village.

I went aboard the boat, and proposed to Parkes that we go around there, and let the natives know that we were English, and not Germans, and we should get a crowd of recruits.

So we went around. I took six boys of the crew—old Samarai boys, whom I had with me in the early days of the Mambara and the Gira, before Sam McClelland and Matt Crowe found the Yodda. I have two of those boys with me still—the rest are dead.

We went about six miles inland, and met the natives, and recruited 40 boys. They offered me the rifles and about 2,000 marks that they had looted from the Germans. I told them to take the marks to the missionary.

On this recruiting trip Parkes and I, when anchored in a bay, between Muwo (Mowe) Haven and Cape Merkus (southwest coast of New Britain), went about eight miles inland, recruiting. We tried two creeks which ran into the river that emptied into the bay. We got several dishes that went two grains of gold to the dish.

The natives were bad, and we had to fight our way back to the beach. One boy, named Georgie Wagipa, got speared in the backside, while he was busy with his rifle. I caught sight of the native as he was throwing the spear, and got him, so Georgie was not badly hurt.

From what I can find out, no one has been near there since. I believe a white

patrol officer went in a few years ago, and was killed by the natives. They were Gaure natives.

Later, we were anchored in Montague Bay (south coast of New Britain). The "Dolphin" saw us, and came in. The Administrator, from Madang, was aboard. They asked us what we were doing in German waters. We told them we were recruiting. They asked to see our papers.

Parkes had the Rabaul papers, but forgot where he had left them. So they put a rope aboard and started to tow us to Rabaul.

After being in tow for about half an hour, we found the papers in Parkes's white coat. I am afraid that, the night before we left Rabaul, Parkes had had too much champagne—and the boys had had to carry him aboard.

We hailed the "Dolphin", and I went aboard and showed them the papers. They then towed us back to our anchorage. We "Hocked the Kaiser" in several bottles of champagne. They were artists at "Hocking the Kaiser". I thought I could hold my own with any man, but those Germans could put me under the table.

When we left the "Dolphin" they sent off a case of lager beer—I suppose to "Hock the Kaiser" again. Parkes and I did not. We "Hocked" Dr. Hahl for treating us so well at Rabaul. All the German officials treated us fine, excepting that Administrator from Madang.

HERE is a coincidence. George Auerbach, J. Preston and J. Chessler landed together in Port Moresby in 1896. They were among the first onto the goldfields on the mainland. They chased the penny-weights all over

Papua, and they went pearling. Now, all three of them are buried alongside of one another at Losuia, in the Trobriand Islands—and there is not a sign of gold anywhere in the Trobriand group.

"PRUTH" LOSES HER FUNNEL

From Our Own Correspondent

PORT MORESBY, Feb. 20.

THAT well-known sea mark, the wreck of the vessel "Pruth" (which was lost on Natarah Reef, in 1923, on her voyage to Port Moresby, carrying a cargo of petroleum products) lost her funnel on February 11.

The residents of Port Moresby, accustomed to the sight of her on their doorstep for so many years, regret her altered appearance.

The wreck makes a good navigation mark for vessels approaching Port Moresby, and it is wondered whether her altered appearance will affect her visibility for incoming vessels.

Tongans Drowned When Cutter Swamped

SEVERAL Tongans lost their lives when a cutter manned by natives sank on a voyage between Haapai and Vavau, in mid-February, according to advice received in New Zealand.

The vessel, the "Toutou Noa", is believed to have been swamped when struck by a sudden squall or a whirlpool. The first news of the sinking was brought to Vavau by one of the crew, who swam two miles to land. He was followed later by a dinghy carrying the remaining survivors.

Pineapple Growing in Fiji

From Our Own Correspondent

SUVA, Feb. 16.

IN addition to the successful pineapple cannery in Fiji operated since 1938 by the Colonial Sugar Refining Co., there is another cannery on the Wainiloka property of Mr. A. C. McCown, on Ovalau Island, just east of the main island of Viti Levu. The industry there seems to be making steady progress, both in the quality of the canned pines and the area under cultivation. Shipments are sent to Canada, New Zealand and England.

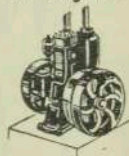
Mr. McCown recently stated, in an interview with the "Fiji Times" that, while his company produces most of its own pineapples, it is encouraging cultivation by Fijians, local Solomon Islanders and others. Prices for the raw product range from £3/10/- to £1/10/- per ton, according to grade, averaging about £2/10/- per ton delivered at the factory. Production varies from 16-24 tons per acre for the first season down to 5-10 tons in the third year, when it is necessary to replant.

One Solomon Islander with five acres, realised a gross return of £125 in the first season. He had one assistant labourer, and three extra men at harvesting. Now he is busy

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Valveless, two-stroke
Petter patent cold
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Perfect lubrication. 5 to 21
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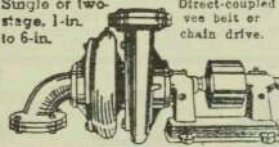


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Centrifugal Pumps

Single or two-stage, 1-in. to 6-in.

Direct-coupled
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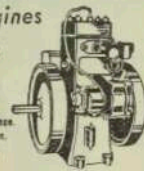


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SERIES W VERTICAL TYPE
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Petrol-kerosene driven.
Hopper or tank cooled.
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Neat and compact in appearance.
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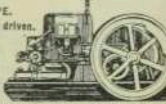
Buzacott-Wolseley
Pty Ltd.
7-11 MARKET STREET SYDNEY. (12)

THE OLD RELIABLE

Buzacott Oil Engines 2 to 8 H.P.

HORIZONTAL TYPE.
Petrol or petrol-kerosene driven.

Search the world and you cannot find, at anything like the price, any engine to compare with the "Buzacott". Every "Buzacott" engine develops more than its official rating, and is trouble-free. Vertical and Horizontal types to suit every requirement of the man on the land.



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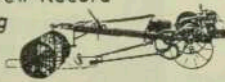
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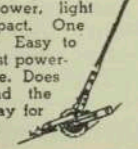


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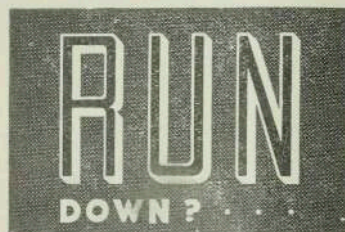
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BUZACOTT-WOLSELEY Ltd., 7-11 Market St., SYDNEY, N.S.W.

increasing his area to 10 acres. This man pays his labour two shillings daily and food, most of which is grown on the plantation.

Miss Lucy Gertrude Lindsay, only daughter of Mr. and Mrs. W. Lindsay, of Lautoka, Fiji, was married to Mr. Bruce Worledge in St. Peter's Anglican Church, Lautoka, on February 7. The reception, held in the Colonial Sugar Company's social hall at Lautoka, was attended by 250 guests.



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AMERICAN BASES

Building Protective Screen For Hawaii

From Our Own Correspondent

HONOLULU, Feb. 20.

AMERICA is hastening, in obedience to a presidential order of some months ago, her construction of Islands bases, as an outlying protective screen for the major defence scheme based on Hawaii.

U.S. army engineers, with 350 men, almost have completed their construction of breakwaters and the dredging of the lagoon at Midway Island for patrol bomber, destroyer, mincraft and submarine anchorages. In March, the navy will despatch 80 men to start construction on the navy's share of the Midway scheme—seaplane ramps, hangars, workshops, quarters and other buildings.

At Johnston Island, a small dredge is improving anchorage and entrance facilities in the central lagoon. A larger dredge will go down, later, to complete channel entrances. Similar work, already, has started at Palmyra Island.

When this is completed, the navy and army will move southward to Christmas, Canton and other equatorial isles.

AERIAL PATROL

The detailed report, on page 40 of the January "P.I.M.", of the U.S. navy's intention to establish a "shuttle" aerial patrol between Hawaii and the Philippines, via Midway, Wake and Guam Islands, was confirmed to-day by an announcement that the navy would fly another squadron from Hawaii shortly.

Thus America takes up its patrol of import trade and strategic routes that start at Japan, and spread fanwise down through the South Seas.

Miss Ngaire Gilmour, who arrived in Suva at the end of January, has joined the Fiji Nursing Service, as a sister. Miss Hilda Toombs has also been appointed a nursing sister.

PATTERN SERVICE

EACH month we publish a Fashions design, patterns of which may be purchased by our readers direct from this office, post free. To obtain a pattern, print your name and address below, giving the number of the pattern and the bust size, and send to "Pattern Department", Pacific Islands Monthly, Box 3408R, G.P.O., Sydney; enclose also the price of the pattern in postal note or stamps. It will be sent by return mail.

Name

Address

Pattern Number Size



This smart frock is trimmed with stitching and 6 fasteners up the front with a zipper fastener.

Long Sleeve

6732.—Here is an attractive style for the Matron. The simple treatment of the bodice and the skirt, which is slightly flared below the hip-line, with a single front panel, achieves a slenderising effect. A stitched belt finished with a gay buckle, matching the coloured zipper, provides the sole trimming. Pattern is available, post free, at 1/1. Size 42 in. bust requires three and seven-eighths yards of 36 in. material.

Mr. Robest Caten, second son of Mr. A. W. Caten, of Sigatoka, Fiji, married in February Miss Ruby Chemesha, formerly of Western Australia.

Fashion Hints for Islands Women

By "Therese"

IN choosing clothes for the tropics, remember always that simplicity is the keynote of chic—clothes of well-cut simple design that give freedom of movement are a far greater success than elaborate affairs, the very intricacy of which seems to add to one's discomfort as the mercury rises.

Whatever the season, cotton and linen remains supreme. Exotic designs on gay backgrounds have a strong appeal; so also have the pastel linens, with their cool appearance and excellent laundering propensities. Silk linen, too, is ideal and stands up well under the onslaughts of even the most inexperienced "wash-boy".

Why not try for a change an all-white wardrobe and let your accessories tell a gay story? Shirt dresses and tennis dresses will become beloved possessions, and evening frocks of linen or pique are ideal. Have all your clothes made on tailored lines—not strictly masculine, of course, but softly feminine with slight gathers over a moulded bust-line and amusing pockets in bodice and skirt to hold brilliantly-patterned handkerchiefs. Wear gay cummerbunds around your waist, and fishnet snoods to hold your straying locks in place.

Skirts and blouses are as popular as ever, so if you wish to amplify the dazzling white of a skirt wear a dark blue linen blouse and a wide red belt.

PERHAPS stripes are your one consuming passion. Use them in the same way as linens—a striped top and a plain skirt, a striped skirt and a plain blouse. If you want a spectator sports frock, choose one in gay stripes—one of those new dresses that hang straight and full from the yoke like a little girl's until belted in.

For evening wear, seek some wide striped fabric from which to make a skirt, wide and flaring; cut diagonally so that the stripes meet all the way down the front and back; top it with a basque blouse that boasts a low square neck and short sleeves, and button all the way down the front. Wear seashell necklets and bangles (they are easily procured in Australia, or you can collect them from the beach and tint them whatever

colour your fancy dictates), and you will be delighted with the result.

The bolero as always is one of the most useful garments in a woman's wardrobe. In the twinkling of an eye it turns an informal sports frock into a frock for formal occasions.

One of the most charming bolero outfits seen lately was evolved from remnants—a gay check diagonal length of 2½ yards in lovely blues, greens and rose-madder and a piece of cool green linen barely a yard in length. A flared skirt and moulded bodice with a square front and shoulder straps instead of sleeves was made from the check silk linen, and this was topped by a chic little bolero of the green linen, made with short sleeves. A witty green cummerbund was fashioned out of the pieces left over from the bolero.

IF you intend visiting Australia on vacation, in this in-between season of balmy days and clear sunshine, you will find many glorious materials to charm you. Colours are clear and bright, and the contrasts strong. "Stop" red, the newest of colours, is allied to black with striking effect. Moss-green and clear yellow make a lovely combination—use this for an ensemble, the frock of yellow and the coat of green, and evolve it in silk hopsack, a charming material of loose weave with sufficient weight in it to hang well.

Browns are well to the fore and run the gamut of almost every shade from nigger to golden tan. They are equally desirable when allied with plain or figured materials. The latter, by the way, are of lovely designs—mostly scrolls and geometric, though some have a "batik" look about them that is extremely fascinating.

Purples and plums and vineyards are as popular as they were last season. Blues, like the poor, are always with us, but such delightful blues in shades from navy to pastel, that we are delighted to welcome them again.

MATERIALS for evening wear leave one breathless. Velvets with rich pile and richer colours; and lames and taffetas such as we have never seen,

**GIVE
"RUNDLE"
to the Bride
—she will have it
ALWAYS**

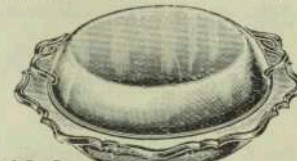


A gift of "Rundle" Silverplate is a worthy Ambassador of your friendship. For the goodness of "Rundle" is apparent at a glance. Every separate piece, from a Teaspoon to the magnificent "Rundle" Tea and Coffee Service, expresses the single idea of Quality.



Heirloom Quality

90/- 3-piece "Rundle" Condiment Set. The Salt and Pepper Shakers, which are 3½ in. high, may be purchased separately for 60/- the pair. The Mustard Pot is 32/6.



£6-10-0 "Rundle" Entree Dish—to lend a touch of majesty to the table. It measures 10 in. across. The lid may be used separately when occasion demands.

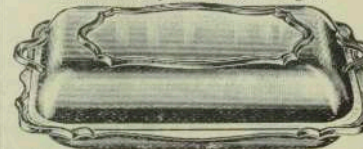
"You may have everything to match in "Rundle", from a Tea Spoon to a Tea Set. Your piece of "Rundle" will be ever so carefully packed, and delivered, post paid, to any address in the Commonwealth.

Angus & Coote provide distinctive Silver and White Wedding Gift Cards.



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See the charm of line—the quiet, easy grace of this rich, solid and heavy "Rundle" Teapot. It is beautifully formed and is of 2-pint capacity. You can be proud of such a gift.



£6-10-0 Richly beautiful "Rundle" Entree Dish which measures 11 in. long by 7½. The lid has handles, and so it is usable as an extra dish.

Send for Free Catalogue, showing Full Range of "Rundle."

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**Brunton's
FLOUR**

ALWAYS ASK FOR IT

with broad stripes and stimulating colour contrasts that immediately arouse the desire for possession. They lend themselves ideally to the bustle back which has so many delightful interpretations.

Bring out all those precious old-fashioned jewels—clusters, twists and garlands. Clip them into the folds of your bodice; hang them around your neck on the finest of chains; and wear them on your arms as proudly as did your grandmother. If you're aiming for fragility, pearls, pastel flowers and diaphanous folds is Dame Fashion's decree for romantic hours.

STAMPS

USED Island stamps urgently required from collectors who wish to exchange them for ones from other countries.

Members of the *KOALA STAMP EXCHANGE POOL* are able to receive their requirements in exchange for their duplicates through a central Pool without the necessity for making individual contacts with other collectors.

Subscription—Five shillings per annum. Exchange Fee—5 per cent. on turnover. (Gibbons values).

Send trial contribution to and receive full details from—

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A WEDDING AT RAROTONGA



A MARRIAGE was celebrated on December 14, in the Avarua Church, Rev. R. L. Challis officiating, between Mr. Ralph J. A. Ingram, of Messrs. A. B. Donald Ltd., and Miss P. Kelly, of Rarotonga. After the ceremony, a large company sat down to a wedding dinner, at the residence of the bride's parents, and a very happy day was spent. Mr. Ingram has been in the employ of Messrs. A. B. Donald Ltd. for some years, and is a very popular member of

the community. The bride is a granddaughter of the late Captain William Kelly, who was a well-known ship's master in the early whaling days.

Mrs. Ingram, senior, and Mr. Harry Scott (best man) are standing together at the left of the group in the above photograph; the bride and bridegroom are in the centre; and Mr. William Kelly is near the right of the group.

—Own correspondent.

Mr. J. Craig, who has given a lifetime of service to the British Colonial Office in various colonies, and who has served for ten years on the Legislative Council of Fiji, latterly as Acting-Colonial Secretary, has decided to retire. At the last meeting of the Fiji Legislative Council the Governor said that all his colleagues sincerely wished him many happy years of well-earned leisure.

DEATH OF SIR HUBERT MURRAY

(Continued from Page 13)

tropical colony, with immense potentialities. It is a pity he did not live another year or two, to witness "the Cinderella of the tropical territories" becoming the British Empire's richest oilfield.

LOVED BY THE NATIVES

HIS achievements were many—as lawyer, soldier, author, scientist, administrator—but probably he has gained enduring fame as the man who helped the fine Papuan natives to move over from stone-age barbarism to semi-Europeanisation. The natives loved him. It is worth recalling that, when the Australian Governor-General (Lord Gowrie) was in Papua in 1938, the Papuan native chiefs presented to Sir Hubert Murray the following address:—

"During all these years we have seen your good works, and all the helpful things you have done. When we have come to speak to you, you have not closed your ears, nor have you frowned upon us, but have received us, and listened to us, and taken action for us. We have seen all the good things you have done, and our happiness is great because of you. Therefore we all beg of you not to leave us, but stay here as our Governor for years to come. For we know you and how you have led us into the ways of your laws, treating white people and ourselves just the same. We know that you love us well, and we are full of love for you our Governor."

Sir Hubert was deeply touched by this spontaneous gesture; and it was then that he gave them a promise that he would remain among them until he died.

Sir Maynard and Lady Hedstrom, of Suva, arrived in Auckland on February 6. Sir Maynard underwent a minor operation there on February 14, and made a good recovery, and they are expected to return to Fiji this month.

Why FLIT kills them all!

FLIT is sure death to insects because it contains a number of killing agents found in no other insect spray. Flit kills where others fail. Flit is deadly to insects but harmless to humans. Always insist on FLIT — refuse all substitutes.

Buy a bottle or tin TO-DAY

FLIT always KILLS!

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(Incorporated in Australia).

ISLANDS MINING NEWS

From Fiji

EMPEROR MINES, LTD.

DIRECTORS of Emperor Mines, Ltd., advise that alterations to the old mill are well advanced and present indications are that the flotation plant will be in operation by April 1. All flotation equipment has arrived at the mine, and good progress is being made with its erection.

Production for the past four periods is shown in the following table:—

	Four weeks ended			
	Nov. 29.	Dec. 27.	Jan. 24.	*Feb. 24.
Ore treated, tons ..	12,400	10,563	13,132	13,114
Head value, dwt. ..	7.1	7.25	6.37	—
Gold, oz., fine ..	3,963	2,433	4,049	3,657
Residue, dwt.	0.70	0.70	0.50	—

*Concentrates stacked for further treatment estimated to contain 21 oz. fine gold.

LOLOMA (FIJI) GOLD MINES, N.L.

February production from the Loloma goldmine is compared with the three previous periods in the following table:—

	Four weeks ended			
	Nov. 29.	Dec. 27.	Jan. 24.	*Feb. 24.
Tons treated	2,520	2,220	2,532	2,514
Gold, oz., fine .. .	3,780	3,357	3,821	3,821
Residue, dwt.	1.6	1.36	1.43	1.25

*Head value, 31.65 dwt. Retreated, 334 tons, for 178 oz. fine gold. Total recovery, 3,999 oz. fine.

MOUNT KASI MINES, LTD.

Reports from Mount Kasi mine on Vanua Levu, Fiji, compare February production with those of November, December and January as follows:—

	Four weeks ended			
	Nov. 29.	Dec. 27.	Jan. 24.	Feb. 21.
Ore, tons	3,058	3,044	3,058	3,040
Gold, fine, oz. . .	710	683	680	663
Value, £A	7,100	6,830	6,600	6,630

The directors have announced a first dividend of 3d. per share, payable March 20. Books closed March 5.

From New Guinea

NEW GUINEA GOLDFIELDS, LTD.

A PROGRESS report issued on February 17 by the Mining Trust, Ltd., consulting engineers to New Guinea Goldfields, Ltd., compared the production and profit for November, December and January, as follows:—

	Nov.	Dec.	†Jan.
Eddie Creek mill—			
Ore, tons	2,703	2,981	2,773
Gold, oz., fine ..	748	789	688
Silver, oz., fine ..	6,108	5,369	4,039
Alluvial—			
Gold, oz., fine ..	1,763	1,341	1,258
Silver, oz., fine ..	1,216	950	898
Golden Ridges mill—			
Tons treated .. .	2,500	2,268	2,676
Gold, oz., fine ..	1,186	1,108	1,226
Silver, oz., fine ..	1,363	1,235	1,395

Operating profit—
Eddie Creek, £ .. . *144 132 *638
Alluvial, £ 5,236 4,191 3,580
Golden Ridges, £ .. 3,440 3,123 4,002

*Loss.
†Production affected by influenza epidemic, and low extraction on mill heads basis.

Considerable activity in the Co.'s shares was reported on the London Stock Exchange late in February, as a result of a statement by N.G.G.'s chairman, Mr. Julius Kruttschnitt, concerning the return of capital to shareholders to offset the effects of ore depletion on the Co.'s capital structure. It is anticipated that action in this direction will be taken at the end of the current financial year.

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Ltd., reported in March that the clean-up for February yielded 539 oz. 16 dwt. of gold from 44,428 cub. yds. This compares with 362 oz. in January, 364 oz. in December, and 201 oz. in November.

SANDY CREEK GOLD SLUICING, LTD.

February production figures for Sandy Creek Gold Sluicing, Ltd., are compared with the three previous months in the following table:—

	Nov.	Dec.	Jan.	*Feb.
Cubic yards .. .	18,920	14,267	21,214	17,667
Gold, oz.	243	240	203	178
Per cubic yard ..	1/11	2 6/11	1/6 1/2	1/7 1/2
Working cost ..	1/	—	1/6 1/2	/10

*No. 1 plant operated for half the month only, the remaining time being taken up in moving to a new position.

BULOLO GOLD DREDGING, LTD.

January production figures of Bulolo Gold Dredging, Ltd., New Guinea, are compared with the two previous months in the following table:—

	Nov.	Dec.	*Jan.
Cubic yards .. .	1,619,000	1,543,000	1,606,000
Bullion, oz.	24,684	19,996	20,664
Gold, fine oz.	17,032	13,797	14,259

Estimated working profit for January, 8,646 oz. of fine gold.

*No. 3 dredge was closed throughout January for alterations to the gold-saving equipment.

From Papua

MANDATED ALLUVIALS, N.L.

DIRECTORS of Mandated Alluvials, N.L., reported early in March that further shipments of 73 tons of copper-gold matte, Nos. 21 and 22, have been made from Port Moresby. Preliminary assays give the contents as 508 oz. fine gold, 1,336 oz. silver, and 16 tons of electrolytic copper. The estimated net value is £5,800. The total production for the first six months of the current financial year is 1,950 oz. fine gold, 5,020 oz. silver, and 88 tons of electrolytic copper, the net value of which exceeds £22,600.

PAPUAN APINAIFI PETROLEUM CO., LTD.

A new issue of 150,000 shares of 5/- each is being made by Papuan Apinaifi Petroleum Co., Ltd. The shares will be issued at par to

Mining Ore Treatment Machinery

COMPLETE CYANIDE PLANTS SUPPLIED

Dorr Classifiers,
Dorr Thickeners,
Dorr Agitators.
Oliver Filters
Merrill Crowe Zinc Dust
Gold Precipitation
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GIRDERS . . . PILES . . . POLES . . . SLEEPERS, Etc.

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GOLD

Garrett & Davidson's organisation is acknowledged far and wide as the main clearing house for precious metals in the Southern Hemisphere.

They have earned a reputation for accuracy and integrity in all their business dealings, which is proved by the fact that they are privileged to handle more gold from the Islands of the Pacific than any other organisation.

Therefore for your complete and lasting satisfaction, you are advised to transact all your precious metals business through the house of Garrett & Davidson.

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ASSAYERS — METALLURGISTS — REFINERS

Bank of N.S.W. Buildings,
REGENT AND GEORGE STS., SYDNEY.

shareholders in the ratio of three for five.

Directors state that once major drilling has commenced delays must be avoided in order to achieve success at a reasonable cost. Under the Papuan ordinances, petroleum cannot be exported until the lease has been taken out, which would involve the Co. in a payment of a deposit of £10,000. Mr. E. A. Kodyen considers deep drilling will begin on March 15.

At the termination of his engagement as chief drilling inspector with the Commonwealth Government, Mr. Kodyen, with the approval of the

Federal authorities, will enter the service of the Papuan Apinaipi Petroleum Co., Ltd.

SAPPHIRE GOLD, N.L.

At a meeting of Sapphire Creek (Papua) Development Syndicate, N.L., on March 8, it was decided to change the name of the Co. to Sapphire Gold, N.L. It was also resolved to subsidise the present capital of 5,000 shares to £2 each, into 50,000 shares of 4/- each, and increase the face value of these shares to £1.

CUTHBERT'S MISIMA GOLD MINE, LTD.

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

	Dec.	Jan.	Feb.
Mill treated, tons	3,300	2,928	3,390
Bullion, oz.	3,265	3,285	3,661
Gold, fine oz.	832	751	864
Silver, fine oz.	2,370	2,457	2,728
Estimated value	£6,775	£6,145	£7,055
Value per ton of ore	41/1	41/11	41/7

YODDA GOLDFIELDS, LTD.

Yodda Goldfields Limited reported early in March that the yield for February was 104 oz.

Quotations For Islands Mining Shares

FIJI

Mid-Sept. Mid-Dec. Mid-Mar.

Emperor Mines	b8/9	b11/10	b14/1
Loloma	b23/-	b24/3	b31/-
Mt. Kasi	b2/6	b3/9	b4/6
Tavua Dev.	s6d	s4d	s4d

NEW GUINEA

Bulolo G.D.	b27/2/-	b26/3/-	s26/12/6
Enterprise of N.G.	b17/6	b35/-	b27/6
Guinea Gold	b13/-	b14/9	b14/9
N.G.G., Ltd.	b27/2	b2/7	b2/3
Oil Search	b3/4	b4/2	b5/2
Placer Dev.	s70/-	b74/3	b79/6
Sandy Creek	b1/3	b1/4	b10d
Sunshine Gold	b5/4	b7/8	b7/6

PAPUA

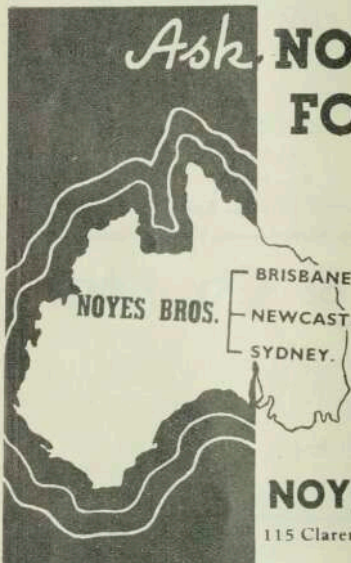
Cuthbert's	b16/-	b18/6	b17/-
Mandated All.	s4/-	b3/9	b3/5½
Oriomo Oil	b4/-	b5/6	b8/6
Papuan Apinaipi	b3/6	b4/10	b5/8
Yodda Goldfields	b1/4	b1/5	b1/6

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(Australian Official Quotations)

	Fine oz.	Standard oz.
October 2, 1939	£10/11/	£9/13/5
November 6	£10/11/	£9/13/5
December 4	£10/12/6	£9/14/9½
January 1, 1940	£10/12/6	£9/14/9½
January 8	£10/12/6	£9/14/9½
January 15	£10/12/9	£9/15/0¼
January 22	£10/12/9	£9/15/0¼
January 29	£10/12/9	£9/15/0¼
February 5	£10/12/9	£9/15/0¼
February 12	£10/13/3	£9/15/5¾
February 19	£10/13/3	£9/15/5¾
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Good Kerosene is Secret of Islands Refrigerators

ONE of the most important points in connection with the successful operation of the kerosene refrigerator—now an indispensable article in practically every home in the Islands—is that the flame of the lamp shall be clear and steady, and completely free from smoke or smut. If there is a steady, hot, clean flame the refrigerator operates, from day to day, and month to month, with remarkable efficiency. But if there is an irregular or jerky flame, a great deal of trouble is experienced. Experience has shown that the secret of the successful operation of the new-style refrigerators lies in the quality of the kerosene used.

There are certain poor-quality kerosenes on the market which apparently give fairly satisfactory results in lamps, etc., but as soon as they are put into the refrigerator outfit they cause endless trouble. The brands of kerosene marketed by the well-known oil companies, however, may be used in refrigerators without fear. As a matter of fact, the leading oil companies, knowing the importance of perfect combustion in the refrigerators in use in the tropics, keep a close watch on the quality of the kerosene which they send to the Pacific Islands. An announcement by the distributors of Laurel kerosene appears in this issue.***

Mr. Brian Phibbs, who was well and favourably known throughout the Territory of New Guinea, died on February 27, at Katoomba, N.S.W., after suffering indifferent health for some years. He was a son of Mr. Featherstone Phibbs, who occupied the position of Collector of Customs at Rabaul for many years, and he was employed in New Guinea for about 15 years by Burns, Philp and Co. Ltd. and W. R. Carpenter and Co. Ltd. Much sympathy has been expressed in New Guinea for his widow and his father, who now are residents of Sydney.

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AUSOLINE NEVER KNOWN TO FAIL!

COCKROACH DESTROYER

IT'S A PASTE!

PRICES:
1lb. 5/- . . . 3lbs. 10/-
Postage Extra.
Remit Cash with Order.

Obtainable also from Islands stores of:
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AUSOLINE CO.,
314 CROWN STREET, SYDNEY
(Established 1919)

FIJI INDIANS AND C.S.R. CO.

Introduction of a New Agreement

In the eyes of Indian sugar-cane growers of Fiji, the Colonial Sugar Company is inevitably a big bad wolf; and, recently, when the company proposed a new system of paying the Indian growers for their cane, the growers wrapped themselves in a mantle of suspicion, and refused to believe that there was anything but a nasty catch in it somewhere.

Actually, the new arrangement is an attempt by the C.S.R. Co. to introduce a fairer and more equitable method of paying the growers, as a whole, for their cane. The growers are paid according to the sugar content of the cane. There is one particular time, in the season, when the sugar content is at its maximum. But the mills cannot take all the cane at that particular time. The cane deliveries must be spread over many months. A few growers get in, and secure the benefit of the maximum sugar content; but the great majority must deliver their cane at other periods, when the mills can take it, and when it does not carry quite so much sugar.

When the general manager of the C.S.R. Co., Sir Philip Goldfinch, was in Fiji last year, he, with the officials of the company, devised a system under which the whole of the growers will be paid according to the season's average sweetness of the cane—and under which they definitely will be better off, and which also provides for the growers participating in any rise in the world value of sugar. This, generally, is the basis of a new form of agreement which the company now is introducing as between itself and the Indian sugar-growers of Fiji.

But the growers did not like it a bit. They are small peasant people of limited intelligence, and they were convinced that the company was "pulling a rough one". As a result, they refused to accept the agreement in many places; and, in certain districts, they even ceased to plant cane.

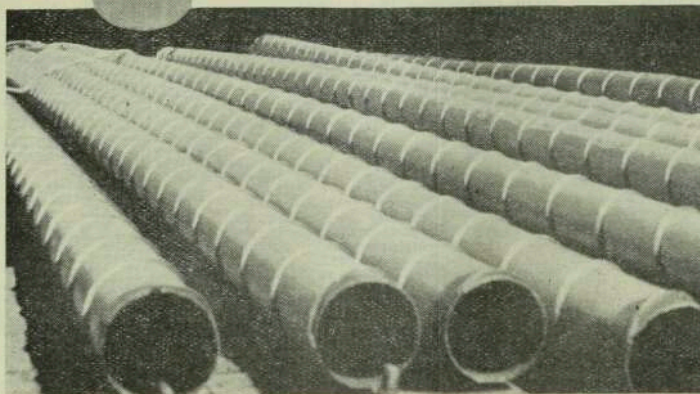
There was a long conference on January 27 between the Governor, Sir Harry Luke, and a large deputation of representative Indians, headed by Mr. M. Tawahir Khan, president of the Kafir Sangh, and Mr. Vishnu Deo, who is the representative of the Indians in the Legislative Council.

As the result of discussions, numerous misunderstandings were cleared away, and the Indians finally accepted the Governor's assurance that "the Government would give every protection to growers anxious to proceed with their planting, and no illegal interference with their freedom of action would be tolerated for one moment."

The situation seems now to have been cleared up, and it is expected that the agreement will be generally accepted.

Miss Sheila Porteous was married to Mr. Russell Abel, at Kwato Mission, Papua, on February 17, by Mr. Cecil Abel, brother of the bridegroom. The bride is the daughter of Dr. and Mrs. W. J. Porteous, of Dunedin, N.Z., and the bridegroom is the younger son of the late Rev. and Mrs. C. W. Abel.

SAVINGS



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★ Saving No. 1. LOW INITIAL COST.

Goodweld Spiral Welded Steel Pipe has a considerably lower first cost than other descriptions of pipe.

Saving No. 2. LESS FREIGHT TO PAY.

Because Goodweld pipe is light in comparison with other pipes designed to carry similar pressures, very considerable savings in shipping freights and land haulage charges are possible.

Saving No. 3. LONGER LIFE IN SERVICE.

Goodweld Steel Pipe resists corrosion and possesses great strength due to the reinforcing spiral rib providing it with longitudinal stiffness and great resistance to crushing under external load. Longer life means less maintenance and fewer renewals.

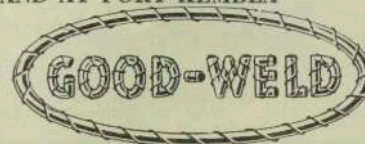
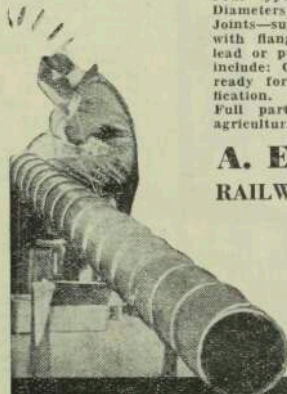
IN ADDITION the lighter weight of Goodweld pipe reduces field handling and laying costs besides speeding up the work as Goodweld is exceptionally easy to instal even in close quarters.

Compare with other piping and you will find Goodweld costs less per foot to buy, to ship and to haul, less to handle and less to maintain.

Four types available covering light and heavy duty service. Diameters from 5 in. upwards in dead straight 30 ft. lengths. Joints—supplied with prepared ends ready for field welding; with flanges or with spigots and faucets for jointing with lead or push-in rubber rings. Protective coatings and linings include: Galvanising inside or out or both; concrete lined or ready for lining; Bituminous coated or lined to any specification.

Full particulars of Goodweld pipe for industrial, mining, agricultural and water reticulation purposes gladly supplied.

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THE LOW COST-HIGH STRENGTH PIPE

Each Guaranteed for 12 Months

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RADIO ACCUMULATORS.									
2	Volts.	110	Amp.	..	..	..	..	..	16/6
2	..	150	..	..	..	..	..	..	19/6
4	..	65	..	..	..	..	..	..	20/-
4	..	90	..	..	..	..	..	..	21/9
6	..	90	..	..	..	..	..	..	36/-
6	..	110	..	..	..	..	..	..	45/6
6	..	130	..	..	..	..	..	..	52/6
6	..	150	..	..	..	..	..	..	58/3
6	..	170	..	..	..	..	..	..	67/-

AUTO ACCUMULATORS.

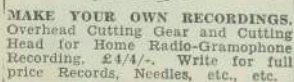
6 Volt.	9 Plate	60 Amp.	
6	13	90	31/9
6	13	103	40/-
6	17	116	44/6
12	7	50	51/-
12	9	60	49/3

HOME LIGHTING ACCUMULATORS.

2 Volt.	120 Amps.		19/6
2 "	210 "		35/3
2 "	300 "		40/-

GAMES

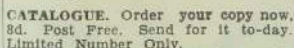
Dart Boards, 4/6, 8/6, 10/6, 15/-.
Brass Competition Darts, Set of
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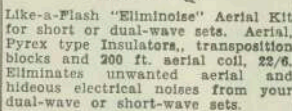
PRICE: £32/5/-

Replacement Parts for Every Make
of Radio. Send along your Order
or ask for Quote.



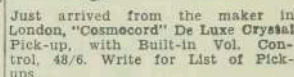
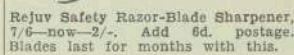
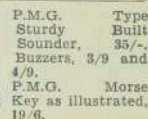
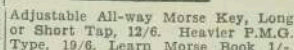
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PRICE: £22/5/-

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FOR 1939.

Just Out! Australia's Official Radio Service Manual: 10/6. Write for full list of Radio Publications.

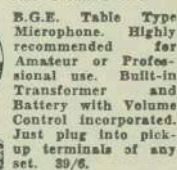
BOOKS! BOOKS! BOOKS! The Beginner's Book of Radio, The Radio Beginner's Dictionary, 2/- the 2. The Wireless Constructor, 2/6. The Wireless Paedra. Giant size, 7/6. Newnes "Everyman's" Wireless Book, 5/6. The Book of Practical Radio, also The Book of Practical Television, 8/6 each. Foulsham's Giant "Party and Fun Book", 1/6. Humorous Stories and Recitations, 3/9. Card Tricks and Amazing Tricks, 3/9. Tea-Cup Fortune Telling, 3/9. 100 Party Games for Old and Young, 1/6. Popular Magic and Amateurs' Conjurer, 1/9. 50 Best Party Games, 1/6. Tricks with Cards, 1/6.



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NATIONAL Short Wave Programme is broadcast daily from Lyndhurst, near Melbourne, Victoria, for listeners in the Western Pacific. Call signs: Before 5.15 p.m. VLR3; after 5.30 p.m. VLR. Wave lengths: Before 5.15 p.m. 25.25 metres; after 5.30 p.m. 31.32 metres. Frequencies: Before 5.15 p.m. 11850 Kcs.; after 5.30 p.m. 9580 Kcs. Power: 2 Kilowatts.

DAILY — WEEK DAYS

(Subject to Alteration Without Notice)

a.m.
6.30 Market Reports.
6.50 News Bulletin.
7.05 Physical Exercises.
7.15 Music.
7.45 News.
8.00 Music.
9.30 Story.
10.00 Daily Devotional Service.
10.15 Close.
12.00 Time Signal & Broadcast to Schools.
p.m.
12.20 Wheat and Grain Report.
12.25 Stock Exchange Reports.
12.40 Commentary by "The Watchman."
12.55 Overseas News.
1.00 Australian News.
1.30 News.
1.35 Afternoon Musical Programme.
4.15 Overseas News.
5.15 Close.
5.30 Children's Session.
6.15 Dinner Music.
7.00 News.
7.15 News Commentary.
7.45 Talk ("The Watchman"—Tuesdays).
9.40 News.
11.00 Music.
11.50 Late News.
12.00 Dept. of Information Service.
12.30 Close.

EVERY SATURDAY

p.m.
1.35—5.15 Description of current sporting and athletic events, interspersed with music.
12.30 Close.

EVERY SUNDAY

a.m.
6.45 Music.
6.50 News.
7.00 Music.
8.30 Brass Band Music.
9.00 News.
9.10 Sporting Session.
9.30 "In Quires and Places Where They Sing."
10.00 Light Ensemble.
10.15 Book Reviews.
10.30 New Releases (Recorded).
11.00 Divine Service.
p.m.
12.15 Great Pianists.
12.55 News Session.
1.00 Luncheon Music.
1.30 Close.
3.00 Re-open—Classical Compositions.
7.00 News.
7.15 Talk on "International Affairs."
9.30 News Service.
11.00 Close.
12.00 Dept. of Information Service.
12.30 Close.

APRIL 1 TO APRIL 20

April 1 (Mon.)—1.35 p.m. Caulfield Races; 8.30 Serial; 8.30 Military Band; 9 Jim Davidson's Band; 10 Light Ensemble.

April 2 (Tues.)—8 p.m. Male Quartet; 8.15 Melbourne Symphony Orchestra; 10.15 Story.

April 3 (Wed.)—1.35 p.m. Kyneton Races; 8 "Women and Song"; 8.30 Play—"Eccles Cakes"; 11 A.B.C. Dance Band.

April 4 (Thurs.)—1.35 p.m. Bacchus Marsh Races; 9 "Emma and 'Erbert"; 9.10 Colour Canvas; 9.45 Brisbane Wireless Chorus; 10 Modern Composers; 11 Jim Davidson's Band.

April 5 (Fri.)—8 p.m. National Military Band; 8.30 Ballad Concert; 9 Jim Davidson Feature; 10 Play—"The Dingo".

April 6 (Sat.)—1.35 p.m. Sydney & Melbourne Races; 7.45 "Misadventures of Mo"; 7.50 Music Hall Memories; 8.15 Orchestral Concert; 9.45 Brass Band Recital; 10.15 Piano-forte Recital; 11 Dance Music.

April 7 (Sun.)—8 p.m. Play; 9 Light Ensemble; 9.45 "In the Public Eye"; 10 Choral Praise.

April 8 (Mon.)—1.35 p.m. Moonee Valley Races; 8 Serial; 8.30 Military Band; 9 Jim Davidson's Band; 10 Light Ensemble.

April 9 (Tues.)—8 p.m. Wilfred Thomas (Baritone); 8.15 Georg Schaevoigt conducting Melbourne Symphony Orchestra; 10.15 Talk.

April 10 (Wed.)—1.35 p.m. Williamstown Races; 8 "Women and Song"; 8.30 Play; 10.15 Story.

April 11 (Thurs.)—1.35 p.m. Ballarat Races; 8 "Merry-Go-Round"; 9 "Emma and 'Erbert"; 9.10 Musical Feature; 9.45 Sefton Daley (Piano); 10.30 Modern Composers; 11 Harry Bloom's Band.

April 12 (Fri.)—8.30 p.m. Tasmanian Wireless Chorus; 8.40 Actuality Broadcast—"Jam"; 9 Jim Davidson; 10 Band Music.

April 13 (Sat.)—1.35 p.m. Race Descriptions; 7.45 "Misadventures of Mo"; 8.15 Gladys Moncrieff; 9.45 Musical Feature; 10.15 Male Quartet.

April 14 (Sun.)—12.15 p.m. Great Pianists; 7.30 "When Day is Done"; 8 Play; 9 Ensemble Music; 10 Choral Praise.

April 15 (Mon.)—1.35 p.m. Ascot Races; 8 Play—"Very Good Jeeves"; 9 Jim Davidson's Band; 10 "The Passing of the Regiments".

April 16 (Tues.)—8 p.m. Wilfred Thomas (Baritone); 8.15 Antol Dorati & Orchestra; 10 The Rythm Boys.

April 17 (Wed.)—1.35 p.m. Geelong Races;

8.30 Musical Feature; 9 Play; 10 Orchestral & Vocal Programme.

April 18 (Thurs.)—1.35 p.m. Woodend Races; 8 Light Ensemble; 8.30 Ballad Concert; 9 "Antonio's Dilemma"; 9.10 Musical Colour Canvas; 10 Modern Composers; 11 Dance Music.

April 19 (Fri.)—8 p.m. Orchestral Music; 8.40 Actuality Broadcast—"Wool"; 9 Jim Davidson.

April 20 (Sat.)—1.35 p.m. Race Descriptions; 7.45 "Misadventures of Mo"; 7.50 "Music Hall Memories"; 8.15 Revue; 11 Dance Music.

Mr. R. Christoffersen, of the Fiji Posts and Telegraph Department, recently sailed from Suva with his wife on leave.

Rev. Harold Short, well-known during many years as an L.M.S. missionary in Papua, arrived in Sydney on February 20 from America, after a year of travel and work abroad. He went from Papua directly to India, where he spent several weeks at a conference of representatives of missionary activities from all over the world. Then he continued on to Europe, where he travelled extensively, and he was there when war broke out. During his absence abroad, he has done a great deal of preaching and lecturing on behalf of the L.M.S. He left for Papua at the end of February.

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Camperdown, Sydney, N.S.W.

Mr. M. McGrath, headmaster of Levuka Public School, Fiji, recently married Miss Ria Davis, daughter of Mr. and Mrs. J. J. Davis, of Suva.

Kidneys Must Clean Out Acids

Your body cleans out excess Acids and poisonous wastes in your blood through 9 million tiny delicate Kidney tubes or filters. If Poisons in the Kidneys or Bladder make you suffer from Getting Up Nights, Nervousness, Leg Pains, Circles Under Eyes, Backache, Aching Joints, Acidity, or Burning passages, don't rely on ordinary medicines. Fight such Poisons and troubles with the doctor's prescription Cystex. Cystex starts working in three hours, must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Ask your chemist or store for Cystex (Sisstex) today. The Guarantee protects you. Now in 3 sizes—1/9; 4/-; 8/-.

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GUARANTEED for Kidneys, Bladder, Rheumatism

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**Ropes,
Cordage,
and Twines for every
purpose**

Backed by
86 years of service.

Manufactured by
**M. DONAGHY AND SONS,
Pty. Ltd., Geelong and Sydney.**

Fiji Representatives:
**PEARCE AND CO.
LIMITED**
P.O. BOX 237, SUVA

TO BE GRADED

Fiji Government Decides Copra Argument

THE determination of the Government of Fiji to introduce a system of compulsory grading of Fiji copra was formally announced by the Governor at the opening of the February session of the Legislative Council.

The question of whether Fiji copra should be compulsorily graded has been a subject of argument in Fiji for many years, but the Government has now decided to go on with the plan.

Under present conditions, Fiji copra is graded into two classes—"Plantation" and "F.M.S." (which means "fair, merchantable sun-dried"). The new system provides for the compulsory grading of copra into three grades—namely, Fiji 1st, Fiji 2nd, and Fiji 3rd, which are defined according to the content of free fatty acid and moisture, freedom from defective and extraneous matter, and appearance. Of these grades, Fiji 2nd corresponds approximately to the present Plantation grade, and Fiji 3rd to the present F.M.S. grade.

The Governor expressed the view that Fiji 1st, although a superior grade, is not beyond the present capacity of producers. The new system provides for the export of copra through specified ports, at which inspectors will be posted for the purpose of grading all copra exported.

Tests have been carried out during the past year by the Fiji Department of Agriculture, in co-operation with the big firms, Morris Hedstrom Ltd. sent a

Through the death of Miss Alice Maud Cottingham, at Dogura, Papua, on February 20, the Anglican Mission has lost one of its most notable workers. Miss Cottingham arrived in Samarai in 1903, and, save for one furlough in Australia in 1913, she did not again leave the Territory. Her work was primarily educational, and she served as a teacher in the schools at Mukawa and Dogura. For the greater part of her life she was crippled by rheumatoid arthritis, and for 20 years she did her work from a wheeled chair.

small consignment of 25 tons of special copra, equal to what is to be called Fiji 1st, to London, where it was very closely examined by experts, and classified as rather better than Rabaul Hot-air. Morris Hedstrom received for the shipment 10/- per ton better than the ruling rate for Fiji Plantation grade. It is hoped that Fiji first grade will return at least 10/- per ton more than Fiji 2nd grade, and that Fiji 2nd will be anything from 5/- to 7/6 per ton better than Fiji 3rd.

PASSED—BUT NOT TO OPERATE

THE Copra Grading Bill was expected to produce a merry argument in the Legislative Council, but it was debated quietly.

The Director of Agriculture (Dr. Jack) in introducing the Bill, presented an almost unanswerable case. He pointed out that the value of New Guinea copra was the same as that of Fiji; but, over the last five years, with compulsory grading, New Guinea copra had averaged 15/9 per ton sterling more than Fiji copra, or a total of £50,000. If Fiji copra corresponded to Malaya F.M.S., it would have realised 20/- per ton more.

Mr. H. B. Gibson said that this was the wrong time to enforce compulsory grading. The copra industry was not in a position to incur the heavy additional expenses proposed. If it was desired to improve copra, then let them make a law that no one should produce bad copra. Let them defer the grading scheme until kiln-drying was better established.

Mr. J. Trotter said that, while the object of the Bill was to be commended, it was most unfortunate that it should be introduced just at a time when shortage of shipping was placing a terrific burden upon the industry.

At the conclusion of the debate, the Governor said, that in view of the present outlook, it would be wise to wait a while before enforcing the Bill. He thought the Bill should be placed on the Statute Book, ready to be put into operation when the consensus of opinion was that it might be applied.

On this understanding, the Bill was passed.

POLYNESIAN AS RADIO ENGINEER

From Our Own Correspondent

RAROTONGA, Feb. 20.

THE officer in charge at the Rarotonga Radio Station reports that Ioba Marsters, a 16-years-old native youth who is being trained as a wireless operator, constructed out of sundry spare parts a four-valve receiving set. A compact, robust receiver, it has performed under tests very efficiently on high frequency, the broadcast band and on 500 kilocycles.

The standard of workmanship is quite high and probably of greater merit is the fact that the design and layout were his own ideas; while the circuit, which was of his selection, had to be modified to suit the material available.

This appears to be the first occasion on which a Cook Islands native has successfully attempted the construction of a radio receiving set of this calibre.

Mr. Joseph Chute, son of Mr. and Mrs. John Chute, of Nakula, Vanua Levu, Fiji, married Miss Nancy Abel at the Sacred Heart Cathedral, Suva, on February 10.



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UNCONDITIONALLY GUARANTEED

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Burns, Philip & Co., Ltd.,
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Rabaul: John L. Peardon, Ltd.
Fiji: Morris, Hedstrom, Ltd.

PRE-POLYNESIAN?

French Savant's Interesting Quest in Oceania

From Our Own Correspondent

APAPEETE, Feb. 25. SAVANT from one of the great scientific institutions of France is now in the Islands on a most interesting quest. He is seeking to establish the existence of pre-Polynesian settlement of the islands of the Southern Ocean.

Among other evidence, he has pronounced the pictograph on the Tipaerui stone—described and illustrated in an article by Mr. W. W. Bolton in a past issue of the "PIM"—as an indubitable example of pre-Polynesian craftsmanship.

If the present investigator proves his thesis, another controversy will be started among the scientists as to the race and origin of the aborigines. But need there be?

James Churchward's fascinating theory of a Lost Continent of Mu—after having stirred up a considerable amount of dust—has gone to keep company with the Jabberwock and Snow White and her Seven Dwarfs. So the spectacle of refugees clinging to mountain-tops to escape the deluge is eliminated.

Eminent scientists tell us that the Melanesians walked to their present places of settlement over land bridges which now lie under a shallow sea. They have been land-lubbers ever since. Hence they could not have reached Polynesia.

There remains the sweet potato—universally known throughout Polynesia as the kumera.

The people of the west coast of South America, the original home of the kumera, were sun-worshippers. They saw the sun rise daily from some inaccessible region beyond the Andes; but its setting was at the horizon of a smooth and placid sea. To the westward was the open pathway to the Land of the Sun God.

Some national emergency, perhaps, or the ecstatic visions of some powerful high priest dictated an expedition—propitiatory or sacrificial—to the great temple in the Sun God's own land. They

were not skilled mariners; but observation had taught them that during certain seasons they could depend on calm weather.

One day, the whole nation watched the expedition set out—high priest in gorgeous featherwork cloak and head-dress, lesser priests, chiefs, warriors, dancing girls from the temple and, doubtless, some prisoners of war destined as sacrificial offerings. And the supply vessels were stocked with kumera.

The south east trade winds, and the currents flowing eternally to the westward, brought them to some island of Eastern Polynesia.

The drama of their adventures—the landfall, the realisation that they could not return, the settlement, the planting of the kumera, the press of necessity which taught them and their progeny the ways of the sea, the seeking of new islands—is lost in the oblivion of antiquity. Nevertheless, such an expedition and settlement was not impossible, neither is it altogether improbable. The kumera is visible witness that something of the kind really happened.

Papuan Half-Castes and Liquor

From Our Own Correspondent

SAMARAI, March 1. **FOUR** half-castes were before the magistrate here this week charged with unlawfully drinking intoxicating liquor. Three of them were fined £1 and one, who was held to be the procurer and supplier, was fined £25. All paid their fines. This is the seventh case of this nature before the local court in the last few months.

Rt. Rev. W. H. Baddeley, Anglican Bishop of Melanesia, returned to Sydney from New Zealand in mid-February and then went on to Melbourne and Adelaide, where he joined his wife. While the Bishop was in New Zealand, Mrs. Baddeley remained in South Australia with her father, Rt. Rev. A. N. Thomas, Anglican Bishop of Adelaide. Bishop and Mrs. Baddeley will leave Sydney late in March by the "Morinda" for Vila, New Hebrides, where they will join the Melanesian Mission vessel "Southern Cross" for their headquarters in the Solomon Islands.

DROUGHT BREAKS IN FIJI

CYCLONIC storms in the Central Pacific, which played havoc with shipping towards the end of February, brought to Fiji substantial rains just when a bad drought situation was developing.

In November and December, crops failed, owing to the dry weather, and January was so dry that it was impossible to plant anything. As a rule the rainy season sets in about the end of January, but the month passed, dry and hot.

The first half of February was also phenomenally dry—but finally there came copious rains, and cultivators everywhere have been very busy planting. Nevertheless, the rainfall for February in Fiji was only 5 inches, whereas the average for 55 years is about 11½ inches.

Second Lieutenant Robert John Aylwin Wallace, elder son of the late Mr. Robert Lovell Lever and Mrs. Lever of Regent's Park, London, was married to **Miss Beatrice Carr**, youngest daughter of Mr. and Mrs. Frederick Carr, of Suva at St. John's, Suva, on February 28. The ceremony was performed by Ven. Archdeacon H. M. Harris.

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LINES and TWINES

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years of training behind him. That is why Holmes-built boats are thoroughly trustworthy. We welcome the opportunity to show you our methods and give you the full facts about boat-building. May we consult with you?

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Agents for: Atlas Imperial Diesels, R.N. Diesels, Gray Marine Motors, Gray Diesels, Atlantic Diesels and Austin Marine Engines.



Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in mid-March:—

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.
Telegraphic transfer . . .	£ s. d. 110 15 0	£ s. d. 112 0 0
On demand	110 12 6	111 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'Indo-Chine, Noumea. On March 13, when the Australian £ was nominally worth 140.30 francs, £100 Australian would purchase a draft in Noumea of 13,900. (Subject to Exchange Control Regulations.)

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

	Franks to £ Australian.
Average for week ended 19/2/40	138.49
Average for week ended 26/2/40	138.49
Average for week ended 4/3/40	138.49
Average for week ended 11/3/40	138.49

	Franks to £ Australian.
Average for week ended 19/2/40	137.94
Average for week ended 26/2/40	137.94

Average for week ended 4/3/40 137.94
Average for week ended 11/3/40 137.94
The above are nominal only—no business has been transacted on that basis.

WESTERN SAMOA—THROUGH BANK OF N.S.W.

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.
Telegraphic transfer	£123 10 0	£125 7 6
On Demand	£122 18 9	125 2 6
30 days	122 8 9	124 17 6
60 days	121 18 9	124 12 6
90 days	121 8 9	—
120 days	120 18 9	—

NEW GUINEA AND PAPUA—THROUGH BANK OF N.S.W.

Australia on Port Moresby and Samarai, Papua, 10/- per cent. premium each way, equivalent to commission of 10/- per cent.; Australia on Rabaul, 10/- per cent. premium. All other places 20/- per cent.

Papua and New Guinea on London: Same as Australia on London and vice versa.

THROUGH COMMONWEALTH BANK

From Australia, Port Moresby and Samarai, 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.

Rev. Rodger S. Brown, of South Australia, has been accepted by the Methodist Mission for service at Kabakada, New Britain.

ISLANDS PRODUCE

THE following quotations were obtained in Sydney in mid-March:—

Coffee

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment. Sydney: Quote No. 1: 19/6½ per cwt. Quote No. 2 (based on 12 guilders to £): 21/6* per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. Quote No. 1: Grade "A", 65/-; grade "B", 63/-; grade "C", 57/-; Quote No. 2: Grade "B", 64/-; grade "C", 60/-.

Mysore, f.a.q., c.i.f., Sydney, per cwt., No. 1 quotations: Grade "A", 91/-; grade "B", 89/-; Triage, 77/-; No. 2 quotations: Jan-Mar, shipment, Grade "A", 74/-; grade "B", 72/6*; grade "C", 66/-.

Arabian (Aden) Hodeldah, f.a.q., c.i.f., Sydney. —No. 1 quotation, 79/-* stg. per cwt. No. 2 quotation, 78/- per cwt.

*Purely nominal, as sterling rates of exchange have been fluctuating.

*Extra freight and war risk for buyer's account.

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. prices for kapok in mid-March were:—Average Java, 5d. per lb. and Prime Japara, 5 7/32d. per lb.

Ivory Nuts

No. 1 quotation: £7 per ton, f.o.b.
No. 2 quotation: £7 per ton, f.o.b., Sydney.
Quotations nominal.

Cocoa

New Guinea Cocoa: Quote No. 1: £40 per ton. Quote No. 2: £39. Quote No. 3: £42.
Accra, good fermented: £31 stg.

Rice

Rangoon rice, packed in 100 lb. bags, £16 per ton; 200 lb. sacks, £15/15/- per ton.
Australian table rice, packed in 56 lb. bags, £20 per ton.

Trochus Shell

Owing to Japan's restrictions on overseas credits, there have been no sales for some time. The following are nominal quotations from three Sydney sources:—

	£	£	£
No. 1 grade	75	77	80
No. 2 grade	64	66½	69
No. 3 grade	50	52	56

All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell

Sydney agents report that since the outbreak of war, no regular public sales of Mother of Pearl shell have been held in London.

Green Snail Shell

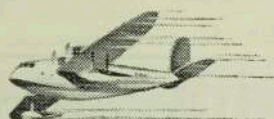
Green snail shell, quoted nominally by Sydney buyers:—Quote No. 1: £40; No. 2: £50.

Mr. J. A. Bustin, of Madang, New Guinea, recently arrived in Australia to spend holidays.

At Blue Mountains—Springwood, N.S.W. Springwood Ladies' College

Est. 1897. Kindergarten to Leaving Certificate. Tennis, Riding, Swimming, Team Games. Unequalled climate. Pure Jersey Milk. Senior and Junior Houses. Open-air sleeping. Inclusive fees. Special vacation arrangements for Island pupils.
M. E. DURAND, Principal.

INSIDE AND OUTSIDE AUSTRALIA



CARRY

BANK OF NEW SOUTH WALES

TRAVELLERS' CHEQUES

Pacific Islands Monthly—March 15, 1940

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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
June 17	£13 2 6	£13 5 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 0 0	£13 12 6
March 3	£11 7 6	£11 10 0
June 30	£10 17 6	£11 0 0
September 29	£9 7 6	£9 10 0
December 1	£8 12 6	£9 0 0
January 5, 1934	£8 0 0	£8 7 6
March 30	£7 7 6	£8 0 0
June 15	£8 0 0	£8 12 6
September 7	£7 12 6	£8 15 0
December 28	£9 0 0	£9 12 6
January 4, 1935	£9 5 0	£10 5 0
March 1	£12 2 6	£12 15 0
June 7	£11 15 0	£12 7 6
September 6	£9 17 6	£10 17 6
December 6	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to Genoa and Marseilles, Per ton, c.i.f.	South Sea, Sun-Dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£14 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
June 5	£11 10 0	£12 0 0	£12 17 6
Sept. 4	£13 2 6	£13 10 0	£14 12 6
Dec. 4	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6
Mar. 5	£19 0 0	£19 5 0	£20 0 0
June 4	£15 15 0	£15 12 6	£16 12 6
Sept. 3	£13 5 0	£13 5 0	£14 0 0
Dec. 3	£12 10 0	£12 12 6	£13 7 6
Jan. 7, '38	£12 12 6	£12 15 0	£13 12 6
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	£9 12 6	£9 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. 27	£9 7 6	£9 10 0	£10 5 0
Feb. 3	£9 10 0	£9 12 6	£10 10 0
Feb. 24	£9 17 6	£10 2 6	£11 0 0
Mar. 3	£10 0 0	£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
April 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
July 14	£9 0 0	£9 5 0	£10 0 0
July 21	£9 15 0	£9 17 6	£9 12 6
July 28	£9 0 0	£9 2 6	£10 0 0
Aug. 4	£9 2 6	£9 5 0	£10 5 0
Aug. 11	£9 2 6	£9 5 0	£10 5 0
Aug. 18	£9 0 0	£9 2 6	£10 5 0
Aug. 25	£9 5 0	£9 7 6	£10 7 6
Sept. 1	£9 10 0	£9 12 6	£10 12 6
Sept. 8—Not quoted—outbreak of war.			
Sept. 15	[not quoted]		
Sept. 19	[not quoted]		
Sept. 22	[not quoted]		
Oct. 6	£11 15 0	[unquoted]	£12 15 0
Oct. 12—Fixed price based on £12/7/6 per ton, c.i.f., London, for plantation hot-air dried.			
Jan. 8, '40—Fixed price, until further notice, based on £13/5/- per ton, c.i.f., London, for plantation hot-air dried.			

The engagement has been announced of Mr. Ernest H. Canard, of the Audit Department, Suva, to Miss Sybil Dorothy Monckton. Miss Monckton is the only daughter of the Hon. H. C. Monckton. Adviser on Native Affairs to the Fiji Government.

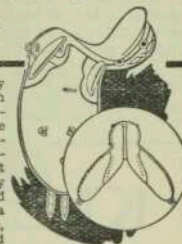
Rubber

London Price on—	Para. per lb.	Plantation Smoked. per lb.
January 6, 1933	4½d	2.43d
July 7	5½d	3.71d
December 8	4½d	4.05d
January 5, 1934	4½d	4.28d
July 6	5½d	7.06d
December 28	5d	6½d
January 4, 1935	5d	6½d
July 5	5d	7½d
December 6	6½d	6½d
January 3, 1936	6½d	6½d
June 5	9d	7½d
December 4	1/2	10½d
January 8, 1937	1½d	9 5-8d
June 4	1½d	7½d
December 3	7½d	7½d
January 7, 1938	7½d	7d
July 1	8½d	7½d
December 2	7½d	8d
January 6, 1939	7d	8½d
February 3	6½d	7½d
March 3	7½d	8 5-16d
April 6	7d	8d
May 5	7½d	7 15-16d
June 2	7½d	8 5-16d
July 7	7½d	8½d
August 4	7½d	8½d
September 1	[not quoted]	
September 8	9½d	9½d-10d
September 15	[not quoted]	
September 29	11d	9½d
October 6	11d	9 9-16d
October 13	11d	10½d
October 20	11d	10½d
October 27	11d	10 13-16d
November 3	11d	10½d
November 10	11½d	11 3-16d
November 17	11½d	10.03½d
November 24	11½d	11.5½d

December 1	12d	11½d
December 8	13d	11½d
December 15	13d	11.9½d
December 22	13d	11.6½d
December 29	13d	11.65½d
January 5, 1940	13d	11.6½d
January 12	13d	11.6½d

(CONTINUED OVERLEAF)

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BANK OF NEW SOUTH WALES

Estd. 1817.

The Kavieng (New Guinea) Branch of this Bank will be CLOSED as from 30th June, 1940, and the business transferred to the Rabaul Branch.

A. C. DAVIDSON,
General Manager.

ENGLISH

CIGARETTES of QUALITY

In case of difficulty in obtaining supplies, write to Box 1861 K., G.P.O., Sydney.



January 19	13d ..	12d
January 26	13d ..	11.9½d
February 2	13d ..	11½d
February 9	13d ..	12¾d
February 16	13d ..	13½d
February 23	12¾d ..	12.9½d
March 1	12¾d ..	12½d
March 8	12¾d ..	12¾d

Hon. J. T. O'Malley, Commissioner of Native Affairs, will retire from the Public Service of Papua on superannuation, on the completion of his leave, which commenced on March 1. Mr. S. A. Greenland has been appointed acting Commissioner. Mr. O'Malley joined the service in 1907, as A.R.M., in the Central Division, and was A.R.M., and R.M. in Port Moresby (except for a short period at Kerema) until 1926, when he became Commissioner for Native Affairs.

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KEROSENE and BENZINE
TYPES.

All kinds of Islands Repair
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46 PITT ST., SYDNEY.

SHIPPING SERVICES IN THE PACIFIC

THE shipping timetables which, presented in these pages, have been a feature of the "Pacific Islands Monthly" for nearly 10 years, may not, for obvious reasons, be published while Britain and France are at war. We regret the inconvenience to Islands residents; but war-time regulations must be complied with. Publication of the timetables will be resumed as soon as it is possible and practicable.

SYDNEY-PAPUA-NEW GUINEA

The motor-ships "Macdhul" and "Malaita", owned and operated by Burns, Philp and Co., Ltd., 7 Bridge St., Sydney, maintain a regular service.

PAPUA INTER-ISLAND SERVICES

The M.V. "Nusa" (Steamships Trading Co., Ltd., Port Moresby, Papua) and the M.V. "Lakatoi" (Burns, Philp and Co., Ltd.) carry on coastal and inter-island services.

NEW GUINEA INTER-ISLAND SERVICES

The S.S. "Malwara" and M.V. "Mullama" (Burns, Philp and Co. Ltd.) and the S.S. "Coombar", M.V. "Desikoko", M.V. "Durambah", and S.S. "Mako" (W. R. Carpenter and Co. Ltd., 19 O'Connell St., Sydney) maintain inter-island services in the Mandated Territory.

HONG KONG—NEW GUINEA

The M.V. "Yunnan", operating for Colyer, Watson (New Guinea) Ltd., of Rabaul, carries on a regular service between Hong Kong and New Guinea. At Hong Kong, the vessel connects with the Blue Funnel liners running to Europe and the United Kingdom.

SYDNEY-PAPUA-N.G.-HONG KONG

The M.V. "Neptuna", owned and operated by Burns, Philp and Co., carries on a service.

SYDNEY-T.L.-DARWIN-SINGAPORE

The vessels "Marella" and "Merkur", owned and operated by Burns, Philp and Co. Ltd., carry on a regular service.

SYDNEY-PORT MORESBY-DARWIN

S.S. "Montoro" and M.V. "Tulagi" run regular services between Sydney and Darwin, via Port Moresby. Burns Philp & Co., Ltd., Agents.

SAIGON-JAVA-SOUTH SEAS-N.Z.-SYDNEY

The Dutch vessels "Maetsuycker" and "Tasman", owned and operated by the Royal Packet Navigation Co. Ltd., 255 George Street, Sydney, maintain a regular service.

SYDNEY-RABAU-HONG KONG

The vessels "Nellore", "Tanda", and "Nankin", owned and operated by the E. and A. Steamship Co. Ltd., 37 Pitt St., Sydney, carry on a regular service.

SYDNEY-PAPUA-B.S.I.-NEW GUINEA

The M.V. "Malaita", owned and operated by Burns, Philp and Co. Ltd., maintains a regular service.

SOLOMON ISLANDS INTER-ISLAND SERVICE

The A.S. "Mamutu" (Burns Philp (South Sea) Co. Ltd.) operates among the islands of the Group, on a regular schedule.

SYDNEY-LORD HOWE IS.-NORFOLK IS.-NEW HEBRIDES-B.S.I.

The S.S. "Morinda", owned and operated by Burns, Philp and Co. Ltd., carries on a regular service.

NEW HEBRIDES INTER-ISLAND SERVICES

The S.S. "Mirani" (Burns Philp (South Sea) Co. Ltd.) and M.V. "Polynesien" (Messageries Maritimes Co., 36 Grosvenor St., Sydney) carry on services among the islands of the Group.

SYDNEY-NOUMEA-NEW HEBRIDES-INDOCHINA

The French vessel "Pierre Loti", owned and operated by Messageries Maritimes Co., maintains a service.

NEW CALEDONIA-AUSTRALIA

The S.S. "Neo Hebridaïs" (Société Maritime et Minière Hagen, Noumea, New Caledonia) and the "Cap Tarifa", "Capitaine Illaquer", and "Noton" (Société Le Nickel, Noumea, New Caledonia), carry on services.

NEW CALEDONIA INTER-ISLAND SERVICES

The M.V. "La Phoque" (Société des Iles Loyales, Noumea, New Caledonia) maintains connection with the coastal ports of New Caledonia and with the islands of the Loyalty Group.

GILBERT AND ELLICE INTER-ISLAND SERVICES

The M.V. "Moamoa" (Burns Philp (South Sea) Co. Ltd.) and M.V. "John Bolton" (W. R. Carpenter and Co. Ltd.) connect with all islands in the Group.

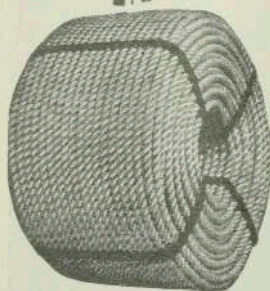
SYDNEY-N.Z.-FIJI-SAMOA-HAWAII

The American liners "Mariposa" and "Monteney", owned and operated by the Matson Navigation Co., 12 Bridge Street, Sydney, maintain a service.

SYDNEY-N.Z.-FIJI-HAWAII

The liners "Aorangi" and "Niagara", owned

FOR RELIABILITY
AND LONG SERVICE



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Manila, Sisal, New Zealand Coir and Cotton Rope of every description. Twine, Sewing Twine, Shop Twine, Binder Twine and Fishlines, Lashings, Halters, Plough Reins, Sack Cord, Blind Lines, etc.

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ISLANDS WORK a
Specialty.

HARRY WEST

Balmain East, Sydney. Tel.: W 1105

and operated by the Union Steam Ship Co. of N.Z. Ltd., 247 George St., Sydney, maintain a service.

FIJI INTER-ISLAND SERVICES

The M.V. "Matafele" and M.V. "Yanawal" (Burns Philp (South Sea) Co. Ltd.) and the M.V. "Tui Cakau", M.S. "Adi Rewa", and M.S. "Tui Kauvaru" (Morris, Hedstrom Ltd., Suva, Fiji) carry on services among the islands of the Group.

CENTRAL PACIFIC SERVICES

The M.V. "Matua", owned and operated by the Union Steam Ship Co. of N.Z., Ltd., maintains a service between New Zealand, Cook Is., Tonga, Samoa, and Fiji. The Co. also runs a cargo service from Sydney to Nth. America, via Fiji and Tahiti.

NEW ZEALAND-SAMOA-NIUE

The M.V. "Maui Pomare", owned and operated by the New Zealand Government, maintains a service. Apply for details to the Department of External Affairs, Wellington, N.Z.

AUSTRALIA-NAURU-OCEAN ISLAND

Vessels are despatched fairly regularly from Australia and from New Zealand to Nauru and Ocean Island by the British Phosphate Commission, Henty House, Little Collins St., Melbourne.

SYDNEY-NOUMEA-TAHITI

A service between Sydney and Tahiti is maintained by Messageries Maritimes Co., passengers connecting with the M.M. liners "Eridan", "Sagittaire", "Ville d'Amiens", and "Commissaire Rameau" at Noumea (New Caledonia) per the "Pierre Loti" from Sydney (see Sydney-Noumea-New Hebrides service). The big M.M. liners carry on a service between France and New Caledonia.

FRENCH OCEANIA INTER-ISLAND SERVICE

The small vessel "Hiro" maintains a service between Tahiti and the Leeward Group.

SAMOA INTER-ISLAND SERVICES

The Apia customs launch connects regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago (American Samoa).

EUROPE-SUVA-N.Z.-SYDNEY-NEW GUINEA

The M.V. "Rabaul", M.V. "Salamaua", and S.S. "Suva", owned and operated by W. R. Carpenter and Co. Ltd., carry on services between Europe and Australia, via South Sea Islands.

U.S.A.-SOUTH SEA ISLANDS

A service between the Pacific coast of America and the main South Sea Islands is maintained by the Pacific Transport Line (U.S.A.), using the motor-ships "Thor I" and "Velox". Timetables are obtainable from the Australasian agents, Birt & Co. Ltd., 4 Bridge Street, Sydney, or any of their branch offices.

JAPAN-N.G.-NOUMEA-N.Z.

The M.V. "Canberra Maru", M.V. "Sydney Maru", and M.V. "Tokyo Maru" (Osaka Shosen Kaisha Line, Osaka, Japan) and the S.S. "Naniwa Maru" and S.S. "Muko Maru" (Yamashita Kisen Kaisha Line, Osaka, Japan) maintain regular services from Japan to New Zealand and Australia, via Pacific Islands ports. Timetable particulars are available on personal application to the Australasian agents, Birt and Co. Ltd., 4 Bridge St., Sydney, or any of their branch offices and agents.

CAROLINES-WESTERN AND CENTRAL PACIFIC

The M.V. "Takachio Maru" (Nanyo Boyeki Kaisha Line, of Japan) makes a voyage twice a year throughout the Western and Central Pacific Groups from the Caroline Islands (Japanese Mandated Territory).

SYDNEY-PAPUA-N.G. AIR SERVICE

Regular air mail services between Australia and Papua and New Guinea are maintained by W.R.C. Airlines Ltd., 19 O'Connell St., Sydney, with De Havilland airliners. Timetable details can be obtained from any branch of the firm.

N.G. GOLDFIELDS AIR SERVICES

Aeroplane services between Salamaua and Lae (the N.G. mainland ports) and Wau and other centres on the Morobe Goldfield are conducted by Guinea Airways Ltd., Mandated Airlines Ltd., and other aerial transport companies. The aerial services are the only means of communication.

WAU-PORT MORESBY AIR SERVICE

Aeroplane services between the New Guinea

goldfields (Morobe, etc.) and Port Moresby, Papua, are maintained by Guinea Airways Ltd., of Lae, and Mandated Airlines Ltd., of Salamaua. Schedule details available on personal application to any branch of the firms, from the pursers of the Burns, Philp mail steamers, or branches of W. R. Carpenter and Co. Ltd.

Mr. Reginald Watson, owner of Wakaya Island, Fiji, died there on February 8. A New Zealander, he went to Fiji in 1919 and entered into partnership with Mr. A. H. Marlow, as builders and timber merchants, but later returned to N.Z. A few years ago he purchased Wakaya, near Ovalau, and permanently settled down in Fiji. Some time back, at the invitation of the Fiji Government, he made a report on the possibilities of sword fishing in the Group, a sport which he keenly followed.



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CONTRACTORS TO

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Burns, Philp & Co. Ltd.; Marist Mission; Guinea Airways Ltd.; Island Explorations Pty. Ltd.; Aust. Board of Missions; etc., etc.

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REV. C. F. RICH RETIRES

From Our Own Correspondent

SAMARAI, March 1.
REV. C. F. Rich, who has given a lifetime of useful work to the education and training of Papuan natives, has retired from his position as head of the London Mission Society's station at Fife Bay, Eastern Papua.

Mr. Rich first arrived in Papua, from England, in 1900, accompanied by Rev. W. J. Saville. He was joined in 1901 by Mrs. Rich, and one of their first visits was to Daru, where they met the

famous missionaries, Chalmers and Tomkins, who a few weeks later were murdered in the Delta Division. As the years passed, Mr. and Mrs. Rich devoted themselves with increasing enthusiasm to the teaching of technical education; and, from their mission on Fife Bay, they turned out a large number of trained and clever native artisans. Mr. and Mrs. Rich had hoped to complete 40 years of service together at Fife Bay, but just before the period was completed Mrs. Rich became seriously ill, and had to go away. She is slowly recovering, under hospital treatment, in Samarai, however.

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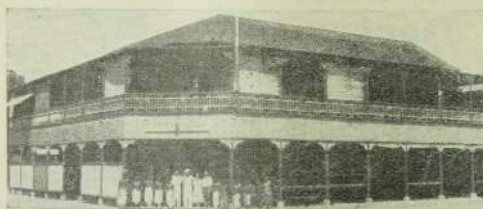
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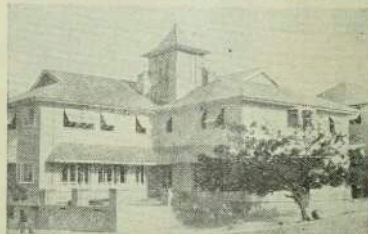
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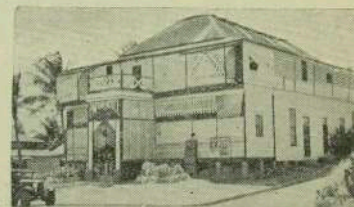


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Published by Pacific Publications Pty., Ltd., Union House, 247 George Street, Sydney. (Telephone: BW 5037). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co., Pty., Ltd., 29 Alberta St., Sydney. (Telephone: MA 7101).

Pacific Travellers

(CONTINUED FROM PAGE 1)

Warden, West, Young, Father McDermott, Mesdames Annüller, Bernhardt, Conder, Coe, Dockray, Gabriel, Hicks, Moore, Murphy, Stuckey, Thomas, Taylor, Woodward, Wilson, Wilkinson, Waterhouse. Misses Naughton & Pearce, Mother Wendelina.

PER "NELLORE" FROM N.G.: Messrs. Halden, Renshaw, Cleveland, Tuckey, Flower, Gilmore, Mesdames Baker, Gilmore, Masters Gilmore, Maclean.

PER AIRLINER FROM PAPUA & N.G.: Messrs. Chapman, Leahy, Callaman, Mrs. Grahamslaw, Miss Gross.

PER AIRLINER TO PAPUA & N.G.: Messrs. Eason, Kodyen, Host, Dr. Carey, Mrs. Purcell.

PER AIRLINER FROM PAPUA & N.G.: Messrs. Rowe, Abbott, Austin, Hindman, Bishop, O'Reilly, Richardson, Harris, Mrs. Forsyth.

PER AIRLINER FROM PAPUA & N.G.: Sir Walter McNicoll, Messrs. Benton, Babbington, Rev. Enser, Mrs. Jentzsch, Misses Johns, Moody.

PER AIRLINER FOR PAPUA & N.G.: Messrs. Perry, Johanson, Bissaken, Mann, O'Connell, Chisholm (2), Clune, Kerr, Sadler, Mesdames Schilling, Bowring.

PER AIRLINER FROM PAPUA & N.G.: Messrs. Stevens, Lorenz, Walker, Burns, Harris, Lane, Wolfe, Thornley, Bradford, Mesdames Bellamy, Ritchie.

PER AIRLINER FROM N.G.: Colonel Laws, Mrs. Valentine.

Britain Buys Huge Whale Oil
Supplies

IT is reported by the newspapers with complacency (which the growers will not share) that Britain "has scored a notable victory in the war for oil", by buying up the whole of the available supplies of whale oil in Europe, despite desperate German competition. There has been a record catch of Antarctic whales in the season just ended, returning probably about 2,500,000 barrels, and the newspapers say that one result of this will be "comparative cheapness and abundance of margarine for British housewives." If this report is true, it postpones for the present any hope of the Anglo-French Governmental authority raising the London copra price of £13/5/- per ton c.i.f.

Mr. Maynard Hedstrom, son of Sir Maynard Hedstrom, of Suva, Fiji, married Miss Moira Dietrich, daughter of Mr. and Mrs. Lance Dietrich, of Levuka, on March 12. The honeymoon will be spent in Australia.

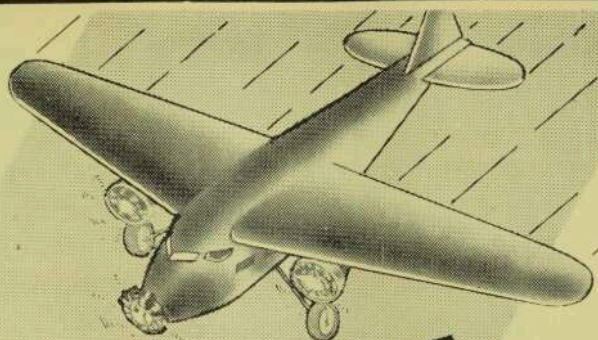
Major Clive Brewster, of Suva, arrived in Sydney via New Zealand early in March and is spending a few weeks in Sydney and Melbourne.

March 15, 1940—Pacific Islands Monthly

WINGS

OVER

NEW GUINEA



*Wings not wheels pioneered
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Pacific Islands Monthly—March 15, 1940



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