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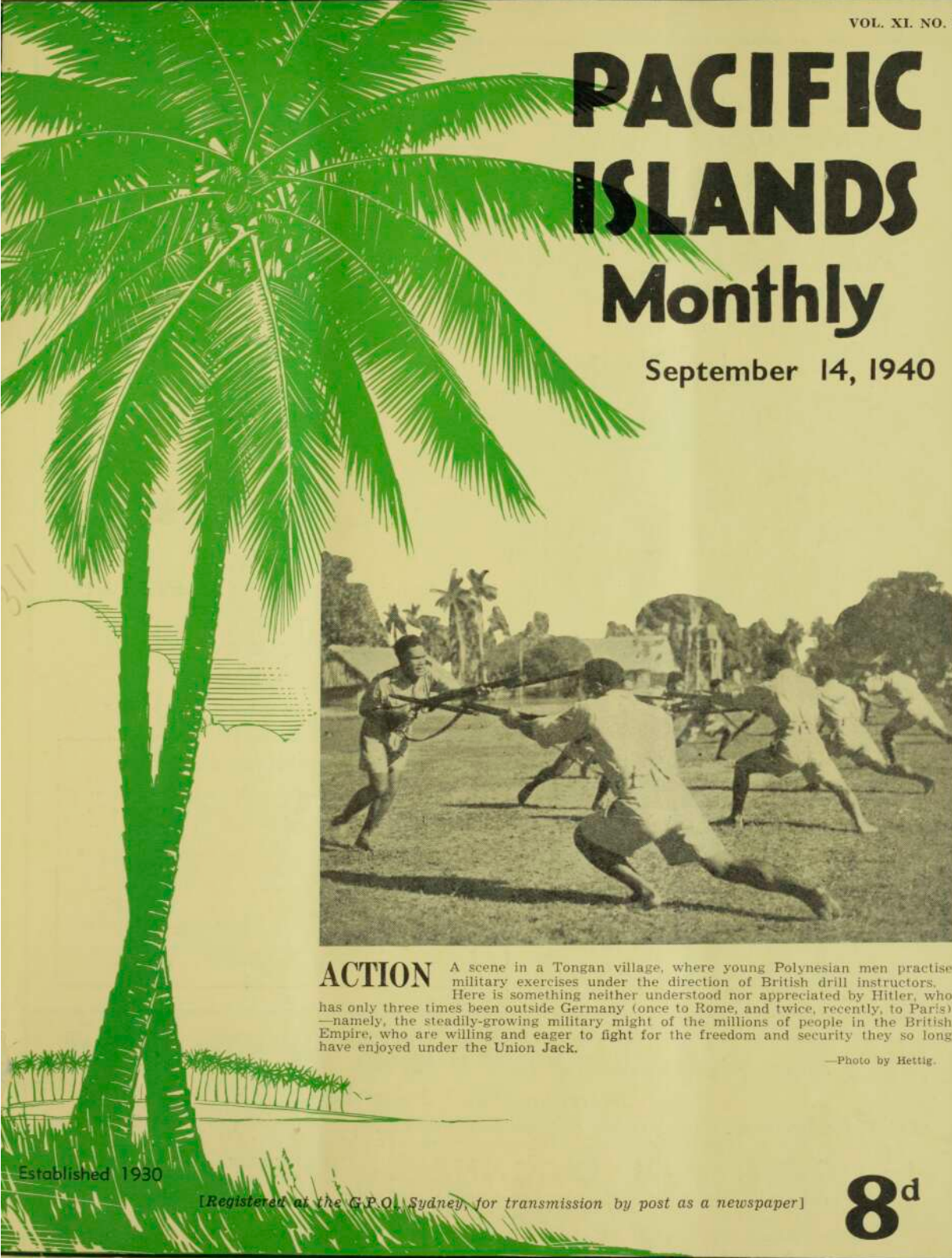
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VOL. XI. NO. 2.

PACIFIC ISLANDS Monthly

September 14, 1940



ACTION A scene in a Tongan village, where young Polynesian men practise military exercises under the direction of British drill instructors. Here is something neither understood nor appreciated by Hitler, who has only three times been outside Germany (once to Rome, and twice, recently, to Paris)—namely, the steadily-growing military might of the millions of people in the British Empire, who are willing and eager to fight for the freedom and security they so long have enjoyed under the Union Jack.

—Photo by Hettig.

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PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1940

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PACIFIC NEWS-REVIEW

Aug. 13: Severe air raids on Britain continue daily, and all classes are hastening their preparations to resist the expected attempt by the Germans to invade Britain. Confidence is growing, in the belief that the Germans can be successfully resisted.

Aug. 13: The despatch of Rear-Admiral Gormley by President Roosevelt to Britain, as a special envoy, to investigate the possibility of Britain being able to resist further advances by Germany, is regarded as highly significant. It is thought that if the envoy's report is satisfactory, there will be great and increasing help for Britain from the United States.

Aug. 13: Soldiers and naval ratings aboard the troopship "Mohamed Ali el Kibir", which was torpedoed and sunk in the Atlantic, showed magnificent discipline and steadiness. There were 755 survivors, out of 860.

Aug. 13: Boasting extravagantly of the victories which they expect to win shortly in Africa, the Italians say that in the Middle East they are facing Australian, New Zealand, South African, British and Indian troops. They deride these forces, and say they lack war spirit and have an inferior command, and that their fighting will and organisation will break down when they face the manly warlike qualities of the Italians.

Aug. 13: A fierce controversy is proceeding in the United States as a result of a proposal by Mr. Hoover, head of the European Food Distribution Commission, that the United States should ship large quantities of foodstuffs to the countries occupied by Germany, which are threatened with famine. It is recognised that the British attitude to any such proposal will be an uncompromising "no"—because all occupied countries are being deliberately and systematically denied of food supplies by the invading Germans. Foodstuffs sent in by charitable Americans, in such circumstances, will merely assist Hitler to defeat the blockade.

Aug. 14: Australia had its most serious air accident to-day, when a Defence Department plane, flying from Melbourne to Canberra, crashed near Canberra, and the Minister for Army (Mr. Street), Minister for Air (Mr. Fairbairn), Vice-President of Executive Council (Sir H. Gullett) and Chief of General Staff (Sir Brudenell White), with six minor officials, were all killed.

Aug. 14: Relations between Italy and Greece are strained, but Rome denies reports that military action is imminent.

Aug. 14: Big fleet of British bombers crossed the Alps and did great damage to aircraft factories and motor plants in northern Italy—especially Milan and Turin.

Aug. 14: Large forces of Italians are advancing in British Somaliland and, although the much smaller British forces are resisting, it seems likely that they will retire to the coast. British Somaliland is a small barren country of no economic value.

Aug. 15: An unknown submarine torpedoed the Greek cruiser "Helle" (2,115 tons) while she was anchored off one of the Greek islands. This is causing great excitement and tension in Greece. There is no doubt that the submarine was Italian.

Aug. 15: As this was to have been Hitler's day of triumph—he announced in May that he would be in Paris on June 15 and in London on August 15—the occasion is being celebrated throughout Britain by a sober weighing up of the general military situation. It is being found very encouraging. The British are

more than holding their own against all the air forces which Germany can bring against them.

Aug. 15: The Italians are advancing rapidly in British Somaliland and are only 75 miles from the main port, Berbera.

Aug. 15: The armed merchant cruiser "Transylvania" was sunk by a U-boat in the Atlantic—over 30 men lost.

Aug. 16: The German air raids culminated yesterday in a great attack by no less than 1,000 machines, but the Germans did not make any breach in Britain's aerial defences. British destroyed no less than 169 German aeroplanes—a record for one day. Only 34 British fighters were lost, and 17 of their pilots are safe.

LOSSES OF FIGHTERS AND BOMBERS

The following table, carefully compiled from the communiques of the British Air Ministry (accepted by the neutral world as truthful and reliable) shows the known losses each day of fighters and bombers, by both sides, during the German air attacks on Britain:

	German	British
August 12	62	13
" 13	9	2
" 14	31	7
" 15	169	34
" 16	75	2
" 18	141	22
" 20	12	1
" 21	9	0
" 22	2	4
" 24	48	10
" 25	55	13
" 26	46	15
" 29	9	3
" 30	19	6
" 31	85	37
September 1	25	15
" 2	55	20
" 3	25	15
" 4	54	11
" 5	39	20
" 6	46	14
" 7 (Sat.)	99	22

Aug. 16: The tension between Italy and Greece, as a result of the sinking of a Greek cruiser by an Italian submarine, is increasing. Greek forces are being mobilised.

Aug. 16: Spanish troops, estimated at 16,000, with guns and light and medium tanks, have landed in Spanish Morocco.

The intentions of Spain are not clear, and it is thought by some that this may be a prelude to a plan under which Germany will march huge armies through France and Spain, across into North Africa, in order to mop up the French and British Colonies there. But Gibraltar must first be taken from Britain.

Aug. 19: R.A.F. bombers, every night without fail, on an ever-increasing scale, make attacks upon military objectives in Germany and the German-occupied parts of Holland, Belgium and France. Attacks upon factories in North Italy are also being made with growing frequency—although this involves an air-journey of over 1,600 miles.

Aug. 16: It is authoritatively reported that Britain has offered to lease naval base sites in the Western Hemisphere to the United States in return for 50 American destroyers.

Aug. 18: After a couple of quiet days, in which Germany probably is re-organising her battered air fleets, intense air

NOTES AND COMMENT ON THE PROGRESS OF THE WAR. FROM AUGUST 13 TO SEPT. 10

raids upon England were resumed. New methods of attack had no more success than hitherto in penetrating Britain's defences.

Aug. 18: The British Navy appeared suddenly upon the coast of Libya and, with long-range gun-fire from many ships, smashed up Italian concentrations, which had been preparing for the invasion of Egypt. Great damage was done to Fort Capuzzo, which the Italians have now abandoned.

Aug. 19: Although the partial mobilisation of Greek reservists has been ordered, it appears that the Italo-Greek tension is decreasing. Italy has apologised to Greece for bombing two Greek destroyers, claiming that she was under the impression they were British.

Aug. 19: About 600 German planes attacked objectives in England yesterday, but did no material damage. The Germans lost 141 planes in this day's raid, and the British 22 fighters, the pilots of ten of which are safe.

Aug. 19: The effect of the British naval attack upon Italian forces in Libya was shattering. About 90 minutes after the British ships left, they were found by Italian bombers, but before the Italians could attack, R.A.F. planes, which had been waiting for them, swooped down upon them, and 11 Italian planes were destroyed, without any British losses.

Aug. 15: A sharp dispute between the United States and Japan, as to who would take over the guarding of the International Settlement when the British troops were withdrawn from Shanghai, has been settled. The United States has gained control of the central section, including the waterfront.

Aug. 19: An agreement between the United States and Canada to establish immediately a permanent Joint Defence Board is regarded as an event of historical importance, and is another step in the apparently inevitable alliance between Great Britain and the United States in the defence of European civilisation.

Aug. 19: It is reported from Hong Kong that between 30 and 40 French warships have arrived in French Indo-China from an undisclosed base—thought to be Madagascar.

Aug. 19: R.A.F. bombers again attacked important Italian factories in Northern Italy.

Aug. 20: The British evacuation of Somaliland is now complete.

This campaign was of minor importance. Somaliland had no value, either economically or strategically, although it is admitted that it may be regarded as another set-back to British prestige in the Middle East. Hitler has congratulated Mussolini upon his magnificent victory in Semaliland.

Aug. 20: Britain's Prime Minister (Mr. Churchill) says that the total of British killed, missing, wounded and prisoners in this war, including civilians up to date is 92,000, a large proportion of whom are prisoners. Casualties in the first year of the last war, he said, were 365,000. "We will resolutely and methodically prepare for a campaign against the enemy in 1941 and 1942," he said.

Aug. 20: R.A.F. planes attacked military objectives in Berlin last night and about 40 explosions were heard.

Aug. 21: Italian troops are concentrated on the Italian-Greek border and Greece has called up further military classes. The Axis Powers are trying to force Greece to abandon the British guarantee. Greece is unwilling to do this.

Aug. 21: It is clear now that Britain is rapidly overhauling Germany's numerical lead in aeroplanes. German bombers and fighters are being destroyed more quickly than the German factories can replace them, whereas Britain is receiving an ever-increasing supply of machines from the United States. Mr. Churchill says that new aircraft production in Britain already exceeds the output of the German factories.

Aug. 21: It is officially announced that the same amount of shipping is using British ports as before the recent intensification of air raids on Britain.

Aug. 22: German guns mounted on the French coast, which occasionally drop shells in English coastal districts, this morning shelled a convoy passing through the Straits of Dover, but did not score a hit. Then German bombers attacked the convoy and British fighters came and drove off the bombers.

Aug. 22: The Premier of Egypt announced, at a secret session of the Egyptian Parliament, that Egypt will declare war on Italy if Italian troops invade Egypt. This has reference to the expected advance of Italian armies concentrated in Libya.

Aug. 22: Trotsky, exiled Bolshevik leader, died in Mexico City from wounds inflicted by an assassin.

Aug. 23: British guns on the Kentish coast are now firing at the German guns on the coast of France across the Straits of Dover (21 miles wide).

Aug. 24: German air formations continue their daily and nightly attacks upon England and Scotland. Formations to an increasing degree are trying to penetrate the defences of London. Yesterday, for the first time, people in Trafalgar Square could hear the anti-aircraft guns on the outskirts of the city.

Aug. 24: R.A.F. bombers, on August 22, daringly raided the Italian base at Boma, in Libya, and destroyed two Italian submarines, an Italian destroyer and a submarine depot ship.

Aug. 24: The Foreign Minister in the Petain Government made a bitter attack upon Britain for refusing to lower the British blockade so as to permit the entry of foodstuffs into France.

Aug. 25: Germans made the biggest mass raids of the war upon Britain yesterday, using over 1,000 planes. London and Portsmouth were attacked. Damage was done and many casualties caused but not on an alarming scale. 48 German planes and 10 British fighters were lost. A particularly savage attack was made by enemy bombers upon Ramsgate, and a large part of the undefended town was wiped out. Little damage was done to Portsmouth.

Aug. 25: War continues to threaten the Balkans, as Italy menaces Greece, and Roumania and Hungary distrustfully negotiate about a revision of their boundaries. There is no indication of what Russia is likely to do.

Aug. 26: So seriously has the official relationship between Britain and France deteriorated that, it is stated, a declaration of war against Britain by the French Government at Vichy would not take the British Government by surprise.

It is believed that Germany and Italy are trying to induce France to take this step. Against this, however, it should be pointed out that if France officially declares war on Britain, Britain immediately will seize the greater part of the French Empire. Under present conditions it is the intention of Britain, when she has defeated the Nazis, to assist in the restoration of the French Empire. In the meantime the French Colonies are not being interfered with—on the contrary, they are being economically assisted in many cases by Britain.

Aug. 26: To-day, London had its 15th air raid. German plane formations are

daily and persistently trying to break through the outer defences of London.

Meanwhile, R.A.F. bombers are nightly attacking objectives in Germany, Italy, France, Holland, etc. Their activities extend as their numbers increase. All the evidence shows that they are doing an enormous amount of military damage.

Aug. 27: Britain last night experienced the most extensive night raid of the war. At least 50 enemy planes, operating singly, circled over London for over six hours. Bombs fell over a wide area. Much troublesome damage was done, but little of military importance.

Aug. 27: British naval forces on Friday and Saturday penetrated into the Italian harbour of Bardia, near the Egyptian frontier, engaged their targets at point-blank range, and bombarded the Italian troop concentrations in the fort, and the seaplane base.

Aug. 27: The German air force has had such severe reverses in its attacks upon Britain that it is now expected that different tactics will be employed, with harder blows and probably an intensification of night-bombing. It is expected that Germany from now on will attack with waves of aeroplanes day and night. But British defences are in excellent order, and British morale is high.

Aug. 27: The situation between Greece and Italy is still regarded as grave.

Aug. 29: Germany and Italy, determined to prevent war in the Balkans, have sent their respective Foreign Ministers to Vienna, to which city also the Foreign Ministers of Hungary and Roumania have been summoned.

It is expected that Roumania will be told that she must give up a large portion of Transylvania to Hungary, otherwise she will be invaded by Germany. If Roumania resists it is possible that Russia will interfere—Russia has large troop formations on the Russo-Roumanian frontier.

Aug. 30: There is an interesting report from Washington, that the United States and Russia have agreed to re-consider their mutual interests in view of the moves being made by the Axis Powers and Japan.

Aug. 31: Roumania has agreed, at Vienna, under pressure by Germany and Italy, to cede to Hungary about two-thirds of the province of Transylvania. The cession has been received with consternation throughout Roumania and public disorder is feared. It means that Roumania becomes a German puppet state, and Germany gets all her oil and wheat.

Sept. 1: Germany continues savage mass air attacks upon British towns. Yesterday German raiders dive-bombed and machine-gunned women and children in London shopping areas. The R.A.F. hit back at German military targets with deadly precision.

Sept. 1: It is reported at Vichy that rebellion against the Petain Government has broken out in Indo-China, as well as in the various territories of French Equatorial Africa.

Sept. 1: There is great resentment in Roumania against the territorial dispositions made at Vienna and all the elements of a widespread revolt are appearing.

Sept. 1: The British armed cruiser "Dunvegan Castle", 15,000 tons, was sunk by a submarine in the North Atlantic; 30 men are missing.

Sept. 2: The air attack on Britain is intense. The fact that the ratio of German losses to Britain has fallen considerably does not mean that the defence is weakening. It means that Hitler, stung by his heavy losses of bombers, is now sending over fewer bombers, and far more fighters to protect them.

Sept. 2: Independent correspondents recently in occupied France say that, despite German propaganda, the French nation remains anti-German and pro-

British. The French people seem to be now emerging from a kind of torpor, which followed the shattering news of their capitulation to Germany, and there is a marked revival of the national spirit, a desire for independence and a pride in nationality.

Sept. 3: Despite ceaseless attacks by German air squadrons upon Britain, the R.A.F. bombers go out every night on a front extending from Norway, through Germany and France, to Northern Italy, and do enormous damage. Berlin now is raided by R.A.F. bombers every night.

Sept. 3: It is announced on the anniversary of the outbreak of war that an agreement has been reached between Britain and the United States under which the United States will supply Britain with 50 destroyers, to be put into service immediately, while Britain will lease to the United States important naval and air bases in Newfoundland, the West Indies and British Guiana. This is regarded as the most important event of the war.

Sept. 4: Japan's demands for permission to send Japanese troops across Indo-China to attack the Chinese are creating a condition of tension which concerns both Great Britain and the United States.

Sept. 5: U.S. Secretary of State (Mr. Cordell Hull) has publicly warned Japan that she must not alter the status quo of French Indo-China or the Dutch East Indies.

Sept. 5: The air raids against England are mounting in fury. The enemy attacks upon the London area are almost continuous, day and night. A good deal of damage is being done, but it seems only to strengthen the resolution of the British people.

Sept. 5: Hitler, in an unexpected public speech, announces an unrestricted "all in" air attack upon England—especially London. He abandons his promise of an early defeat of Britain. He talks now of a war that will last five years, in which Germany will outlast and out-bomb England.

Sept. 6: Hitler's admission now that the war may last for years has started an extraordinary rally in the stock exchanges of the world. It is accepted as a clear-cut admission that he cannot beat Britain.

Sept. 6: King Carol of Roumania has abdicated in favour of his son Michael, 19. Carol is leaving for Switzerland. General Antonescu, a pro-German reactionary, becomes dictator of Roumania, which is now wholly under the domination of the Axis Powers.

Sept. 6: Japan, replying to U.S.A., said that the latter country had no cause for alarm concerning the status quo of Indo-China.

Sept. 6: Large naval reinforcements have almost doubled the effective strength of the British Navy in the Mediterranean.

Sept. 8: The Nazi's most savage air assault upon London to date took place on Saturday. Over 300 people were killed and about 1,300 seriously injured. A great deal of severe damage was done in eastern and south-eastern London—especially along the Thames. Bombing was indiscriminate. The Germans simply dropped their bombs as far in over the city as they could get.

Sept. 9: What is described as the biggest convoy ever assembled has arrived safely in the Mediterranean, without enemy interference, carrying very large reinforcements for all classes of British troops in the Middle East, where heavy fighting is expected soon.

Sept. 10: The enemy's aerial assault on London continues. Damage is severe, but not paralyzing. Germany is sacrificing hundreds of planes.

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One Year of War—And What Now?

ON the exact anniversary of the out-
break of war, the United States
handed over to Britain 50 old but
very serviceable destroyers—our most
urgent need—and received from
Britain leases of important naval and
air bases in Newfoundland, West
Indies and South America. In the
same month, the United States and
Canada formed a joint "Board of De-
fence", and Britain, United States
and Australia made an agreement to
jointly protect the *status quo* in the
Pacific, especially in relation to the
East Indies. Incredible, growing
masses of munitions now are pour-
ing across the Atlantic, from United
States workshops, to the eager, in-
creasing, high-spirited forces of
Britain.

These events may prove to be the
most important development in
modern history.

When, three months ago, Germany
over-ran France, the whole world,
outside of the British Empire, antici-
pated the early defeat of Britain. But
those observers who know history and
understand racialism, were never
more confident. "These damned Eng-
lish never know when they're beaten!"
In July and August, two seeming
miracles were accomplished. The
British armies were rescued from
France and re-equipped; the German
invasion of Britain was beaten off.

At first, the world would not believe
that this leaping, crowing Hitler

could be halted. But now the fact
is being accepted, and the prestige of
Britain is rising—too rapidly, and too
high for safety, perhaps. But the
signs are unmistakable.

The French colonies, which in June
and July were resigned to defeat, are
taking heart again, and rallying to
General de Gaulle; Turkey, once more,
is outspokenly pro-British, and Russia
is voicing grudging respect for
Britain's strength and spirit; Japan,
though very difficult, now seems more
conciliatory towards Britain; and,
most significant of all, the United
States, faced in June-July with the
imminent, deadly peril of democracy
being swept out of both Americas by
ruthless waves of Nazis and Fascists,
now believes that the monstrous ad-
vance can be halted, and is aligning
herself very gladly and confidently
with the British. It is now possible
that Anglo-Saxondom (the British
Empire and the United States) will
save, for the human race, the
human decencies evolved in two
thousand years of Christian civil-
isation.

BUT it was a near thing. We still
can almost smell the stink of
the Nazi concentration camps, and
hear the maniacal screeches of the
egocentric Hitler. Some day, perhaps,
we shall know why this "natural
military genius" did not leap at Eng-
land in June, while her coasts were

unguarded, and there were confusion
and chaos within.

It is far too soon to start cheering.
We still are in the wood, though day-
light can be seen through the trees,
far ahead. As this is written, count-
less German air squadrons are rain-
ing bombs ceaselessly upon Britain,
day and night. Our shipping is being
destroyed, at the rate of at least
40,000 tons per week. Huge forces of
Germans and Italians are gathering
to attack us in North Africa and
Palestine, to seize the Suez Canal and
cut the Empire in two. The Axis
Powers hold all Europe, between
Portugal, in the west, and Russia, in
the east. Germany and Italy have
just seized Roumania, in a bloodless
manoeuvre, so that they now have all
Roumania's oil and grain, command of
the Balkans and access to the Black
Sea. Russia remains aloof and in-
calculable. Even in the happiest cir-
cumstances, we must prepare for
years of war.

The picture has another, and a less
gloomy side, however. More strongly
than ever, we have command of the
sea; and Germany cannot enjoy
European hegemony without sea-
power. We can challenge the enemy
in the air already; and, thanks to the
Americans, our air forces are grow-
ing more rapidly than his. In Europe,
we are fighting against 80,000,000
Germans and 50,000,000 Italians, who
are being served by another 60,000,000
people in the countries they have

conquered. How can 40,000,000 oppose 130,000,000 British enemies, and 60,000,000 enslaved peoples? Because, behind Britain, there are now, being organised for war on a great scale, at least 20,000,000 more Europeans in the Empire, 50,000,000 non-Europeans, 350,000,000 people in the Indian Empire—and, in addition, 120,000,000 Europeans in the United States, who are giving Britain non-belligerent aid of incalculable value, and who certainly will become belligerents if Britain is in danger of defeat.

If this war were a straight-out military contest, we should, long ere this, have been stamped into the dust. But, everywhere, we are protected by salt-water. Those goose-stepping Axis millions cannot get at us anywhere; and so, because of our R.A.F. and our Navy, we can develop and use against the enemy the overwhelming economic strength of our Empire, while, behind our water-barriers, we can build up armies which will be a real, and maybe the final factor in the struggle.

Britain, within Britain, can mobilise sufficient military strength to defend the country, so long as the R.A.F. and the Navy are the first lines of defence. From the Dominions and colonies there can be mobilised probably 2,000,000 white soldiers; while India can contribute unlimited millions of men, known to us for more than a century as brave, clever and loyal fighters under the Union Jack.

We have no hint of British strategy; but what we can see seems to indicate the probable shape of the coming war.

While Britain holds the seas, and pounds ceaselessly with her air force at her Continental enemies, great armies will be prepared in India, Australia, New Zealand and South and East Africa and, supplied by factories in those countries and U.S.A., those armies eventually will move up through the Near East and North-east Africa, to attack the enemy in the Mediterranean region.

Some commentators believe that this war will be decided in the air. Perhaps it will. But more conservative thinkers prefer to plan for a long, hard war that will be, ultimately, a test of staying-power and morale. In such a war, the vast resources of the British Empire, and the dauntless spirit of our people, will decide the issue.

BUT be prepared for hard knocks. It may have seemed to us that all the disasters that possibly could damage our cause happened between March and August, 1940—and that any big international event, from now on, must be in our favour.

But there still are three countries which can add to our embarrassments. Spain may join the Axis, and provide for German armies a bridge to North Africa. Russia may just as readily go towards Berlin as towards London. And Japan, in her Chauvinistic eagerness to gain territory and trade from the now unprotected French and Dutch empires, may precipitate a struggle in the Pacific with those committed to the *status quo*.

Nevertheless, at the end of the first

VITAL TALKS GOING ON

Future of Pacific Territories

DISCUSSIONS of the utmost importance to the future of all Pacific countries and races now are proceeding between Great Britain, the United States, Holland, Australia and New Zealand. There are indications that Russia is being consulted, to an increasing degree.

Here, briefly stated, are the factors in a situation of great delicacy:

The future of the vast territories of Indo-China and East Indies, and the French Pacific colonies, is uncertain, so long as Germany holds France and Holland.

It is a fundamental of Japanese policy that Japan shall acquire new territories in Eastern Asia and the Pacific. Any changes in European possessions in East Asia or the Pacific vitally affect Japan.

The aggressive spirit of Japan, displayed towards Britain for three years (and more marked since the collapse of France) and the relationship between Japan and the Axis Powers, have caused great embarrassment to Britain.

Japan's attack upon China, like her original attack upon Manchuria, has given much offence to American opinion. The present aggressive attitude of Japan towards non-Asiatic powers, and Japan's apparent preoccupation with Indo-

China and East Indies, are resented by United States.

The probable purpose of the present discussions is to create a combination strong enough to talk to the Japanese in language they will understand.

There is no indication that Britain or U.S.A. are anti-Japanese. They understand Japan's cruel problems, both economic and political; and they know there will be no peace in the Pacific unless they help Japan to solve them. But they will not be ordered about by Japanese Nazis, or told what they may, or may not do, in South-east Asia and the Pacific.

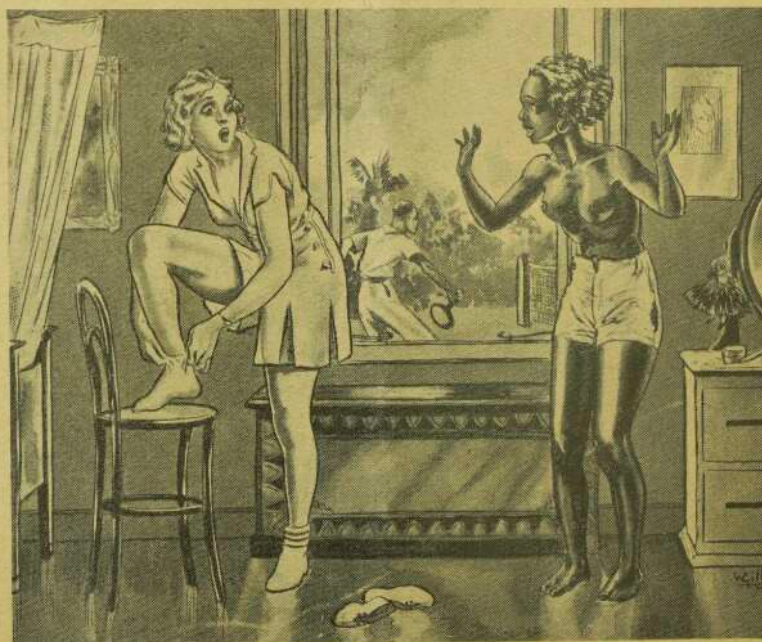
Port Moresby Water Supply

THE construction of a water supply for Port Moresby, Papua, is proceeding rapidly. The first shipment of pipes has been landed, and several already are in position in the trench which is being dug now over the 20 miles route by a special trenching machine, brought in for the purpose. It is believed that the town will have a water supply before the next south-east (dry) season.

Revived Demand For Pacific Gold Shares

THE strong stand taken by the British and U.S.A. Governments over the situation in the Far East and the Pacific has given renewed impetus to demand for shares of companies whose interests lie in these areas.

Not only Islands trading, but also gold-mining company shares have benefited, and Placer, Bulolo, Emperor, Loloma and Sunshine have all strengthened appreciably.—Sydney "Sun", Sept. 8.



(Can Fashion, Like Morals, Become a Matter of Latitude and Longitude?)

"Look, Sinobada! I got 'em, too!"

NO COPRA MARKET

Fiji Government's Review

IN an official communique on the copra industry, issued by the Fiji Government in August, it was pointed out that the colonial empires of Britain, France, Holland and Belgium together produce 900,000 tons of copra per annum; and that, as the European markets have been cut off, the available markets cannot absorb more than a quarter of that amount.

The Fiji Government adds to these plain facts its own opinion that "it is unsafe to anticipate an automatic revival of the copra market when peace conditions are restored".

This apparently is based upon the assumption—fairly sound—that the European countries, under the stress of the blockade, will become accustomed to using substitutes for copra and coconut oil, and will not readily return to those commodities when the war is over.

Fiji coconut planters are being urged to examine immediately the possibilities of cultivating other crops, as an alternative to copra.

The outlook is not encouraging. Readers are referred to an article on page 16 of this issue, in which the possibility of getting some portion of the huge United States copra market opened to South Pacific copra is discussed.

On the eve of going to press we learn that Sir Walter Carpenter has placed before the Commonwealth authorities a plan under which he hopes that a market for approximately 70,000 tons of South Pacific copra per annum will be found in Mexico.

"VITI" ARRIVES

Useful Motor-Ship For Fiji Governor

THE new patrol motor-vessel "Viti", which has just been built in Hong Kong to the order of the Fiji Government, arrived in Suva on August 14, after a voyage from Hong Kong of 24 days, including a call at Tulagi (Solomon Islands).

The vessel is 168 feet long, 31½ feet in beam, and her displacement is 1,000 tons. She has been constructed so as to perform a multiplicity of duties—Governor's yacht, lighthouse inspection, hospital ship, hydrographic survey ship, and armed mine-sweeper. The accommodation consists of a suite for the Governor, 8 staterooms for the Governor's staff or passengers, six rooms for European officers, and accommodation for 30 Fijian petty officers and members of the crew. She can carry 100 tons of cargo.

She is a handsome little ship. Her usefulness was demonstrated within a few days, when she departed from Suva carrying the High Commissioner for the Western Pacific (Sir Harry Luke) on an urgent mission to New Caledonia.

The "Viti" was launched in Hong Kong on November 21, 1939, but was not ready for her trials until July. After she was launched, it was decided to alter her equipment in certain ways, as a result of war conditions.

"Viti", of course, is "Fiji", in the native form.

Mr. Noel Stock, formerly of Tulaen and Dewau Plantations, Buka, New Guinea, has enlisted in the A.I.F.

FATEFUL DAYS IN THE FRENCH COLONIES

Governors Swept Away by Peoples' Overwhelming Declaration For "Free France"

THERE have been three events of outstanding importance in France's South Pacific Colonies, since France surrendered to Germany on June 17.

First: A declaration by the French Governor (M. Henri Sautot) and people of New Hebrides, on July 18, in favour of Free France and General de Gaulle. (This was fully reported in August "P.I.M.", and in a French supplement of that issue.)

Second: The arrival in Noumea, on Friday, August 30, of Sir Harry Luke, British High Commissioner for the Western Pacific, who obviously had come specially from Suva in an attempt to assist the French of New Caledonia in clearing up a confused situation—although it was evident that New Caledonia was for de Gaulle.

Third: The announcement by the Premier of New Zealand that the French population of Tahiti had declared for the British alliance and the leadership of General de Gaulle.

IN NEW CALEDONIA

THE position, in August "P.I.M.", showed considerable tension in New Caledonia in mid-August. The people, generally, and through their Conseil-General (or elected House of Representatives, of 15 members) had declared for the Anglo-Australian alliance, while the Governor, M. Georges Pelissier, although displaying all possible friendship towards the British, continued to accept instructions from the Petain Government, in Vichy, France.

About the third week in August the French naval sloop Dumont d'Urville (1,969 tons, three 5.5 in. guns) commanded by Captain Quivrecourt, arrived in Noumea from Tahiti. The captain definitely was pro-Petain; the crew, equally definitely, were pro-de Gaulle.

It was an impossible situation. On the night of Sunday, August 18, two bombs were thrown into the grounds of Government House. One exploded, and broke several windows.

Tension continued for a couple of weeks. The successful resistance of Britain to German attacks, the outspoken adherence of M. Sautot to General de Gaulle, knowledge that only Australian financial help (through the purchase of her metals) was allowing New Caledonia to function economically, the announcement that the Colonies of French Equatorial Africa were renouncing Petain and declaring for Free France—all had their effect on public opinion.

Towards the end of August, Mr. Ballard, special representative of the Australian Government arrived in Noumea from New Hebrides.

On August 28, the Conseil-General reaffirmed its adherence to Free France and General de Gaulle, and demanded that the Governor cease all communication with the Petain Government.

The Governor (a man with a distinguished record, and held in general high regard, who became Governor in April, 1939) in this difficult position, advised the Petain Government that he would retire from the Colony.

On August 29, the Petain Government appointed Colonel Denis, Commandant of the military forces, to be Governor. The

Conseil-General of 15 members thereupon resigned.

It was thought, apparently, that this would force a general election. But there was nothing to prevent the new Governor carrying on a military administration.

The situation was dangerous. The officials of the government and of the warship were pro-Petain. The people of the Colony and the crew of the warship were overwhelmingly pro-British.

It was reported that any attempt to use the guns of the sloop against the



Sir Harry Luke (British High Commissioner for the Western Pacific), who visited New Caledonia early this month.

British or the pro-de Gaulle people ashore, would cause a mutiny on the warship.

On Friday, August 30, the Fiji Government yacht "Viti", quite unexpectedly arrived in Noumea, bringing the High Commissioner for the Western Pacific, Sir Harry Luke, to discuss the difficult situation with the unhappy French officials.

Never was the arrival of a high official more opportune. The Noumea people gathered spontaneously on the wharf (where the "Viti" had tied up close beside the French warship), waved French (de Gaulle) and British flags, cheered Sir Harry, and demonstrated vociferously for General de Gaulle and the British alliance.

Early in September, the British party were still in Noumea; and it was hoped that Sir Harry Luke, a man noted for his tact and diplomacy, would assist the French in solving their troubles.

Naturally, Sir Harry would do everything possible to advance the cause of Free France: but it nevertheless was a situation calculated to give anyone a first-class headache. Here were the apparent factors:—

(a) The overwhelming majority of the people (everyone, indeed, except certain of the official class) was for joining General de Gaulle. This meant that Britain (or Australia) must finance the Colony—which Britain was quite willing to do. This meant the establishment of much closer

economic and political relationships—to which the New Caledonians were quite agreeable. But—

(b) Japan is extraordinarily sensitive on this matter of the disposal of the French Empire. Japan apparently thinks that the French Empire is finished, and it only remains to be partitioned. The clear attitude of the Japanese press is: "If you (Britain) are going to get those South Pacific Colonies, you cannot object to our taking Indo-China."

(c) Neither Britain nor any Dominion has displayed any desire to take any French Colony. Australia, however, is determined that no potentially-unfriendly Power shall become established in New Caledonia, so near the Australian coast; while Britain, who is equally responsible with France for the administration of the New Hebrides, will not desert the French governor and community there, who have declared for General de Gaulle.

(d) A very important factor is economic—namely, the monopoly enjoyed in New Caledonia, Tahiti and French Oceania by the Banque d'Indo-Chine, a powerful organisation that has a reputation for ruthlessness and, definitely, is not loved by the French commercial community. Its headquarters are in Paris, and it has been reported that certain people prominently connected with it are also associated with the anti-British elements of the Petain Government. It is presumed that, if Britain and/or the Dominions are going to give financial help to these isolated French colonies, it will not be done through the Bank of Indo-China. This bank is famous for its practice of charging people for the privilege of depositing their money in the institution.

That was the general situation in New Caledonia on September 9. Of course, it was likely to develop, in any direction, at any time.

TAHITI AND FRENCH OCEANIA

THE same difficult and painful choice faced Monsieur Chastenot de Gery, described as one of the best Governors Tahiti ever has known, "who has done more for the Colony in general, and the native people in particular, than has any other administration, in the past 30 years".

The Governor and his staff, and the higher officers of the warship "Dumont d'Urville" (which remained in Papeete until mid-August) carried out what they believed to be their duty and observed the orders of the Petain Government. But they clearly were out of sympathy with the people.

In mid-August, a plebiscite was taken, covering Tahiti, Moorea, and as many of the neighbouring islands as could be reached. The result was extraordinary:

For General de Gaulle . . . 5,564
For Petain Government . . . 18

Thereupon (according to an announcement by the Prime Minister of New Zealand on September 3) the Governor retired from office, and a provisional government, consisting of three members of the Privy Council, took charge. On September 7 General de Gaulle requested the three to carry on the Government.

The economic situation in Tahiti is reported to be serious. The products of French Oceania (unlike those of New Caledonia) cannot readily find a market, and the Colony cannot be so easily financed. In such circumstances, the Bank of Indo-China is of little use. The Colony wants European goods: how are they to be bought?

The food position is not critical, however—only inconvenient, in relation to imported European foodstuffs. French Oceania produces foodstuffs abundantly.

WHAT MAY HAPPEN

NOW that several French Colonies (all French Equatorial Africa, all the South Pacific territories, and smaller places elsewhere) have declared for Free France, it may be taken as certain that a Free French Colonial Administration will be set up, under General de Gaulle. It probably will function from England (although the establishment of headquarters ultimately in Africa is not improbable) and it will be assisted by

Was Ten Years' Gaol a Sentence Improperly Imposed?

IN December, 1935, in Rabaul, J. J. A. King (known as Jack King) was found guilty of "attempting to do bodily harm by firing on natives", between August-September, 1934, and was sentenced to ten years' imprisonment. He now is serving that sentence in New South Wales.

Was there here a miscarriage of justice? Does anyone in New Guinea, with first-hand knowledge of the facts, believe that King has been wrongly or excessively punished? If so, will he send particulars, confidentially, to the "P.I.M."?

There is ground for suggesting that King was savagely punished, by one of those notoriously irresponsible New Guinea Courts, merely for keeping bad company.

King was away prospecting in the untamed Sepik area in 1934, with Ludwig Schmidt, Hellmuth Schultze, and Groos; and, subsequently, it was shown that these men wantonly shot natives, raped native women, and stole their property. Schmidt was sentenced to death for murder, and executed; Schultze and King were imprisoned; Groos got away to Germany before the case "broke".

Recently, by accident, the editor of the "P.I.M." met an Australian solicitor who was on his way abroad, on active service. The latter disclosed that he had been led, by certain circumstances, to

examine the case of King, and he was convinced that King had been wrongly convicted. He said that King had merely joined the party of Germans in the Sepik district for protection—the natives were hostile, and his own party was small; that King was not guilty of the outrages for which the others had been properly punished; and that the evidence which convicted King of having fired at inoffensive natives was inconclusive and should never have been accepted in a court of law. King, it is said, was not the type of man who would be guilty of murder and rape.

The solicitor said that, had he not been called away on active service, he would himself have moved to bring the matter on appeal before the High Court—although the procedure is horribly expensive, and King, apparently, has no wealthy friends.

It will be remembered that it was about the time when King was sentenced (1935-36) that the New Guinea Supreme Court "went ga-ga"—imposed heavy sentences on missionaries for comparatively trivial offences; and those sentences were shortly afterwards cancelled by other authorities.

It may be that King was the victim of circumstances and atmosphere. Ten years' penal servitude is a frightful sentence. He has not yet served half of it.

COCONUT OIL TO RUN ENGINES

An Experiment in Fiji

GREAT interest has been taken in Australia in the following newspaper report from Suva, dated August 23:—

"A successful experiment was carried out to-day in running diesel engines on stock coconut oil. An excavator and a stone crusher were both driven satisfactorily under full load, and the Government intends to make a long running test to determine the effect of the fuel on the engine and the consumption."

The fact that coconut oil can be used as a fuel for internal explosion engines was demonstrated in the Philippines during the depression, about 1932; and, in later years, as the Diesel principle has been increasingly applied to internal explosion engines, it has been shown that almost anything of an oily or greasy substance could be used as Diesel fuel.

"Give me a chance to work up to it, and I could run a Diesel on dripping", said one Sydney expert.

Coconut oil, brought to the proper character, or degree of consistency, should be an admirable fuel for Diesel engines. It becomes largely a matter of cost, however.

The keen interest in the Suva experiment is due, not only to the urgent need for finding new uses for coconut oil, but

the British Colonial Office and financed by Britain.

New administrative and banking machinery obviously will be necessary; and, probably, the repatriation of pro-Petain officials will be undertaken.

There had been hopes that French Northern Africa (Algeria, Tunisia, Morocco) would have joined de Gaulle. But it is clear, now, that those important colonies are greatly influenced by the French Navy; and, as a class, there is nothing more anti-British than the French naval officers. That has become evident since Petain's shameful surrender on June 17.

also to the fact that, in all British countries, the need for conserving foreign exchange has brought about a severe rationing of motor fuels and a search for local substitutes. The two things have come together.

There is need for very expert investigation, however. What treatment of coconut oil is needed, in order to make it suitable for Diesel engines? If it can be made suitable for use in this way, what quantities would have to be used, to make its handling as a motor fuel economical? What quantities are available?

Most important of all, would it be practicable to grow coconuts, make copra, express the oil, treat the oil, and transport the oil to Diesel consumers, and sell it at a price to compete with the product of the international oil companies, with their world-wide systems of cheap distribution?

Dr. E. P. Ellison, Chief Medical Officer in the Cook Group, visited the Northern Cook Islands and Palmerston Island in July and August on board the schooner "Tiare Taporo".

Look on the Front of Your Wrapper !

The figures stamped there (if any) show the date when your subscription expires. This date will appear on wrappers of three issues preceding expiration, thereby giving 3 months' notice. If, at the end of that time, we have not been instructed to continue to send the journal to you, it will be discontinued.

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PACIFIC PUBLICATIONS PTY. LTD.

WHERE IS VON LUCKNER?

A REMARKABLE story about Count von Luckner has been published in some British and American newspapers.

Count von Luckner is the amiable German gentleman who was in charge of the raider "See Adler" in the last war; who lost his ship in French Oceania; who made a remarkable open-boat voyage with certain members of his crew from French Oceania to Fiji; who was captured in Fiji and interned in



Count and Countess von Luckner—a photograph taken in Papeete, Tahiti, at the end of 1937 when they cruised through the Pacific on board their yacht "See Teufel". The Count is showing his wife a gun from the raider "See Adler" which he commanded in the 1914-18 War.

New Zealand; who made a dramatic escape from the internment camp in New Zealand; and who, a couple of years ago, travelling in his own yacht, re-visited the scenes of his adventures in the Pacific, and renewed some old friendships with his old enemies. It was freely and aggressively stated, in many places, at the time of his visit, that actually he was a German spy.

The new story about Count von Luckner appeared first in the "Daily Province", published in Vancouver. This said that Captain Franz von Rintelen, a former German secret service agent who now is interned in England, stated that Count von Luckner had disappeared mysteriously in Germany soon after the outbreak of war.

Von Rintelen expressed the opinion that von Luckner, because of his anti-Nazi views, had been arrested by the Nazis and placed in a German concentration camp.

This, of course, does not square off with the story that Count von Luckner was a spy. Von Rintelen's story may be eye-wash. In the case of the Nazis, one never knows. Von Luckner really may be busily spying now, somewhere around the Empire.

Calms and contrary winds delayed the American yawl "Marie", so that the voyage from Suva to Auckland occupied 23 days. All provisions were exhausted shortly before the vessel reached Auckland late in August.

Preparing For New Phase of War

Pacific Territories Seek Representation at Delhi

RABAU, Aug. 25.

THE opinion is strongly held here that both Papua and the Mandated Territory of New Guinea should be directly represented at the British Economic Conference to be held at Delhi, India, in October.

It is becoming apparent that the whole of the British Empire east of Suez—India, Ceylon, Malaya, Burma, with the great dominions of Australia, New Zealand and South and East Africa, and the Pacific colonies—are going to be organised by Great Britain into a tremendous war-machine, which will attack Italy and Germany through the Middle East and Northern Africa.

The conference, to be held at Delhi under the direction of leading British economists, will have for its object the co-ordination of the economic activities of all those countries, so that there may be a sufficient supply of munitions, food, etc., for the great armies now being built up by the Indian Empire and the Dominions.

All the countries concerned are to have their representatives at Delhi; and we here feel that in the circumstances there should be direct representation of the Australian Pacific Territories.

P.A.A. AIR LINE

Now Running Regularly Across South Pacific

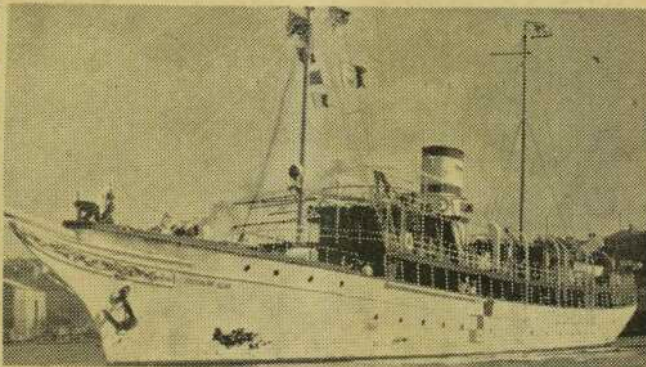
PAN American Airways South Pacific service, carried on with giant Boeing Clippers, is now running regularly, carrying passengers, mails and urgent freights, on a fortnightly schedule, between San Francisco and Auckland, via Honolulu, Canton Is. and Noumea. This is a development of great historic interest.

The luxuriously-appointed American yacht "Southern Seas" is now in Sydney, undergoing overhaul. She goes to Noumea soon where, lying at Ile de Nou, she will provide hotel accommodation for 40 Clipper through passengers.

Two decisions affecting this service are awaited with interest. Is Suva to be made a port of call, between Canton and Noumea? Will P.A.A. provide an

air or sea connection between Noumea and Brisbane?

The answer to both questions apparently is tied up with very important discussions now proceeding between the United States, Great Britain, Australia and New Zealand, relating to their interests in the Pacific and the degree of their future co-operation.



Pan American Airways yacht "Southern Seas"

RAIDER IN PACIFIC

Various Ships Disappear

AT least one enemy raider has been operating in the Pacific; and, up to the present, it has succeeded in eluding our sea and air forces.

On Tuesday evening, August 20, the N.Z. Shipping Co.'s freighter "Turakina", 8,706 tons, then in the Tasman Sea, north-west of New Zealand, radioed that she was being shelled by an enemy raider, and gave her position. After that, silence.

Naval and air forces raced out from Australia and New Zealand, and made a wide search, unsuccessfully.

About the same time, the French steamer "Notou", 2,489 tons, engaged in carrying metals from New Caledonia to Australia, returning with coal for the smelting works, was on her way from Port Kembla to Noumea with six French officers, a crew of 16 natives, and one passenger, M. Paul Vois, well-known head of the New Caledonian nickel mines. She has disappeared, and it is assumed that she was a victim of the same raider.

People from the Dutch East Indies believe that at least two armed Nazi surface raiders, and one large ocean-going Italian submarine are in the Pacific and Indian Oceans. The Nazis may be the converted liners "Scharnhorst" (18,184 tons) and "Potsdam" (17,528 tons) which sheltered in Kobe, Japan, when war broke out.

The indications are that the raider that was in the Tasman is very fast. It will not be caught easily. Its main problem will be to secure fuel. The only bases available are the Italian ports, in the Red Sea.

The belief is held, in some quarters, that the "Turakina" message was a "fake", sent out by the Germans to draw our air force and warships away, from the actual vicinity of the raider, to another part of the Tasman Sea.

It was announced on September 7 that the Norwegian motorship "Tropic Sea", laden with wheat from Sydney, was captured by a German raider near Norfolk Island on June 16. She was overtaken, weeks later, by a British submarine off the coast of Spain, when trying to sneak into port, and was scuttled by her German prize-crew.

R.M.S. "Niagara", on June 19, was sunk near Auckland by a mine, obviously dropped by a raider.

Another Nazi raider recently sank a British tanker in the Indian Ocean.

R.A.F. PLANE FROM WESTERN SAMOA

AFTER a public meeting and an address by Captain H. W. Rushworth, a committee of 24 members, representing all sections in Western Samoa, began to collect funds wherewith to donate an aeroplane to the R.A.F. The Administrator, Mr. A. C. Turnbull, is chairman, and the arduous work of collecting is under the direction of a well-

known and popular lady, Mrs. A. G. Smyth. The committee includes three Samoan High Chiefs—Tamasese, Mataafa and Malietoa. Europeans and Samoans are co-operating heartily in raising money. A notable gift is £100 from the little Polynesian community of Fakaofu, in the Tokelau Islands, attached to Samoa. Fakaofu's total population is 575, and these Polynesians are entirely dependent upon their production of the, at present, unsaleable copra.

Did They Chase Venus?

Story of Mysterious Balloons

THE Sydney newspapers, on September 9, published extremely humorous articles concerning a couple of brave men in Salamaua, New Guinea, who sighted the planet Venus in the noon sky (Venus, being very near the earth at present, is discernible in the day-time) and, thinking it was an enemy balloon or something, went after it, armed with rifles, in Ray Parer's Boeing aeroplane.

The Commonwealth duly laughed. But a report in the "Rabaul Times", of September 6, puts a different aspect upon the story. When the aviators returned, they insisted that the object they chased was a balloon, with a small basket floating below. They photographed it before it disappeared behind clouds. Salamaua jeered, of course.

Two days later the aviators got their own back. Four more balloons are said to have been seen floating over Salamaua district. One came very low. It is reported to have been about 6 ft. in diameter, made of black rubber, with a small basket attached. The purpose of the balloons (or, as the doubters say "alleged balloons") is a complete mystery.

SOAP-MAKING FACTORY IN FIJI

COPRA growers in the Pacific may be interested in the fact that the Suva works of Union Soaps Pty., Ltd., mills an average of five tons of copra every eight working hours. The resultant coconut oil, which is part of the material used in soap-making, is stored in tanks, the capacity of which is nearly 300 tons.

An article in the "Fiji Times" of August 19 describes the activities of this enterprising concern which manufactures ten varieties of household soap, a toilet soap and sand soap. To carry out its operations the company has to import tallow and fine pumice sand from New Zealand; but, at any rate, it has the advantage of an abundant supply of copra right on the spot.

The company does not appear to engage to any extent in the export trade—it confines itself to meeting the local demand.

No Rubber Tax for Papua

From Our Own Correspondent

PORT MORESBY, Aug. 25. IT is understood that, as a result of representations by a deputation which recently waited upon the acting Lt.-Governor, and by non-official members of the Council at its recent sittings, the Government has decided not to introduce the rubber tax this year.

The gold tax, and the new primage duty, already imposed, will remain, however.

Mr. and Mrs. Mitchellhill, formerly of the Solomon Islands, are now in Australia. He resigned his position as Inspector with Lever Bros. in order to enlist in the A.I.F.

Mrs. Kit McKerlie, whose husband owns a plantation and trade stores in the Western Solomons, is now hostess at the Cosmopolitan Hotel, Samarai, Papua.

Miss Joyce James, of Victoria, will shortly leave for Fiji to take up an appointment as Teaching Sister on the staff of the Methodist Mission.



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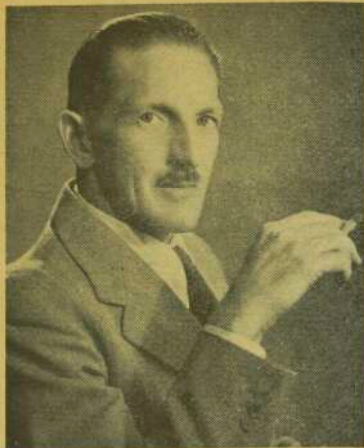
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ABOUT ISLANDS PEOPLE



DR. RAYMOND FIRTH, formerly Professor of Anthropology at Sydney University and now of the University of London, is at present spending a month in his homeland, New Zealand. He is the author of "We, the Tikopia" (dealing with the Polynesian people on an island in Santa Cruz Group, Solomon Islands), and of works on New Guinea and other parts of the Pacific. Mr. and Mrs. Firth will return to England shortly, probably via Panama.

—Photo: May Moore.

Mr. Charles Lumley, of the Trobriand Islands, Papua, came South recently to enlist but the military authorities turned down his application because he was over age. His sons, Charlie and James, will shortly arrive in Australia to join one of the Services.

Rev. George Ingram Pearson, who was a missionary in New Britain for the Methodist Church about 20 years ago, died at Narrabeen, N.S.W. on August 30.

Captain A. G. Lowe, who has been secretary and legal adviser to the Tongan Government for two years, arrived in Auckland lately to enlist with the New Zealand forces. He was accompanied by a Tongan, Vailima, and a half-Tongan, Santos, both men of fine type, who were so eager to fight for Britain that Captain Lowe was induced to take them to New Zealand to enlist there with him.

Miss W. E. Manning, of the Melanesian Mission's hospital at Fauabu, Malaita, has been spending furlough in New Zealand recently.

Brother R. C. Lelwall arrived in Sydney by the September "Macdhui" on three months' furlough. He is a member of the Sacred Heart Mission at Sidiea, Papua.

Rev. Walter R. Poole, who was a missionary in Fiji for 23 years, before returning to Australia to enter the Methodist ministry, died at Roseville, N.S.W., on August 30.

A son was born recently to Mr. and Mrs. J. B. Wright, of Rarotonga, Cook Islands. Mr. Wright, who is C.I. Treasurer and Collector of Customs, and Mrs. Wright (formerly Aileen Fabricius) are both well-known in Western Samoa.

Mr. Charles Owen-Turner, who had spent 40 years in Papua, died recently in Samarai Hospital, at the age of 67. He went to the Territory in 1900, as assistant surveyor to the late E. Macdonnell, of Cairns, while Papua was still a Crown Colony. Later, in 1902, he joined the Government Service as Assistant

Resident Magistrate, eventually becoming R.M. of the Eastern Division, where he remained until 1911. In that year, he served as a British representative on the Anglo-German Commission which fixed the boundary between British and German New Guinea. Resigning from the Service, he engaged in contracting for a time, clearing and planting estates throughout Papua. Finally, he settled down with his family at Milne Bay, where he led an active life until overtaken with heart trouble early in 1939; from then on he was practically an invalid.

Mrs. C. V. Widdy, wife of the manager of Lever Bros.' interests in the Solomon Islands, arrived in Sydney recently from Gavutu and is now staying at Vaucluse, Sydney.

Mr. R. Johns, of the Fiji Agriculture Department, arrived in Sydney from Suva by the August "Mariposa" on his way to Tulagi, Solomon Islands, on secondment as Agricultural Officer.

Mrs. H. C. Corry, wife of a well-known Solomons Islands planter who has interests at Rere and Ruavatu, is at present spending a holiday at Double Bay, N.S.W., with her daughter Pat, who is training to be a nurse.

BUYING SERVICE

Mrs. D. V. Irvine, late of Samarai (Papua), and the Solomon Islands, and of the Islands Department of Messrs. David Jones, Ltd., has organised a Shopping and Buying Service, and is prepared to carry out Shopping Commissions for Pacific Islands Residents.

Inquiries for dresses, millinery, drapery, shoes, men's clothing, children's clothing, furnishings, household equipment, library membership, education services, etc., will have Mrs. Irvine's personal attention.

Inquiries may also be made regarding Accommodation, Travelling Facilities, Storage, etc.

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TROPICALITIES

THE days of South Seas treasure are not yet over. Dr. George Mackaness told members of the Pacific Islands Society in Sydney recently that, somewhere, in Tahiti is "a collector's piece" worth a small fortune.

Eleven years after Captain Cook left Tahiti, following his third and final visit, the "Lady Penrhyn", commanded by Lieutenant Watts (who had sailed with Cook) arrived. Watts was identified by a chief at Mataval on his arrival on July 10, 1783. A few days later Tu (Pomare) appeared with a portrait of Cook, which had been painted by Webber, painter to the last Cook expedition.

The portrait was again produced during Bligh's visit with the "Bounty". Its frame was mended, and Bligh inscribed upon the back of the picture the date of his ship's arrival. For some years this practice was carefully followed (in ac-

cordance with Cook's wishes) by visiting commanders. Captain Weatherhead, of the British whaler "Matilda", who called at Tahiti early in 1792, is believed to have been the last captain to have signed his name on the portrait.

At any rate, at about that time the portrait disappeared; and, since then, no one appears to know where it is. It is presumed, however, that it is still in the possession of a certain family on the island.

"This is an article for which an American collector would give a good deal", said Dr. Mackaness. "I have an idea where it is, but efforts of searchers to discover it have failed, so far. A fortune is awaiting the lucky man who can secure it!"

TINY Palmerston Island, in the northern Cook Group, came into the radio network on July 17; and, now,

we may send radiograms to or receive messages from the community there.

It was about 1862 that William Marsters, with a number of Polynesian wives, decided to find an unknown, fertile island somewhere in the Pacific and there establish his own community. He settled upon Palmerston Island, and the history of what happened there in the following half century would provide material for an interesting book. To-day, about 100 persons, the descendants of William Marsters, constitute a healthy, happy, self-contained community in the Central Pacific. It is understood that the radio station has been placed there for meteorological purposes.

MR. IVAN CHAMPION, A.R.M., and Mr. C. T. J. Adamson, A.R.M., of the public service of Papua, who got leave of absence recently in order to join the A.I.F., found the gates closed when they reached Sydney. Recruiting had ceased, temporarily and they wandered dismally about Victoria Barracks wondering what to do. However, an explanatory introduction to a discerning D.A.G. changed the outlook. "Recruiting has ceased—but these are the kind of men whom Australia wants" said the officer; and the two famous young explorers were accepted as members of the A.I.F. early in September, subject to a medical O.K. There then was some prospect that they would enter a unit with some of "the gang from New Guinea".

NOW that a Makea Takau is again to rule in Rarotonga, old residents are wondering whether the new holder of the office has also inherited the former Takau's *mana*. *Mana* must descend with such an ancient office. Therefore, if Makea Takau Ariki-nui II does not possess it just now, the chances are that she will eventually.

Though she was much loved, old Queen Makea was also much feared. It was said that she had what the Europeans call "the evil eye". The old lady never went into a rage, and denounced someone who offended her. She merely sent for the culprit, and remarked: "Go! I do not wish to see your face again!" That was sufficient for the wrong-doer to curl up and die.

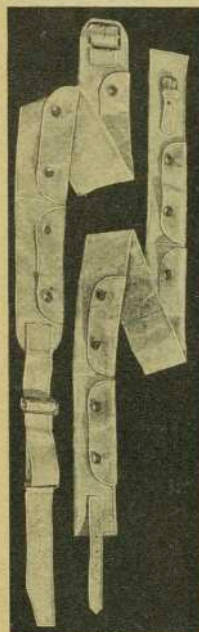
The late Clement Wragge, the meteorologist, who investigated this power in Rarotonga, called it hypnotic influence over the native mind. The Maoris call it *makutu*. Whatever one may call it, it exists, allright. Queen Makea was specially devoted to the ironwood trees on her island, and her edict was that none was to be cut without her special permission. None of her subjects dared defy her—though many a canoe builder looked with longing eyes in their direction.—Vakatini.

TALL, athletic Errol Flynn, the Australian-born film star who once lived and worked in New Guinea and Papua, has had a mountain in Alaska called after him so Hollywood press agents announce. It appears that he invested a "fortune" (no self-respecting cinema idol would ever dream of investing anything less!) in an Alaskan gold-mine, no doubt with memories of the millions won from Morobe. But the mine turned out such a dud that the sympathetic people in them thar parts renamed the nearby mountain "Flynn's Folly!"

On the screen nowadays, Flynn invariably plays the part of a handsome, two-fisted, devil-may-care hero, and American film magazines never tire of relating his life's story. Particularly, the red-blooded titbits that claim to reveal he is a direct descendant of Fletcher Christian, leader of the famous "Bounty" mutiny; how he made an adventurous trip in the small sailing-boat "Sirocco"

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(Illustrated top right)

Sturdily built, this completely self-contained writing case is made of solid leather with adjustable straps. It is fitted with writing pad, envelopes and blotting paper and has pockets for stamps, cards, tickets, etc., with loops for pencil or fountain pen. Size: 9" x 6" closed; 9" x 18½" open.

Price 22/6

NEW MONEY BELTS

(Illustrated at left)

The left hand belt is made of smooth, pliant hide, with four large pockets, adjustable strap and buckle. The right hand belt is narrower and has a non-adjustable strap. Also made of smooth hide, with four pockets.

Prices 7/6 and 6/6

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(Illustrated at bottom right)

with strongly bound edges and adjustable encircling strap. Rubber-lined throughout, this is most capacious and compact. It has a full-sized pocket at back, three pockets with flaps for toilet articles, a bottom pocket and adjustable leather loops in centre for razor, tooth-brush, etc. Sizes: 11" x 7" closed; 21" x 11" open.

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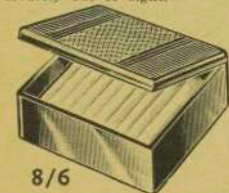


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21/- His own Silver-plated Drinking Mug that can't be broken. Holds 1/2-pint. Folds to 1/3rd of open size. In leather pouch



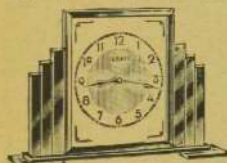
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Anyone would be pleased to receive this Chrome Cigarette Box. It is wood-lined to keep the contents fresh and holds 50 cigarettes. 100 cigarette size, 15/-.



£5/15/0 Dainty Watch for a Lady. 9ct. Gold Case, gilt bracelet. The 15-Jewelled, Swiss movement is warranted for 10 years. Adjusted and regulated free for 1 year.



50/- 8-DAY CLOCK Present for Mother. Most modern of Chrome Clocks. Nice in any part of the house. 12 months' Free Service Guaranteed.



14/6 Ladies Signet Ring in 9 ct. Gold. Initials 9d. each. 15 ct. gold, 30/-.



20/- Fine leather Pocket Book that's fitted with a Stainless Steel Mirror. Has roomy bank note pocket, and transparent space for photograph, license or similar papers.

ANTI-MAGNETIC WATCH
WATERPROOF CASE



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Stainless Steel
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A great watch for service in the tropics. It's such a modern, sporty shape. 15-jewelled Swiss mechanism is warranted for 10 years. Free adjustment and regulation provided for 12 months. This watch with luminous dial is £6.

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Look here, if you want Silverplate of genuine Heirloom quality . . . that is, Silverplate that can be handed down, a prized possession, from generation to generation, then you want the superb "Rundle". This 5-piece Tea and Coffee Service would make a memorable Christmas Gift. Another great thing about "Rundle" is that in this exclusive pattern you can get everything to match—from a Tea Spoon to a Tea Set.

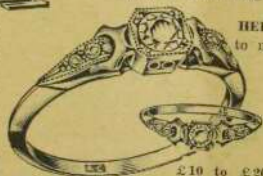
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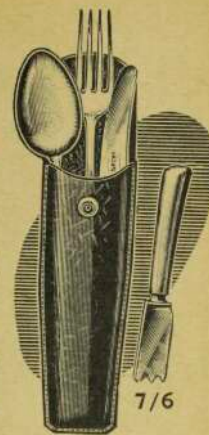
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"Pillar" set Solitaire Diamond.
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20/- 18ct. Yellow Gold.
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Exquisite two-Diamond Ring.
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A great kit for the man who travels about a bit during his work. Spoon and fork are Dixon's Stainless Nickel. The knife is stainless steel, handle and all. Strong leather pouch is included.

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70/- A pretty, Gold-filled Watch on a nice, gilt bracelet. The very good mechanism is Swiss, 15-jewelled . . . and it's warranted to give at least 10 years' service. Angus & Coote provide 12 months' free adjustment and regulation.

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A simple and lovely Cross
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22/6 Gentlemen's 9ct. Gold Signet Ring. It's so heavy and masculine looking . . . he'll be mighty proud to wear it. 15ct. Gold, 55/-.

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to New Guinea, where he struck a "spot of gold"; how to-day he wears around his neck a lucky charm—a thin gold chain given to him by a dying missionary in the interior; the ugly scar he bears on his shin bone, mark of a poisoned arrow shot from ambush in the "jungle" country; how his coast-wise schooner struck a hidden coral reef and he nearly lost his life swimming ashore in a sea infested with sharks; how he returned to Sydney and convinced Charles Chauvel, then preparing to shoot an Australian film version of "Mutiny on the Bounty", that only he could play the

leading role of Christian; and his rapid rise to fame when a Warners Studio executive "discovered" him on the English stage. The stories make lovely "copy" for thrill-hungry shop-girls and their boy friends; but quite a number of Islands people who knew the irrepressible Errol in the Territories are more than ever convinced that bluff old Barnum was right.

A FIJI correspondent writes: "I walked into an Indian tailor's shop the other day and found two of the younger 'locals' in a heated discussion on the war.

"I was just in time to catch the tail end of the conversation: 'But, man, think of the thousands of poor devils in the consipation camps'."

WHEN philatelists learned last year that Pan American Airways would commence a regular air-mail service between U.S.A. and New Zealand, they gave a whoop of joy and rushed to post self-addressed first-flight covers. By the time the actual inauguration date was fixed, some 29,000 letters were ready to be carried on the "American Clipper". Alteration of the departure point from San Francisco to Los Angeles, almost at the last moment, led to the posting of thousands more. The Clipper picked up 26,000 covers waiting for it at Honolulu, a further 19,000 at Canton Island, and 30,000 at Noumea. The N.Z. consignment, for the return trip, consisted of 35,000 letters, many of which had been waiting since last October because of delays in the start of the service.

Covers taken aboard at Canton Island were sent by P.A.A. supply ships, which make voyages at intervals between the island and Hawaii. There was dismay when it was learned that P.A.A.'s

manager at Canton, Mr. H. Graves, was not legally entitled to perform the duties of postmaster; but a way out was found, under American law, by getting Captain Tilton, of the "American Clipper", who ranked as captain in a U.S. vessel, to administer the oath of service. All the covers had to be date-stamped before the Clipper left Canton and, as only three hand stamps had been provided, three Airways officials perspired all night over the job.

SOME quaint little stories of the R.A.A.F., are told by Flying-Officer Clive Brewster of the Administrative and Special Duties branch of the R.A.A.F., now attached to No. 1 Bombing and Gunnery School, at Evans Head, in N.S.W. Flying-Officer Brewster (better known as Major Clive Brewster, for many long years head of Messrs. Brown and Joske, Ltd., Suva) appears to have enjoyed every moment of the special training which he has undergone in recent months to fit him for his new administrative job.

One of his funniest stories concerns a model court martial, when all the machinery was carefully prepared and lined up, so that the officers in training might study the varieties of evidence and procedure. "It was a fit subject for a Bateman cartoon", says Mr. Brewster. "The accused, of course, was to plead not guilty and we then were to have laid before us the whole machinery of the elaborate procedure of prosecution and defence. But alas, the accused let the side down badly by pleading guilty. The show was a complete flop. One can almost imagine the High Command shuddering at such an unprecedented occurrence and, perhaps, murmuring 'What a dreadful war—we do hope that it will soon be



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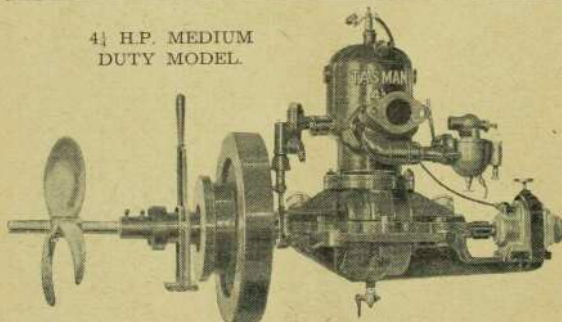
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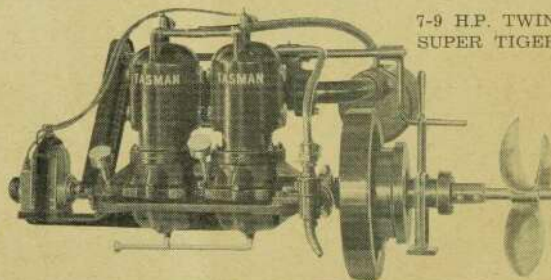
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over and we can get back to real soldiering."

Flying-Officer Brewster says that among the first batch of trainees at Evans Head are three men from Fiji—O'Connor, Mackay and Dearman.

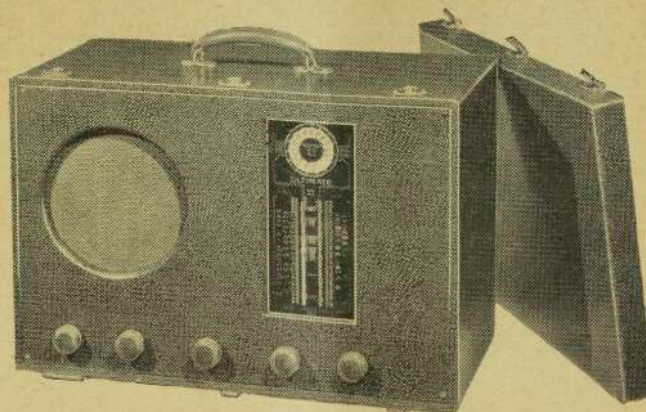
FINDS of La Perouse relics on Vanikoro (Santa Cruz Group) are becoming increasingly rare. Even the lead shot balls from the old muskets turn up only rarely nowadays. However, not long ago a native dreamt on two occasions that he dug up something valuable in the vicinity of a certain tree; he infected some of the others with his enthusiasm and, as a result, considerable trenching was done, though there was no sign of any Spanish money. Some years ago a Chinaman working on Vanikoro showed a Spanish real to a trader, who tried to obtain it from him. After the Chinese had departed, it was learned that he had made a haul of about 80 or 90. The coins were taken back to China, and probably melted down, the owner not realising that he could have secured more for them as curios. When Dr. Raymond Firth (now Reader in Anthropology at London University) was on Tikopia Island (southwards of Vanikoro) he recognised a glass decanter as undoubtedly being a La Perouse relic. Still preserved in a temple of the Taumako clan, it is dedicated to the Eel God. The anthropologist offered a soda-water bottle (the only glass he had with him) for it. With some reluctance the priest declined. The god, he explained, was summoned only on special occasions, by shaking the decanter, and if summoned without sufficient reason there was no knowing how angry he would be.—E.R.

CAPTAIN "BLUE" ALLEN, of Wau, New Guinea, was in Sydney early in September. He now holds an important post in an Australian unit which hopes to be going overseas at no distant date. He is looking particularly well, brown and fit, and when one notices the straight line where formerly there was a pronounced convex, one accepts his statement that he has taken off a couple of stone. He was with the troops which recently marched from their camp, near Sydney, over the Blue Mountains to Bathurst, and he states, with grim satisfaction, that he saw many of them more or less under the table. "It was a long, hard walk", he says, "but I had got used to that in New Guinea."

WHEN the Polynesian Vikings of old voyaged across the Pacific, ever towards the rising sun, they carried with them passengers to whom they paid little attention. However, it now looks as if the descendants of the flies that also made those sea trips may throw some light on those early journeys.

Insect fauna in Hawaii, it has been proved, has definite examples of Indian origin. Both the Hawaiian house-fly and the rat, being closely associated with the lives of the early travellers, are now being studied with particular attention. All the evidence goes to show that they also, must have travelled in the canoes. These species have been found by Bishop Museum investigators on the southern Asiatic coast, as well as on most of the Polynesian islands, and suggest two main lines of migration—one from the south, designated as India, and the other from the north, which is possibly Siberian in origin. The two lines converge, roughly, along the Yangtze River in China, and at Yokohama, in Japan.

New species now are being investigated, and, when they have been identified, it is believed that many gaps in present-day charts of Pacific migrations will be filled.



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Last of Male Pitcairners Dies on N.I. at 87

AT Norfolk Island on August 28, the only male survivor of the original Pitcairners, who went to Norfolk Island in 1856, died in hospital—George Parkin Christian, aged 87. He had been in good health until recently, but was admitted to hospital late in August for treatment.

There now remains only one survivor of the 1856 band of Pitcairners—Mrs. Selina Buffett, who is 84 years of age.

A photograph and article dealing with these two old Pitcairners appeared in the "P.I.M." of June, 1934.

Miss Edna Charlotte, eldest daughter of Captain and Mrs. Low, was married to Mr. Archibald Boulton, second son of Mr. and Mrs. C. W. Boulton, at Suva, Fiji, recently.

SEEKING SOLUTION OF COPRA PROBLEM**How Shall We Find Compensation For The Lost European Markets?**

BY R. W. ROBSON

FOR weeks, I have been studying this South Pacific copra situation. It is as plain as the nose on your face that, unless some extraordinary step is taken, the South Pacific copra industry is going to be more or less wiped out.

This must not be permitted—not without a fight, anyway. All the principal Territories now have alternative industries, but everyone of them still has a copra industry—there are coconut plantations, where copra regularly is cut for sale, on every coralline island south of the Line. There are thousands of little trade stores handling that copra; hund-

reds and hundreds of little vessels, transporting it.

Copra is the cement which holds together the bricks of the economic structure in the South Seas.

There has been talk of Government relief, and sustenance payments, and what-nots. Mere stop-gaps, postponing the day of evil reckoning.

What is the use of giving "relief", when at least half the world's market has been wiped out? Hitler, to-day, squats on top of Germany, Austria, Poland, Czechoslovakia, Denmark, Norway, Holland, Belgium, France and Italy—everyone of them, formerly, a large consumer of copra. Other countries, like Sweden, Spain and the Balkans, are also more or less blockaded. The British market has a limit.

That market will come back—some day. But this war is going on for years.

Even if that European market was open, there are not nearly enough ships to carry the South Pacific copra—not when they can cut thousands of miles off their voyages by loading Dutch East Indies or Malayan copra.

Normally, the South Pacific produces 200,000 tons of copra annually. Under present conditions, production may be down 50 per cent. That leaves 100,000 to 120,000 tons to be sold, somehow, if a skeletonised industry is to be kept alive. Europe (mostly Britain) might take 30,000 or 40,000 tons; there is a market in Mexico for another 30,000 tons or so.

And, after that, what? That was the problem to which I could see no answer, although I talked and exchanged letters with a score of people even more interested and bothered than I.

Obviously, there must be found either a new territorial market for copra, or a new use for coconut oil, on a vast scale.

That latter alternative is discussed elsewhere in this issue. There may be something to it. But new uses for coconut oil cannot be developed in a week. And weeks are very precious to the harassed coconut-planters, just now. Where on earth could one look for a new territorial market?

THEN I got what I thought was a brainwave. I was chatting with Sir Walter Carpenter, just back from the United States, and he told me of how he had been examining the Mexican market.

"If only we could get into that United States market!" he remarked. "But they're tied up to the Philippines—they take anything up to half a million tons from that group every year."

"But why not?" I said. "There is a new relationship now between Britain and America—surely, it would be possible to put it up to Washington. There is nothing we need so much as dollar exchange, and nothing they need more than a continuing market for their petrol and cars and films. If U.S.A. would admit 50,000 tons p.a. of South Pacific copra, our industry would be able to carry on, and their Philippines industry would be scarcely affected."

We discussed it at some length. Sir Walter jeered at the idea that I, or anyone else, could induce the slow-moving Australian Government to hurry in a matter like this; but he admitted that, if the proposal were properly presented to Washington, there would be a fair chance of its acceptance.

"Give me authority to approach the

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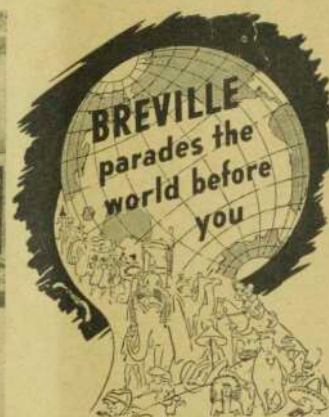
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United States Government, and I guarantee I would at least have it fully considered", he exclaimed, thumping his desk in characteristic fashion.

It was an idea. I could imagine no better copra ambassador than the restless, tireless founder of Carpenter and Co. He made his original fortune, buying

and selling copra, and there is no man alive who knows more about the quirks and twists of the market.

So I sent off the following letter, immediately, to the always-courteous Territories Minister, Mr. Howard Nock. Maybe it was impertinence; but someone has to try something. What's the use of our all sitting around the South Pacific copra industry, merely moaning? The letter:—

Hon. Howard Nock, M.P.,
Minister in Charge of External Territories,
Canberra.

Dear Mr. Nock,—

re SITUATION OF COPRA INDUSTRY.

For many weeks past I have been giving consideration to the condition of the copra industry, and I now wish to make a suggestion to you, which will, I believe, if acted upon promptly, give some hope of providing a new market for copra from the British Pacific Islands.

The position is well known to you now, I think. In ordinary times, the Pacific Islands south of the equator produced annually from 150,000 to 200,000 tons of copra. The market was for the most part in Europe, with a small proportion going to Mexico and a smaller proportion still to Australia. As a result of the war, the European market is entirely closed, and the Mexican and Australian markets cannot take any more copra than they have been taking in the past. Furthermore, even if there were markets available in Europe, there are not enough ships to carry the product from the Pacific, half way around the world to Europe.

As a result of these depressed conditions, copra production in the Pacific territories has fallen very much, especially copra from native sources. But the great majority of European planters, unable to get rid of their labour and fearing to allow their expensively made plantations to return to the jungle, are keeping on making copra in the hope that they may get some small sum for it. It is impossible to estimate present-day production in the British territories south of the equator. It probably is less than 100,000 tons per annum. There is no

market for this copra and, as you know, all the Islands stores are full to overflowing.

During the past three months I have discussed with all the interests concerned all the various plans put up to give relief to planters and traders in this desperate situation—but none of the plans, although some are very interesting, seem practicable. There just simply is not any available market for copra, or coconut oil, or coconut cake—and the old markets in Europe are not likely to be re-opened for a long time.

The only possible market which could give us relief is that of the United States. I have no doubt that you know the position there. By means of a processing tax, the United States protects the copra production of the Philippine Islands, about 400,000 tons per annum, against the competition of copra grown anywhere else.

Now if U.S.A. could be induced to open its gates to, say, 50,000 tons per annum of copra produced in British Pacific territories, a very great measure of relief would be afforded to the British communities in New Guinea, Papua, Solomon Islands, Tonga, Fiji, Samoa and the Cook Islands. From what I know of the condition of the copra market in the United States, I believe that this quantity of British Pacific copra could be admitted without serious embarrassment to the American and Philippine interests concerned. This morning, I discussed the matter with Sir Walter Carpenter, head of W. R. Carpenter & Company, Limited, who has just returned to Sydney after purchasing in the United States two 5,000 ton steamers which he proposes to use as freighters in the Pacific. Sir Walter while in the United States carefully examined the copra position, especially the market in Mexico, and the United States capacity for copra consumption.

Finally, I said to him: "If you had Commonwealth authority, do you think that, knowing the copra industry as you do, you could get the United States Government to seriously consider a proposal that British Pacific copra should be admitted?" We discussed the matter for some time, and Sir Walter finally said that if he could get the assistance of the Commonwealth Government in putting up such a plan, he was sure that he would secure a favourable reaction in the United States. Then, after some further

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Sauce.

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talk. I secured his permission to put this proposal up to you.

I want you to accept my assurance that this idea came from me—the plan was not suggested originally by Sir Walter Carpenter.

I am sure that if the Commonwealth Government would authorise Sir Walter Carpenter to take up this matter with the United States, he could get the backing also of the Government of New Zealand and the High Commissioner for the Western Pacific (Sir Harry Luke, in Suva), both of whom are vitally interested.

I gathered in conversation with Sir Walter that he is very eager to give public service in some way in this time of crisis. For that reason alone I think that he would put his whole heart into the task that I have suggested. But, in any event, he could be expected to do his very utmost, because the interests of his own group of companies are so vitally affected.

Sir Walter Carpenter intends to return to the United States at a very early date on business connected with his own firm. I think that this would be an admirable opportunity for him to try to get the American market opened for some of our South Pacific copra.

I am dictating this letter immediately following my conversation with Sir Walter Carpenter, in the hope that it will catch you before you leave Canberra, and allow you to place it before the Prime Minister.

I need not urge upon you the great urgency of this matter, nor express my belief that you will do your very utmost to assist the industry in the way proposed, if you think it is a practicable plan.

Obviously, of course, Sir Walter Carpenter in a matter of that kind, would have to work in close co-operation with Mr. Casey, in Washington. He recognises that. But in a matter of such importance to all the British Pacific communities, we may be sure that we would have the utmost co-operation of Mr. Casey, once the Commonwealth Government approved of the proposal.

With kind regards,

22/8/1940. Yours faithfully,
R. W. ROBSON.

The more I thought about it, the better I liked it. I decided I would combat Departmental laissez-faire by following up the letter with a couple of urgent, long-distance, telephone calls. Within three days, I received this reply:—

Dear Mr. Robson.—Thanks for yours of 22nd August. The Government have approved of my proposal to carry the copra industry along during its depression, and I have arranged with three representatives of the three leading traders to meet me on Monday next. I am anxious to have their co-operation, and the details of the proposal will be available after it has been discussed with them.

Yours sincerely,

H. K. NOCK,
Minister in Charge of External Territories.
Sydney, 24/8/1940.

Not a word about the United States idea, or any reference to the fact that, if our industry is to survive, we must find a new market, to replace a huge market that has disappeared. Only a complacent statement about the Australian Government's sustenance relief and pooling plan—a thing so feeble and footling that it would be funny, if it were not that it spells tragedy for so many good men in the Territories.

I went back to Sir Walter Carpenter, and told him about my letter, and its extraordinary reply.

"Was there anything impracticable about that suggestion?" I asked. "Isn't it possible to approach America in this way? Or have I made an ass of myself?"

PACIFIC ISLANDS SOCIETY

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

Next Meeting, Hotel Carlton,

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Films of Bali, D.E.I., will be shown in aid of Netherlands' Relief Appeal.

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He gave a shout of laughter. "You're old enough to know that Governments won't hurry", he said. "Of course, there should be a market available for us in America. But the proposal ties up with a few matters of international policy, and wants some thought and delicate handling; and it really is easier to start a relief and pooling scheme, with much expense and lots of officials, about the practical value of which I am very doubtful."

Later on, I got some details of the copra relief and pooling plan. They are printed below. Read them and weep!

THE conscientious Mr. Nock is now away electioneering—he holds a border-line seat. All the indications, at the moment, are that Australia shortly will have a new Government, and a new Minister for Pacific Territories.

That may mean a new policy of relief for copra-growers. If it does, there should be a chance at last of getting concerted action as between Australia, New Zealand and the High Commission for

the Western Pacific—thus bringing into line the conditions of the copra industry in all British territories and colonies south of the equator. That is the only way in which this copra problem can be handled.

It was useless to look to the Menzies Government, in Australia, for any kind of lead—it was pathetically incapable of constructive effort.

NEW GUINEA AND PAPUA COPRA

How Australian Government is "Taking Control"

WAYS and means of giving relief to coconut planters in the Australian Pacific territories were discussed at a meeting in Sydney on August 26 attended by the Minister in Charge of External Territories (Mr. Nock), the secretary of the Islands branch of the Prime Minister's Department, Mr. J. R.

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"HERE'S TO'EE"

Halligan, and representatives of the copra industry, including Messrs. Burns, Philp and Co., Ltd., Messrs. W. R. Carpenter and Co., Ltd., and Messrs. Colyer Watson, Ltd.

The discussions were lengthy and involved and the views expressed were by no means unanimous.

The Minister outlined the general character of the Commonwealth Government's plan. Simply stated, it was that the Government would grant sustenance relief to needy planters; that such monies would be provided by way of an advance on which the Government would

charge 4 per cent.; that all planters thus assisted were to send their copra to a Government pool; and that the Commonwealth Government would in due course dispose of this copra—presumably to Britain—at the best possible price, the money received to be credited in proper proportion to the various planters.

It was indicated that the Government proposed to advance to planters sustenance money at the rate of £4/10/- per month for single men; £6/10/- per month for married men; with additional money for the payment of labour, etc., where the circumstances seemed to warrant it. It was proposed to set up a board consisting of representatives of the Government, the planters, the big firms, and other interests, to adjudicate upon applications for relief and, presumably, to control the pool and sell the copra.

It was stated by the Minister that advice from London indicated that the British Government at that moment had on hand a sufficient supply of vegetable

oil seeds to meet all requirements of 61 weeks—therefore it was not expected that Britain would be a buyer for some little time yet. (Yet, on the same day, it was reported in the newspapers that the butter and margarine ration in Britain was being reduced to 4 oz. per week, from September 2!—Ed., "P.I.M.")

Those present, representing the firms, subjected the plan to a good deal of criticism. It was pointed out that the Government apparently was proposing to create expensive machinery for the operation of the plan and the pool; whereas if the Government would agree to authorise and subsidise a copra pool, to be formed and operated by the big firms and the independent planters, the system could be worked much more economically and probably much more efficiently. The Government plan, apparently, did not take any account of the fact that the great majority of planters in the Pacific Territories were debtors of the big firms, and were being financed by them now, and had been financed by them for many months past. The representatives of the big firms declared that they were prepared to co-operate with the Commonwealth Govt. in every possible and practicable way to keep the copra industry going, but they urged very strongly that the Government in formulating its plan should come a little nearer to the practicalities of the situation.

It was announced by the Minister on August 30 that the Commonwealth Government was going ahead with its plans for giving relief to copra planters, and selling the copra through a pool. The Minister said the Government virtually was taking control of the copra industry in Papua and New Guinea.

Nipa Palm For Motor Fuel

BECAUSE British countries nowadays must use so much of their overseas exchange for the purchase of war materials, they are not able to buy anything like their normal consumption of petrol—in fact, petrol already is severely rationed in most British countries. As a result, all British countries are eagerly seeking local motor fuels, which may be suitable substitutes for petrol, oil, etc.

Australian scientists and engineers are giving much attention to the production of power alcohol—and, in that connection, the nipa palm of Papua is once more coming under close scrutiny. The nipa palm had a lot of attention in the past, as a generous giver of power alcohol—but interest in it waned in the last 15 or 20 years, as the world's oil companies created distributing organisations which brought petrol to the motor-owners at a price with which power alcohol could not compete.

Miss Beatrice Grimshaw, in a lengthy article in "Sydney Morning Herald", on August 23 gave all the known facts about the nipa palm, which may be summarised as follows: there are countless millions of the palm fringing the endless waterways of Papua; the palm will produce industrial alcohol in large quantities—so much so that it has been specially planted in the Philippines for this purpose; the nipa palm is only 20 to 30 feet high, and is in full bearing about four years after planting; natives, working from canoes, can collect the sap (the source of the power alcohol) and convey it to the distillery; the fact that the palm grows thickly along the edges of the waterways solves the transport problem; it is reckoned that each acre will grow 750 palms and that each palm will yield 43 litres of sap per annum; it is calculated that the sap produces 5.6 per cent. of alcohol; and that nipa alcohol is the cheapest that can be produced.

Miss Grimshaw quotes from the report (CONTINUED ON PAGE 56)

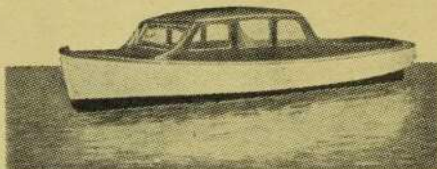
DISSOLUTION OF PARTNERSHIP

The partnership between Messrs. Akun, Quan and Chow, who have been trading at Gizo, British Solomon Islands, as "Akun Quan Chow Co." for the past 20 years, has been dissolved. The business is now being carried on by Quan and Chow as "Quan Chow Co."

Quan Chow Co., Gizo, B.S.I.

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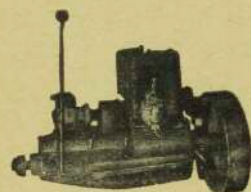


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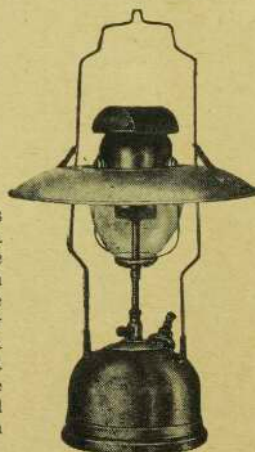
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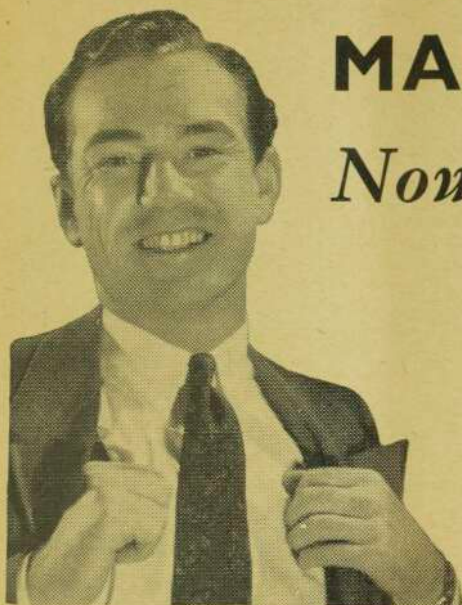
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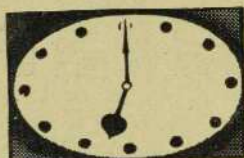
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DEATH OF PITCAIRN ISLAND LEADER

THE chief magistrate and postmaster of Pitcairn Island, Mr. Edgar Christian, died on June 20, aged 58. It was a shock to the little community; he had been fit and well, until a few weeks before his death. He was a great-grandson of Fletcher Christian and Edward Young, the two officers who were aboard the "Bounty" when she was cast away on Pitcairn. The photograph shows him on the left of the group, which comprises his wife and family.

The method of Mr. Christian's appointment as postmaster is worth recalling. Soon after the Panama Canal was opened a bag of mail came to Pitcairn Island from Mr. Gerald D. Bliss, United States postmaster in the Canal Zone. In the bag was a letter addressed to "Whoever opens the bag". Edgar Christian, being the Island's official secretary at the time, opened the bag

and so claimed the letter. In the letter Mr. Bliss explained that from then on his post office at Canal Zone would be the central office for Pitcairn Island mail, and that "Whoever" would be responsible for mails when they arrived



at Pitcairn. A correspondence was at once carried on between the two (Mr. Bliss and Edgar Christian), and until he died, Edgar Christian was the recognised postmaster of Pitcairn Island.

M. Oscar Meyer, the French anthropologist who visited Tahiti, the Marquesas, and New Guinea recently, is in the French army in Indo-China. He hopes to return to Australia, when he is demobilised; but owing to the delicate political situation there, this date is uncertain.

Mr. W. McKechnie, who was mining for three years in the Parchee River

area, near Wewak, New Guinea, and who was held there in high regard, visited Sydney recently and was married. He returned to New Guinea with his bride—it is reported he now is settled in the Pondo district.

Professor Watson, who had been a noted surgeon and an authority on anthropology, died recently at Thursday Island. He was over 90 years of age.

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Sun-like
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ADMINISTRATOR OF PAPUA

A Report and a Contradiction

NO appointment has been made to the position of Administrator of the Australian Territory of Papua; and the indications are that nothing will be done by the Federal Government until after the general election on September 21.

A stir was caused by a report in the "Sydney Morning Herald", of August 19, that the Federal Government probably would decide to have only one administrator for the two territories of Papua and New Guinea, and it was expected that Sir Walter McNicoll (the present Administrator of New Guinea) would take charge of the two territories—probably with his headquarters at Port Moresby.

Some such move as this was not unexpected—the formation of Papua and New Guinea into the 8th Australian Military district, with headquarters at Port Moresby, had suggested that for reasons of economy it might be desirable to have one man who would act at once as Administrator of the two territories and officer in charge of the military district.

As no contradiction was published, the editor of the "P.I.M.", on August 21, directed the attention of the Minister for External Territories to the newspaper report, and asked whether the proposal was being seriously entertained. The Minister sent a reply by telegram. He said that the statement in the "Sydney Morning Herald" was "purely a pressman's imagination", and that no such suggestion had even been considered.

The indications are that Mr. Champion will retain his present office, as Acting-Lieutenant Governor of Papua, for some time to come. There probably will be a change of Government at Canberra; there will be a new Minister for External Territories; and that new Minister, instead of taking so important a step as the appointment of a new Administrator, almost certainly will wish to visit Papua and New Guinea and make himself acquainted, not only with the Territories themselves, but with the principal officials in the Territories.

HIT-AND-RUN DRIVER

From Our Own Correspondent

NUKUALOFA, Aug. 16.

THEY have hit-and-run motor drivers here, even in this quiet part of the Pacific.

A Tongan man, Funakivale, was knocked down and run over by a car when walking along the road in Nukualofa near the Victoria Memorial Hall, shortly after dark. He was taken to the hospital by the police, somewhat seriously injured, and the police are now trying to locate the irresponsible driver.

Mr. J. W. P. Fitzgerald arrived at Wau, New Guinea, from Darwin in August. He will represent the legal firm of Ollershaw and Macgregor, the latter partner having gone South for war service.

Mr. R. H. Ferguson, representative of an English business enterprise, returned to Australia in August after a visit to New Guinea.

LEMONS WANTED IN AUSTRALIA

THE long-continued drought has ruined the Australian lemon-crop; and this, combined with wartime inability to import from the Mediterranean, has sent Australian pastrycooks and confectionery manufacturers searching frantically for supplies of "candied peel". Much attention has been given to Norfolk Island, where lemons grow wild, and plentifully; but the fruit there has a coarse, thick skin, and is not what the market urgently demands. The only Australian districts producing good lemons at present are Queensland and Mildura (Vic.) and growers there are getting up to £18 per ton. Any Islands planters with crops of good lemons should make contact with the Australian market.

Mr. T. T. Russell, Resident Magistrate at Suva, Fiji, has received notice of his transfer on promotion to the Straits Settlements as Crown Counsel. He has been in Fiji since 1936, having previously served in Siam. Mr. A. G. Forbes, Crown Attorney at Dominica, who will succeed Mr. Russell, is expected to arrive in Suva in December.

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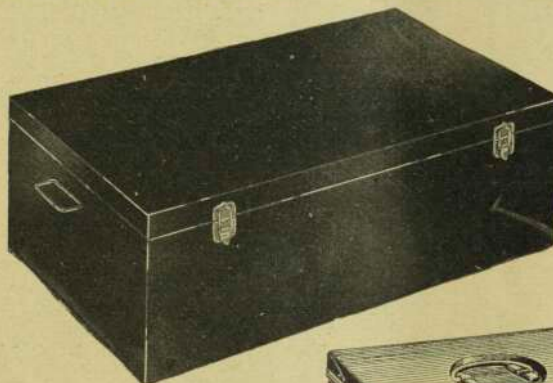
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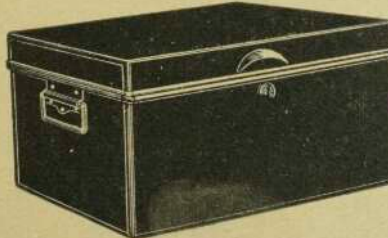


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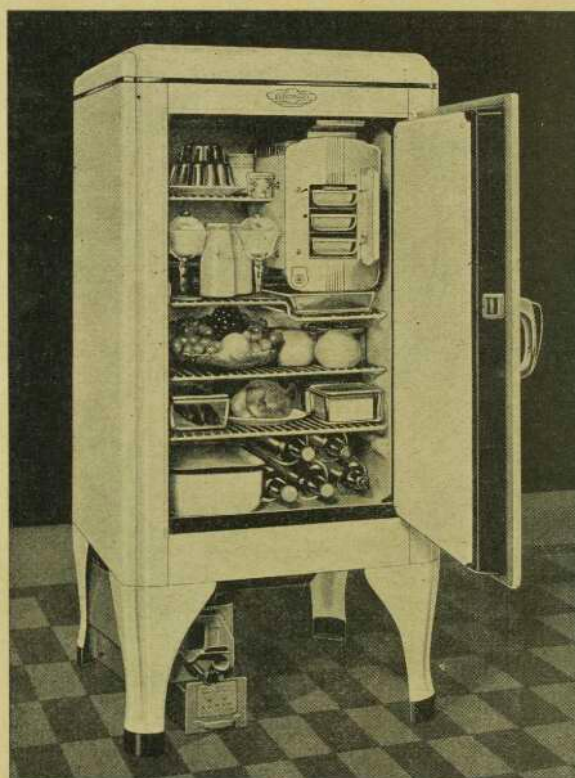
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EXTRAORDINARY CHARGE AGAINST NEW GUINEA OFFICIALS

Well-Known Missionary Suggests Sex Offences and Motive of Revenge

IT is reported in the "Rabaul Times" of August 23 that very strong representations have been made in Canberra against the action of the New Guinea Administration in removing seven Roman Catholic Missionaries of German nationality from their stations in outlying places, and placing them under guard. It is stated that the Administrator refused to give any information to the Roman Catholic authorities, and it is contended that the missionaries "have been loyal and devoted citizens and have confined themselves solely to their mission work, never mentioning war matters to anyone".

CHARGE OF "SEX PERVERSION"

WRITING in the "Catholic Press" of August 1, Rev. J. D. Madigan, of Rabaul, refers to the arrest of the missionaries in strong terms; and then makes this statement:—

"I have been now a long time in the Territory of New Guinea and I think I can form a fairly accurate estimate of the methods and motives employed by those who to-day gloat over the fact that a few Catholic missionaries have been removed from the villages and that others may soon share the same fate.

"It is an extraordinary fact, common to all tropical regions, that a certain type of person throws off all restraint when removed from civilisation. Overseers on lonely plantations, and Government officials also, adopt the practice of bartering with the native chief for a native girl while they will be in the locality. If the unfortunate native girl, who is the proposed victim, is a Catholic or is attending the village mission school, she at once seeks the protection of the missionary with the result that the official or overseer is reported and quietly removed.

"For the sake of the prestige of the white race very few of these cases ever become public. Unfortunately for native welfare and for the prestige of the whites, these sexual beasts without religion, morality or respect for themselves, not only move from place to place but even boast of their conduct.

"The Administrator remarked to one of our missionaries soon after the beginning of the war that he was seeking the reports of his officers in outside places on the conduct of the local missionary in reference to the war. Imagine the Administrator writing to one of these officers and asking for his confidential opinion of the local missionary. If the person to whom the application is made is a good man, all is well, but if, as too often happens, he is a sexual pervert whose only restraint in the district is the presence of a missionary, here is his golden opportunity of secretly assisting in the removal of the missionary from the village. Devoted missionaries should be protected from such people"

EDITORIAL COMMENT

WHILE conceding to Father Madigan the authority given to him by his long, splendid work in the mission field, and his well-known zeal in defending the natives against oppression and injustice, we feel that he has gone too far in making so foul a charge against officers of the New Guinea service.

Father Madigan says, in effect, that many of the administrative officials are "sex perverts", who misuse native girls, and he frankly infers that these men have revenged themselves upon Roman Catholic missionaries, who have rescued

native girls from their clutches, by reporting adversely upon the missionaries, thus causing them to be arrested and removed.

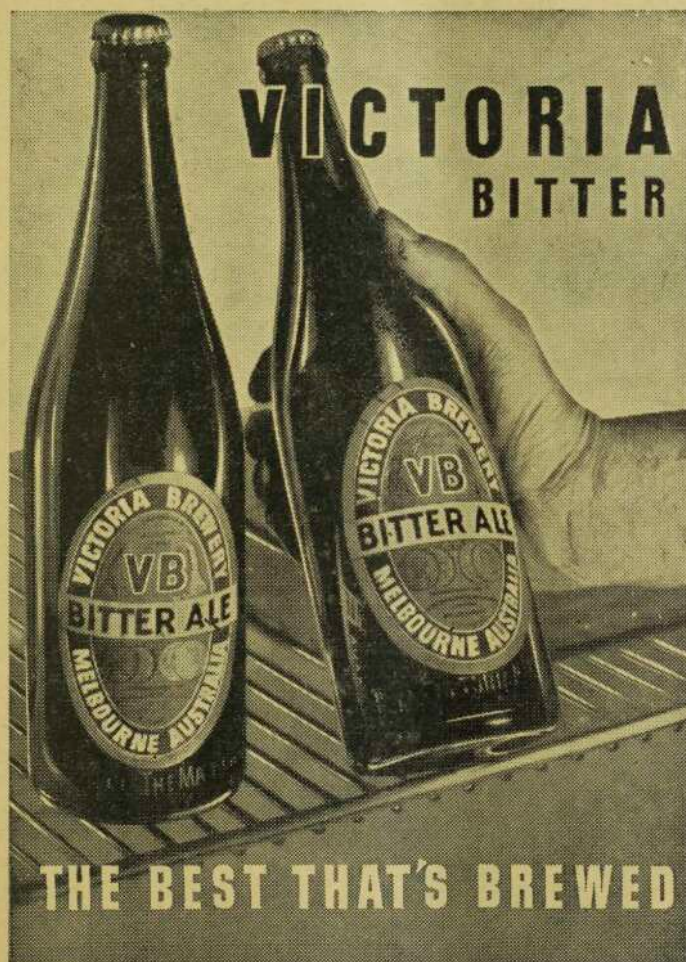
This outrageous charge against the men of the New Guinea field staffs—men whose record is most creditable to themselves and to Australia—has been given such wide publicity that it cannot be allowed to remain where it is. Father Madigan has made the charges, deliberately, in cold print; Father Madigan now should be given the opportunity of proving them, or withdrawing them, and apologising to the body of men whom he has vilified. It obviously is a matter for the Administrator, whom we presume is jealous of the honour of his service. If the Administrator does not take action,

then the matter should be brought up in the Commonwealth Parliament.

Father Madigan, in making his charges, must have had some particular case in mind. But he must not be permitted to go irresponsibly from the particular to the general, in this fashion. The New Guinea Public Service Association should see to it that so foul a calumny is answered.

The arrest of the seven Roman Catholic missionaries is not a matter that can be discussed, without permission. But this may be said: Is it not possible, in view of the fact that enemy raiders are prowling about in the Pacific, and the Empire is fighting for its life, that the action taken was purely precautionary, and had nothing to do with the activities and opinions of the individual missionaries?

Mr. H. S. Taylor, of A.W.A., Ltd., returned to New Guinea in August from five months' holiday in Australia. He is now stationed at Manus.



SOAP FROM COCONUTS

From Our Own Correspondent

AN enterprising planter and trader in the Gulf Division of Papua has installed machinery to crush copra for the manufacture of soap and glycerine. Several consignments of good household soap have been received in Port Moresby and sold for local consumption.

Another project to manufacture coir fibre from coconut husks was also considered, but the cost of machinery for the enterprise proved prohibitive.

Mr. E. B. Bignold, Crown Law Officer in the Territory of Papua, has been appointed a member of the Executive Council of Papua.

Mr. F. Smith arrived in Suva, Fiji, in August from Kenya to take up duties as Government Printer.

Government of Papua and New Guinea

Resentment of "Canberra Control"

WHEN the Papua Bill, 1940 (now law) was before the Australian House of Representatives on August 8, Mr. A. E. Green made a number of interesting comments. These have some significance, because Mr. Green is a Labour member, and there is a possibility that the Labour Party will control the Government of Australia (including Papua and New Guinea) after September 21:

"This bill was introduced in May last", said Mr. Green. "One might have expected the Bill to contain provisions giving the 1,500 or 2,000 white people in the territory some say in the government of the place in which they live, but no such provision has been made. Far from ex-

tending the democratic right of self-government to this community, the Bill provides for keeping all power of administration exclusively in the hands of officials.

"We have been told that the only constitution enjoyed by the people of Papua was that conferred in the Papua Act. Now we have a Bill before us which seeks to apply to Papua the general principles of the legislation under which New Guinea is governed. It is as if the people of Australia, when they were about to inaugurate federation, were asked to model their constitution on that of the black republic of Haiti. The constitution of New Guinea, if it can be called such, is one of the most primitive in the British Empire, and it is a retrograde step to apply its provisions to the government of Papua. It is no wonder that the people of Papua are intensely dissatisfied. I have here an extract from the 'Papuan Courier'—

"The changes which will give most concern in this Territory are those which reduce the rank of the head of the Government from Lieutenant-Governor to Administrator and the amendment which takes away the practical power to appoint officers, and reserves such power entirely to Canberra. This is the beginning of the end and Papua will now be dragged down to the administrative level of Darwin and Rabaul. Everything important will be decided in Canberra."

"There must be some pain in the Territory at the loss of the few rights of self government which we have enjoyed for over fifty years; now we must fall under the dominion of the clerks in Canberra."

"Until recently the territory was under the administration of Sir Hubert Murray who, with the rank of Lieutenant-Governor, proved himself one of the finest and most capable men in the colonial service in any part of the British Empire. The office of Lieutenant-Governor, which carried with it the right to appoint the administrative staff, is now to be abolished, and the staff is to be selected from Canberra."

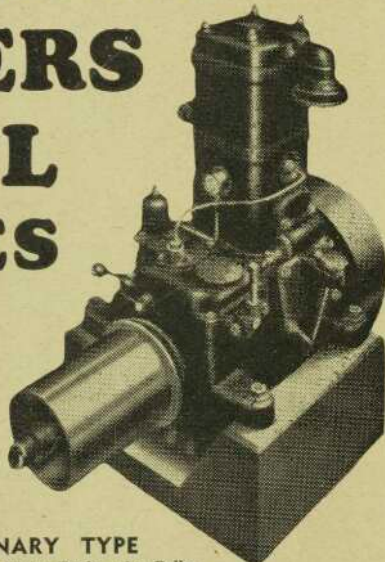
"The selection of some of the highest officials in the territories have not reflected much credit on Canberra. The trouble is due, not so much to those who are doing the spade work, as to the action of administrative heads. In New Guinea, a man was appointed as administrator because he had political 'pull'. He is entirely unfitted for the job which he occupies, and his presence there is a cause of discord."

"Therefore, it is regrettable that the Government proposes to abolish the office of Lieutenant-Governor in Papua, and substitute for it the lower position of Administrator, at the same time reducing the salary from £1,800 a year to £1,500. The Administrator, if he does his job, will have to be travelling almost continuously in order to keep in touch with natives and settlers. These journeys have to be made by sea, and along rivers which pass through territory where the natives are more or less hostile. Much of the country is fever-stricken, and white men are subject to the constant risk of infection from malaria."

"I regret that it is not proposed to establish the Legislative Council in Papua on a broader basis of representation. It seems extraordinary that Australians, on going to Papua—and most of the residents hail from the Commonwealth—should find themselves disfranchised although they are still within Australian territory. If this Government fails to give to the white residents of Papua a voice in the control of their affairs, the Labour party, when it assumes office in this Parliament, will immediately give to them some semblance of democratic government. The residents of Papua and

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SHELL MOTOR OIL

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the Mandated Territory desire to be directly represented in this Parliament, so that their views can be placed before the Government by a man with intimate knowledge of their requirements.

"If the committee which was appointed last year to survey the possibility of establishing a combined administration of Papua and New Guinea had recommended the amalgamation of the two administrations, the Government would now have a golden opportunity to abandon the present make-shift arrangement of governing the territories separately. They reported:—

"The two territories of Papua and New Guinea are so similar in natural resources, population and physical characteristics, geographical conditions and native races that if they had been acquired at the same time and under similar title, it is highly improbable that they would have been divided into separate political units. The size of the combined area would have made a certain amount of decentralisation desirable, but

it is not large as compared with other colonial territories. Generally speaking, it seems desirable that contiguous territories in the same geographical area and with the same problems should be governed as one political unit.

"The two territories however were acquired at different times and under different titles and their history as separate units makes a combined administration difficult for a variety of reasons. These factors may be classified as follows:—(a) Difference of laws, administrative methods and conditions. (b) Difficulties arising from different financial position. (c) Considerations arising under the mandate."

"As the committee recognised that the people in both territories were of similar types, and that conditions generally in the two territories were alike, the only obstacle remaining to an amalgamation of the two administrations would be considerations arising under the mandate. As a matter of fact, a difference of opinion arose as to whether this really

presented any difficulty. A representative of one of the territories thought that it could be overcome comparatively easily.

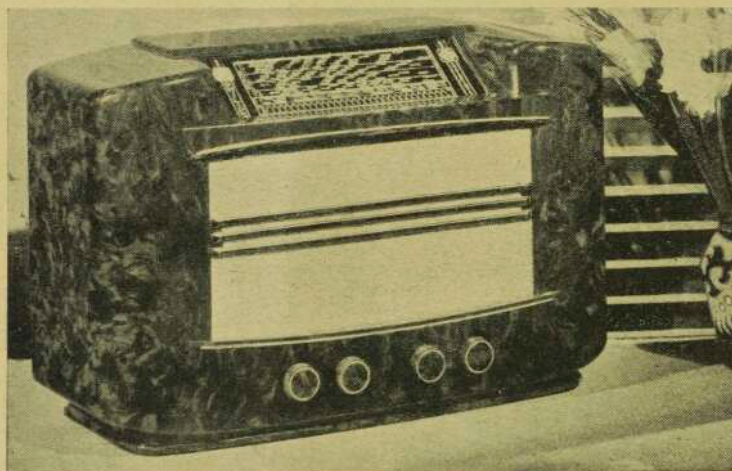
"As we have made no distinction between the territories in the steps we have already taken for their defence, it seems to me that both territories could be considered as being part and parcel of the Commonwealth. Dealing with the difference in respect of native policy the committee remarked—"There is a higher minimum wage and a shorter period of indenture in Papua than in the Mandated Territory."

"This difficulty could easily be overcome because the Mandated Territory is the wealthier, and could afford to pay the wages now being paid in Papua. In respect of the supply of native labour the committee observed—"New Guinea has drawn on the native population to a greater extent than Papua and there is a demand for further supplies in that territory. The Papuan employers want to conserve their supply and would oppose a combined administration if it would mean access by New Guinea employers to Papua's labour supply."

"This difficulty also could be overcome by regulation. A large number of Chinese were brought by the Germans to New Guinea. The original Chinese have now died out, and most of those remaining were born there. The residents of Papua are afraid of any move which might allow these Chinese to flood the Papuan labour market. If that fear be justified, sufficient safeguards could be provided by regulations.

"Dealing with native education the committee stated—"Papua has adopted a policy of native education through the Missions and gives a per capita subsidy subject to inspection and examination. This policy has not been adopted in New Guinea."

"I have visited mission schools in New Guinea, particularly near Rabaul, and I know at first hand that the education given to the native boys of the Mandated Territory is not inferior to that provided in Papua. I see no substance in that claim."



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Mr. Eric Johnson, of Orange, N.S.W., and **Miss Esme Bock**, only daughter of Mr. and Mrs. W. A. Bock, of Port Moresby, were married on August 2 in St. John's Church, Port Moresby. Miss Lorna James was bridesmaid; Mr. R. B. Leslie acted as best man. The bride is a daughter of Papua. Her parents Mr. and Mrs. W. A. Bock (Mr. Bock was formerly Government Printer) have been residents of the Territory for over 20 years. Mr. Johnson has been on the staff of the Bank of N.S.W. in Port Moresby for two years.

Mr. Paul Nordmann died on the island of Tikehau, in French Oceania, on July 8, aged 46. He began life as an employee of the old German firm, D.H. & P.G.; then he was on the staff of Societe Commercial de l'Oceanie, and, later, he was agent for a French firm on Mopihia Island. As a trader and as a captain of local schooners he was well known and highly esteemed. He was a brother of Mr. Oscar Nordmann of Papeete.

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How Canton Island Got Its Name

Epic Open-Boat Voyage That Rivalled Bligh's

FOUR years ago, Canton Island was merely the name of one of a thousand dots of land on the map of the Pacific—no one knew (or cared) much about it and the only signs of life there were the myriad of screaming seabirds wheeling above the booming surf. To-day, Canton is an important "stop-over" station on the Pan American Airways flying-boat route from America to New Zealand, and is under the joint control of Britain and U.S.A.

The tiny island—it really is only a ring of land enclosing a pear-shaped lagoon nine miles long and three miles wide—now has a population of over 50 P.A.A. staff and five Britishers (Mr. F. I. Fleming, British Colonial Office official, Mrs. Fleming, their Gilbert Islands servant and his wife and child). The colony is laid out in streets over which now travel cars, trucks and tractors and it boasts a 24-rooms ultra-modern hotel, complete with electric kitchen and ice-making plant, for Clipper passengers.

Incidentally, Mr. and Mrs. Fleming live beside P.A.A.'s 500,000-dollar establishment in a home-made bungalow of packing-cases!

Lying just under the equator, Canton is the principal island of the Phoenix Group, north of Samoa and mid-way between the Hawaiian Islands and New Zealand. Its earliest recorded history indicates that Captain Andrew Johnson Wing, of the whaler "Canton", running before a tropical storm, piled up on the barrier reef on March 4, 1854.

Apparently he was not the first whaling captain to see the atoll—a U.S. Naval report dated 1828 refers to an island which was known to New Bedford whalers as Mary Island and there is no doubt that it was the atoll now designated as Canton. But a vague reference in a report which he had never seen was worth less than nothing to Captain Wing, with his vessel grinding her keel to bits on a coral reef.

The captain called for a volunteer to go ashore with a line. Mate William B. Carrol bid for the dangerous job, and succeeded in getting every man of the crew of 32 ashore. Four boats, 30 ft. long with 6-ft. beam, loaded with water and provisions, were also saved. On the island they found no water, and nothing to eat; so they budgeted their supplies and watched the horizon for 24 days.

By March 30 the men were in a desperate situation: provisions and water were low and there seemed no prospect of rescue; so the crew of the "Canton" resolved to rescue itself.

THE immediate objective of Captain Wing was the Kingsmill Group (Gilberts) some 800 miles westward. Whalers put in there regularly, and assistance could be relied upon. But day followed upon day without a land-fall, until at length Captain Wing was forced to the conclusion that the winds and currents had carried him past the Group. Continuing north-westward, the ship's company was rewarded on the 45th day by a glimpse of land.

Approaching, they found themselves at Tinian, in the Mariana Islands, and Captain Wing presently was conducted into the presence of the Spanish Governor. When the Governor heard the Captain's story, he flatly refused to

believe it; he said the crew might take water and coconuts if they liked—in any event, they must move on.

So the ship's company set out again in the boats. At least, their call at Tinian gave them a "fix". They knew exactly where they were, and the Captain's navigation from that point onward enabled them to reach Guam Island on May 19, with all four boats and all hands safe. No log of the journey was kept, but Captain Wing reached Hong Kong on August 22, from where he sent a report to the owners, giving the location of the island upon which the "Canton" was wrecked.

The crew had made the journey from Canton to Guam in their open boats in 49 days, covering 2,900 nautical miles. By comparison, in 1789, Captain William Bligh, with those members of his crew who declined to participate in the mutiny of the "Bounty", went from Tofua, in the Tongan Islands, 3,618 nautical miles to Timor in an open boat 23 ft. long in 42 days. Captain Bligh went farther and faster on the open ocean, in the pages of fiction, and on the silver screen, but Captain Wing and the "Canton" put another island on the charts.

Other names variously applied later included Mary Balcourt's Island, Swallow Island, Balcourt Island, and Bulcort Island, but the name Canton was used by Captain Richard W. Meade of the U.S.S. "Naragansett" in his report of 1872-73, describing a visit to the island, and this name became the official one.

FOR many years there was very little interest in the barren circle of sand. Guano collectors went to work on nearby Enderbury Island in 1858, but it was not until the 80's that John J. Arundel and Co., of London, started similar work on Canton.

In 1884, the guano vessel "Howard E. Troup", anchored close to the shore, fell victim to a change in the wind, which drove her onto the reef. A steam winch, a hollow metal mast and some long heavy timbers still remain as reminders of that tragedy. Eventually the guano workers abandoned the island and left behind their rude huts, which fell to pieces in wind and weather.

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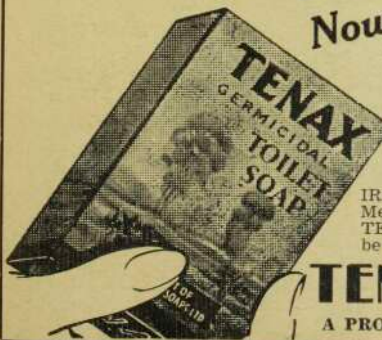
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leaving only corrugated roofs to mark the site of the camp.

Then the ubiquitous Captain Allen entered into the picture. For his company, the Samoa Shipping and Trading Co. Ltd., Captain Allen seemingly took a lease on every uninhabited South Sea

island he could discover on the charts. In 1915, he visited Canton, erected a beacon, and planted hundreds of coconut trees. The idea, of course, was to let the trees get a good start, and then establish a copra industry. When he returned for an inspection in 1919 all but 5 or 6 of the trees had died, so the experiment was abandoned. A wistful clump of coconut palms still remains on the island.

CANTON was neglected then until 1936 when, following claims by U.S.A. to the titles of various small Pacific Islands, the N.Z. sloop "Leith" called there and a British flag was planted, together with a proclamation signed by Captain L. C. P. Tudway, declaring British sovereignty.

The following year a New Zealand scientific party decided on Canton as a base from which to observe a solar eclipse on June 8. On arrival, they found an American expedition already in possession there, having arrived in the U.S. naval tender "Avocet" to study the eclipse also. During their stay, the Americans erected a concrete plinth into which an American flag was built. This and other incidents caused much discussion as to which nation actually owned the island, the point being eventually referred to London and Washington.

In August, 1938, the "Leith" again visited Canton and left two radio operators and equipment. Three months later a party of Americans, including young Hawaiian natives, arrived to occupy the island.

Shortly afterwards, it was officially announced that an agreement had been

reached between Britain and U.S.A. under which both nations would be entitled to use the island as an ocean air base, with the question of actual sovereignty postponed until later.

IT was in May, 1939, that Pan American Airways' supply ship, "North Haven", out of San Francisco, dropped anchor off the barrier reef of Canton Island and put ashore a construction crew of 43, together with launch, tractor, building materials, food, gasoline, and an endless list of supplies necessary for establishing a going community and a Clipper air base.

A radio and meteorological station was erected, with permanent direction-finder tower, barracks for the P.A.A. ground staff, buildings to house power plants and refrigerator units, evaporators to obtain fresh water, warehouses, airport offices, shops, etc. High explosives were used to destroy over 500 dangerous coral heads studding the lagoon so as to provide a smooth, safe water runway for the giant seaplanes.

By August, 1939, work had progressed to the point where the base was equipped to receive a Clipper, and so the "California Clipper" set out for the first survey flight over this route. (The N.Z. surveys of 1937 were over the first-considered route via Kingman Reef and American Samoa, which would have been a spur line connecting with the northerly trans-Pacific service at Honolulu and which was discarded in favour of the present route when the advent of the huge Boeings of the "Yankee Clipper" and "California Clipper" type made it possible to plan in terms of a service starting from San Francisco, and by way of the somewhat longer jumps to Canton and Noumea.)

A SECOND flight over the route, for familiarising flight and ground crews with facilities and procedures, was completed to N.Z. and return to San Francisco in 11 days, in November, 1939, and was the means of getting members of the construction crew back to U.S.A.

Further test flights were made, using Boeing machines. Then, for many months, delay caused by U.S. officialdom and the war in Europe held up the actual commencement of the service. Finally, on July 12, 1940, the "American Clipper" took off from San Francisco harbour and inaugurated a regular fortnightly service to New Zealand, via Los Angeles, Honolulu, Canton Island, and Noumea.

And so Canton Island, from its insignificant beginning, has become a stepping-stone between America and the Antipodes, and now takes its place beside other important front-rank islands of the Pacific.

NORFOLK ISLAND'S TRADE

THE following trade figures show the value of Norfolk Island's imports and exports for the six months ending June 30, 1940, compared with the same period last year:—

	IMPORTS		
	From Australia.	From N.Z.	From Pacific Islands.
Six months ended June 30, 1939 . . .	£13,535	—	£90
Six months ended June 30, 1940 . . .	£13,343	—	£54
	EXPORTS		
	To Australia.	To N.Z.	To Pacific Islands.
Six months ended June 30, 1939 . . .	£11,286	£170	£85
Six months ended June 30, 1940 . . .	£11,422	£288	£71

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New Caledonia and Australia

"We Must Pull Along Together"

ONE of the interesting personalities of the Western Pacific, Monsieur Nicholas Hagen, of Noumea, and his daughter, Mlle. Alix Hagen (of the staff of the French Consulate-General, Sydney) were guests of the Pacific Islands Society on August 28.

In a short address to members, M. Hagen traced the history of New Caledonia from the arrival of Cook, at Balade, in 1774, until the present day, when it is one of the busy cross-roads of the Pacific—particularly since Pan American Airways established a base at Noumea, on the new South Pacific air-mail service, from San Francisco to Auckland.

Economically, the mining industry comes first, he continued. Ten per cent. of the world's nickel supply comes from the New Caledonian mines, and the chrome ore content is the richest in the world. Many other mineral deposits are also being exploited, including iron ore, manganese, cobalt, antimony, copper and lead. Besides mining, other valuable industries may be found on the cigar-shaped island, which is about one-third the size of Tasmania. Large tracts of kauri pine—a similar type of wood to the famous New Zealand kauri—have formed the basis of a flourishing export industry and, in recent years, consignments of kauri logs have been arriving in Australia. Some of these trees have a girth of 30 to 32 feet. Another tree commonly met with is the niaouli, the leaves of which are distilled, giving an oil similar to eucalyptus.

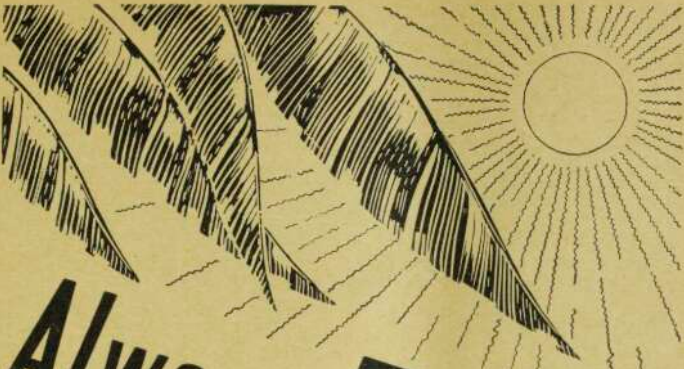
The Colony has large herds of cattle and, during the last war, canned beef from New Caledonia fed Australian troops in Egypt and Palestine. The quality of this beef is well thought of, added M. Hagen, probably because of the mineralised pastures.

Many years ago, two pairs of deer were brought into the Colony from Java. They multiplied to such an extent that to-day there are about 300,000 deer on the island. Over 75,000 were shot last year, and their hides exported. These hides always seem to retain their high value, said M. Hagen, and this partly offsets any loss a planter may suffer if his other crops are not doing so well. The large coffee crop usually goes to France, but with that market now cut off, this product probably will find its way to Australia.

The Government looks after the New Caledonian natives very well, and most children are taught to read and write French. A reserve for natives has been created in the Loyalty Islands—a group of 800 square miles, east of New Caledonia—and officials strictly maintain the rule which does not allow Europeans to live there.

Referring to the New Hebrides, M. Hagen said that although some people chose to call it the "Pandemonium", he found that the British and French got along very well under the dual government. When in London, some time ago, he was asked how the system was working, and the best reply he could give was to quote the following story, which indicates the spirit of the Condominium:

One hot Saturday afternoon, in Vila (the administrative headquarters of the Group), an Englishman decided to go for a drive. A French planter, who lived out of the town, also decided he would take a trip to Vila. Merrily they bowled along—the Englishman keeping well to the left, which is the British way, and the Frenchman to the right, according to French law. Unfortunately, they were coming in opposite directions. The result: a collision. Both men extricated themselves from the tangle and surveyed



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one another. "Well, I was on my right side", said the Frenchman; and the Englishman replied, "So was I! Oh, well, this is a Condominium!" And they adjourned to the local hotel to drink one another's health in jugs of beer!

"The French people of New Caledonia have a warm feeling of friendship for Australians. If anything happens, we look to Australia for help. To-day, the Colony exports nickel matte to the Commonwealth, and thus credits are built up, and we can purchase goods here. Both geographically and politically, the two countries are tied close together, and I have always held the opinion that it would be the most natural thing for New Caledonia to come under Australian rule. We have to be between the one set of shafts and pull along together", M. Hagen concluded, amid applause.

Major H. Hunt, formerly of Fiji, died recently in an Auckland hospital in N.Z.

Climbing in Tahiti

What a Pair of Good Legs Did For a Young Consul

ANYONE who has lived, during a number of decades, on the island of Tahiti, has had occasion to behold the great ones of the earth, from five continents and the archipelagoes of seven seas, in wider variety than perhaps is given to dwellers of any other community outside of the great metropolitan centres.

Princes and dukes, marquesses and counts, baronets and knights, field-marshals and admirals, as well as emperors of finance, maharajas of 5 and 10 cent principalities, zinc barons and whisky mandarins from the Great Republic of the North, have passed in more or less glittering pageant before the eyes of the inhabitants of this remote isle.

The impressions they have made, and the memories they have left behind them, have been proportionate with their several personalities.

Titles and honours, of admittedly human origin, inspire little awe in people whose ancestries trace through dim ages of antiquity to the august gods of ancient Polynesia. On the waterfront at Papeete the appraisal—ignoring rank, ribands and insignia—has always been commensurate with the rotundity of wallets and the pliability of purse-strings.

One of the really eminent visitors—in the period preceding the Great War—was Viscount Bryce, who is remembered not only on account of his scholarship and ambassadorial dignity, but because he gave a shining proof of the old saying that "Victories are won on the cricket fields of Eton", or on equivalent stadia in other lands.

Lord Bryce, notwithstanding his three score years and ten, was still possessed of the springy muscles of his Etonian days. His energy and endurance as a pedestrian and climber of mountains were, apparently, without limits.

The then British Consul—whom years of service in the hottest places on the globe (Zanzibar, Basra and such) until he had lately settled in the comparatively frigid climate of Tahiti—had attuned him to the mild exercise of crossing and re-crossing his legs in an ample easy chair, by day, and an easy stroll of half a mile, after sundown—was speedily in a state of consternation.

After one day with Lord Bryce, the British Consul, a pallid shadow of the man he had been 48 hours before, drove up to the Consulate of the United States. "Look here," he told his colleague, "you are a young man, fresh out from home. Perhaps you can keep up with this old whirlwind. I cannot. The old devil proposes to go out to that old native fort up in the mountains to-morrow. I couldn't do it out to save my life. Be a good fellow, and go with him, and I shall be obliged to you beyond measure."

The U.S. Consul was, indeed, a young man; recently graduated from University and at the very beginning of his career. He agreed to oblige the British Consul.

He and Lord Bryce went to the fort in the mountains the next day; and on many other days thereafter the two climbed hills and explored valleys and went on fishing expeditions, until Lord Bryce departed to his post as H.B. Majesty's ambassador at Washington.

On his first visit of ceremony to the U.S. Secretary of State, Lord Bryce remarked:

"Do you know, sir, that you have a remarkably fine and able young man as Consul at Tahiti?"

The Secretary of State (whose usual reports about consuls from unofficial sources were caustic, violent and sometimes profane complaints from disgruntled American tourists) was surprised and pleased.

"This is very happy news, Your Excellency," he told Lord Bryce.

Some time afterward, the young consul was summoned from Tahiti to Washington. His next appointment was to one of the juiciest plums of the service, in Europe, and he is still rising in the service.

His British colleague continued to take mild exercise at the Tahiti consulate for many subsequent years, and meditated sourly on the vicissitudes of fortune.

—A.C.R.

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Ramon M. Sablan, a native of Guam Island, North-West Pacific, has returned home after graduating at an American university as a doctor, with the degrees of B.Sc. and M.D. He is the first Chamorro to gain this distinction. Guam has a native population of over 20,000 and the large island is by no means free of tuberculosis, pneumonia and certain other tropical diseases.

HOW TO SKIN A SHARK

IN recent months investigation has been made in several Pacific groups into the possibility of establishing a shark fishing industry. Products of shark-fishing have a wide variety of uses—the fins are in demand for soup-making in China; the hide (shagreen) is made into leather for bags, ornaments, shoes, etc.; fertilisers are compounded from the carcass; shark-liver oil has medicinal uses, rivalling cod-liver oil; and glue is obtained from the head.

Before anything can be done commercially with sharks they first must be skinned. Mr. G. P. Whitley, F.R.Z.S., Ichthyologist at the Australian Museum, in his "Fishes of Australia", quotes Captain W. E. Young's book "Shark! Shark!", describing the best method of removing the skin:—

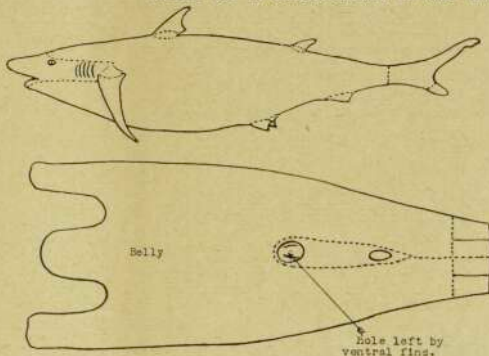
"First the shark has to be well hosed, after which the fins are cut off and put in the sun to dry for four weeks. Then a cut is made down the centre of the back. The skinner slides his knife up to the head, then down just posterior to the eye, around the gill-slits, up forward along the heavy lower jaw and repeats this course up the other side. Back aft, a slit is made along the top of the tail and continued up the under part to the ventral fin, around it, and back to the other side again.

"The result is that the hide comes away in one piece, providing the greatest possible square footage for tanning. Great care must be taken not to make false cuts in the hide, for this reduces

the value by half. The skin should always be stretched taut when flaying—leaving it slack will cause it to wrinkle.

"The skin is next fleshed on a board and all the adhering meat removed with a knife. Then it is washed in salt water left to drain in the shade, soaked in brine overnight, salted and stacked to cure. Care must be exercised to avoid contact with fresh water which causes 'sour' spots."

Shark oil is concentrated in the liver



A drawing by Mr. G. P. Whitley (after Captain Young), showing the best method of skinning a shark for commercial purposes.

and an average sized shark yields well over four gallons of oil—though 18 gallons have been known to be extracted from a liver of a 13 ft. Tiger shark. Usually, the liver is strung up in the sun, when the natural heat will break down the oil cells and the fluid will drip readily. An alternative method is to employ a large kettle over a slow fire.

SORTING OUT COOK IS. LAND TITLES

From Our Own Correspondent

RAROTONGA, Aug. 3.

THE "Matua" recently brought to Rarotonga from Aitutaki Island, the Cook Islands Land Court officials, Judge F. McCarthy, Mr. A. A. Bailey (Surveyor, late of Niue) and Mr. S. Savage (Registrar), who will continue their work in Rarotonga.

Land Courts are long, tedious affairs, disrupters of the national harmony and peaceful life. Usually something of the old tribal hostility springs once more to the surface; secret family councils and court probes drag up the age-old disputes, and the air is heavy with suspicion of neighbour against neighbour. To the lay mind the maze of ancient land laws is so complicated that one can only express wonder at the patience of these officials who investigate the claims.

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Try this mince pie:

- ½ lb. Mince Steak
- 2 Onions (Sliced)
- Pepper and Salt
- Holbrooks Tomato Sauce
- 4 Mashed Potatoes
- Grated Cheese

Place mince steak, pepper and salt and sliced onions in greased pie dish. Cover with Holbrooks Tomato Sauce and then mashed potatoes. Sprinkle with grated cheese and bake in moderate oven for half an hour.

TS-2

New Buildings for Port Moresby

From Our Own Correspondent

PORT MORESBY, August 20.
MR. H. G. Hannam, Commonwealth Works Director in Port Moresby, who has a full programme before him, returned recently to Papua after a brief visit to Australia. It is understood that a large and up-to-date hospital for the defence forces is to be constructed; also a freezing store, and offices and other buildings for the combined Services stationed here.

Sister J. M. Boyd recently resigned from the Fiji Nursing Service.

Cook Islands Fruit Industry**Lag in Banana Planting**

From Our Own Correspondent

RAROTONGA, Aug. 2.
A MEETING of the Rarotonga Island Council on July 22, debated the vital question of banana planting on the island. Since the Government took control of the export of bananas, the low price offered and the strict regulations enforced have resulted in a heavy decrease in planting.

It was pointed out that if exports fall below the present average of 2,000 cases per month, it will not be worth the steamer's while to make a regular call outside the orange season of four or five months. In view of this contingency, it is generally realised that instant banana planting is essential.

A haphazard scheme of Government assistance has been in operation for the last few years, whereby tins of meal were advanced to growers to tide them over the nine to twelve months of fruition. At the meeting, the Acting-Director of Agriculture (Mr. M. B. Baker) suggested an extension of this system. This, however, was opposed by most of the Council members, who pointed out that the scheme had already proved unsuccessful in the past and that one could not pay labour for planting, etc., with tins of beef. An alternative scheme has been drawn up, in which the Government would advance 5/- cash per 100 shoots at planting, followed by a further amount every three months for weeding and manuring.

In view of the failure of the Government's orange replanting scheme, an outside Committee was set up by the same meeting of the Council in order to explore possible modifications that would make the plan more acceptable.

The failure of these replanting schemes simply boils down to the fact that the returns and conditions in the fruit industry are so unsatisfactory that people have not the urge to plant. How is it that a beneficent Government can give no better prices than the grasping N.Z. fruit combines, who were allegedly making such large profits? This question, at a time when "uncontrolled" Cook Islands tomatoes are bringing such satisfactory returns, represents the whole problem of the industry.

REFUND TO ORANGE-GROWERS

The C.I. Fruit Control Administration has arranged to refund to growers part of the amount deducted from orange payments in May. A further 3d. per case will therefore be paid out at the next fruit payments, shortly. This action is appreciated by growers but has not influenced their dissatisfaction with prevailing conditions in the orange industry.

Papua Legislative Council

From Our Own Correspondent

PORT MORESBY, Aug. 20.
THE annual session of the Legislative Council was opened on August 5 and continued on August 12. The Acting Lt.-Governor (Hon. H. W. Champion) presided. The newly-appointed non-official member, representing the missions in Papua, Hon. the Rev. J. D. Bodger, was sworn in.

The Acting Governor said it was with regret that he announced the imposition of additional taxation, but it was essential if the Government was to be carried on effectively.

The Lake Kutubu Police Camp had been closed down as a measure of economy, he said. The position in regard to the depletion of Government staff, due to the enlistments, had changed, owing to the recent suspension of recruiting. The view now was held that the best service officers could give was to remain at their posts.

Among Bills brought forward were the Papuan Antiquities Bill, which provides for the protection and preservation of mineral remains of historic interest in the territory.

Another Bill amends the Liquor Ordinance, so that in Port Moresby the licensing fee for a hotel is £100 instead of £30, as charged in Samarai.

The Appropriation Ordinance for 1940-41, amounting to £172,432, was passed also.

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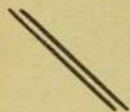
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WHEN CAPTAIN DAVID ROBBIE FOOLED THE POLICE

Incidents in the Life of Fiji's "Grand Old Man",
Just Dead at 91

AMONG the dwindling company of men and women who have grown old in the service of Fiji, who saw it develop, thrive, and advance and who helped in that development and advancement, few had such a reputation or commanded such respect as Captain David Robbie, whose death at 91, in Levuka, was announced in the last issue of the "P.I.M."

A MERE recital of facts concerning Captain Robbie is impressive. He had been in Fiji for 64 years, a lifetime for many men; was Warden and Mayor of Levuka at various times for a period covering 30 years; was the first European member of the Legislative Council; and he was at one time Harbourmaster at Levuka. As a trader, planter and shipowner, he lived a life packed full of adventure and excitement. Having sailed the length and breadth of the Pacific, he knew it as few men do—if you look at a chart of the South Seas you will find near Wallis Island (north-east of Fiji) a sunken lagoon marked Robbie Shoal, which he discovered.

Born in Forfarshire, Scotland, David Robbie first went to sea in a barque called the "Seafield", after earlier having tried his hand as a clerk in the Scottish Railway Co. An interesting story belongs to the time when he sailed in this ship.

On one occasion they met with a terrific storm and spent the night shortening sail. At dawn, they saw an object in the distance, and coming closer found it to be the "Mary Pollock" in distress, with her sails gone and the seas rolling over her. Up in the mast, in the mizzen top, were four men—the captain, mate, second mate, and a volunteer from a Norwegian ship that had taken off the rest of the crew some time before. The "Seafield's" captain signalled that although he could not lower a boat owing to the weather, he would not desert the derelict as the other ship had done. They lay by for a whole day, and then lowered a boat which rescued the men. The coxswain of the rescuing boat was David Robbie.

Do you know your Kipling? If so, you will remember his poem, "The Derelict", and recall that at the top of the verse is a quotation from the Shipping News—"And reports the 'Mary Pollock' still at sea. . . ."

IN 1873, Captain Robbie left England for New Zealand as second mate of an immigrant ship, the "Queen of the Age". Some 400 immigrants were on board, sleeping in rows of bunks three tiers high that ran almost the whole length of the ship. The voyage out proved very lively—the ship's officers were under arms practically all the way and many passengers (ex-Indian Army men) had to be sworn in as special constables. When the vessel reached Auckland every man of the crew, except the apprentices, was put into gaol for mutiny!

Having had enough of the sea for the present, Robbie left the ship and made his way to the Thames goldfields, where he worked underground for a considerable time. But the sea's call could not remain unanswered and he joined a

vessel in the New Zealand coastal trade, eventually gaining his master's ticket.

Captain Robbie went to Fiji in 1876 as master of the "Nymph" (43 tons) and, later, having acquired a vessel of his own, traded all through the Central Pacific groups. For many years his schooner "Midge" was engaged in the labour recruiting trade. This vessel was Captain Robbie's pride and in his latter years he used to relate a fund of stories concerning her.

With a grin he would tell you, for instance, how he once conspired to defeat the ends of justice. A resident of Taveuni had received a summons to appear at court, and the magistrate who was to try the case had arranged to have a Government vessel anchored off-shore to take the man to Suva as soon as the court proceedings finished. Now, it looked to Captain Robbie and some of the others at the island that

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the magistrate had pre-judged the case; so it was decided to smuggle the accused man out of the group.

Late at night, the "Midge" picked the man up and took him across to Udu Point, where he was carefully hidden. Then the schooner sailed back to Levuka to load cargo and obtain a clearance. The police, learning of the Taveuni man's disappearance, searched the ship, but of course Captain Robbie protested that he knew nothing of the affair.

Eventually, the "Midge" cleared for Guam Island and left Levuka late in the afternoon. Waiting in Wakaya Passage was the Government ketch "Barb" (50 tons), but the "Midge" gave her the slip by sailing through the Passage at night in the middle of a fierce thunderstorm. Robbie always said he made his way through the pass by flashes of lightning!

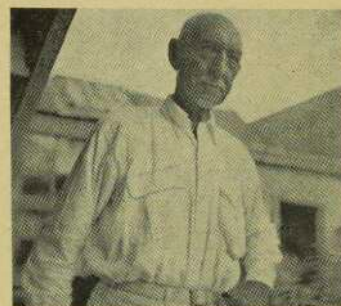
Next evening, anchor was dropped off

Udu and in the dim light of dawn the following morning the Taveuni man was brought on board. Then, not 300 yards away, they noticed a police boat making towards them—but she was inside the reef and the "Midge" was outside, with a strong, fair wind. Captain Robbie dipped his flag in salute and headed to sea.

When Robbie returned to Levuka, he took the ship's papers to the Collector of Customs. Having examined them, the official was about to hand the sheaf of documents back when the Inspector of Police, who had been waiting alongside all the time, held out his hand for them. The Customs man looked from one to the other, then exclaimed, "No. I've seen through the papers, they're quite in order. That'll be all, thanks, Captain." Robbie, with a wink and a nod, gladly took his leave.

ANOTHER of Captain Robbie's stories concerned a mistake he himself made, but which was responsible for saving a number of lives.

On one trip from the Line Islands to the Leewards, the set of the current made it practically impossible to keep the ship on its course. They had been at sea for over a fortnight—the usual time for the journey was four days—and were acutely short of water, eventually reaching the stage where each person was allowed only a teaspoon of water a day. When they were almost on the verge of insanity through thirst, one of the passengers, who had been a whisky-maker in Hawaii, conceived the idea of rigging up a make-shift distilling



Captain David Robbie, a "snapshot" on his 86th birthday.

plant. With the aid of three kerosene tins and other crude apparatus, they were able to distil a bucket of fresh water every four hours.

Then, by some strange chance, Captain Robbie made an error in his reckoning and set a course that was wrong by 30 miles. At dusk the lookout man saw two masts; so the "Midge" tacked to windward and waited until daylight. There, not more than 30 yards from them, was a whaleboat with 20 natives in it, dying of thirst and hunger. They were taken on board, fed, and given some of the distilled water. All survived and were later landed on the island Robbie was making for.

IN 1882, Captain Robbie settled down in Suva, at the time when the capital and seat of Government was transferred from Levuka, eight years after the group was annexed by Great Britain. He was the first manager of William Kopsen and Co., ship chandlers and general merchants, whose large building occupied practically the whole of Pier Street. It was while in this shop that the Captain, as he himself related jovially, became so exasperated with the annoying antics of a small boy that he up-ended him and soundly spanked the seat of his trousers; that little boy to-day is one of the best-known and successful merchants in the Colony, Mr. Tommy Horne.

Kopsen's premises were destroyed in Suva's big fire, in 1889, and Captain Robbie decided to return to Levuka. He always had a special weakness for that town and more than once remarked that though he had travelled all over the South Seas he had never seen a place more naturally beautiful.

About this time he married a Mrs. Thompson and took charge of the Royal Hotel. Later, he went into business again, forming Robbie and Evans Ltd. Some time afterwards, he joined Captain Christian Kaad, another pioneer trader who had interests at Rotuma. Then, after retiring from business, he

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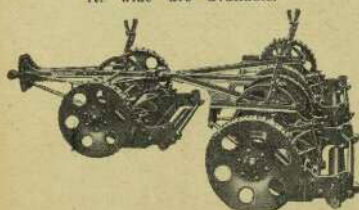
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took up tea planting at Wainunu, on Vanua Levu, and made a success with his "Masusu" brand. Subsequently, he also engaged in copra production and rubber planting.

LEVUKA knew him as one of the most prominent citizens in the Colony; he never failed in his interest in public affairs and his open-handed generosity was a by-word. Some people in Levuka thought that the wharf there (one of its greatest assets) should have been called, Robbie Wharf. Captain Robbie drove a ship right through the old wooden one—not intentionally, of course, but still, as he declared later, it served the purpose of removing a nuisance and an eye-sore! When the new wharf was put up, Robbie drove the first pile, and he also filled in the last piece of decking. To-day, at the end of the wharf is an inscribed plate commemorating his association with the building of it.

His civic good deeds were legion. He donated part of the land on which the Anglican Church in Levuka stands; he helped found the Ovalau Club; and he played a great part in building up the traditions and prestige of the Levuka Public School.

One day a friend of his, Mr. Tom Burness, came in to Levuka from an out-station. As they chatted, Burness asked what the town was doing to celebrate Queen Victoria's Diamond Jubilee. It appeared that very little had been done; so the two men decided that it would be a fine gesture if a memorial hall were erected. Robbie took a sheet of paper from his pocket, wrote down their names with £50 beside each and then strolled down the road. When they returned, 10 more names were on

the list, each for £50—£600 in half an hour! Other subscriptions were added later and so the Queen Victoria Memorial Hall was built.

ALL who knew him insisted that "gentleman" was the word that came immediately and most naturally to mind when Captain Robbie's name was mentioned. Although he had lived a full life and had many irons in the fire during his prime, he was hard put during the last few years to make ends meet; but it was characteristic of him that one day when he met the widow of Tukai, his old skipper, he just emptied his pockets and gave her all the money he had with him.

Sir Maynard Hedstrom, who personally knew Captain Robbie over a period of half a century, paid an apt tribute to his old friend recently. Writing in the "Fiji Times" he said: "No one who went to Robbie with a hard-luck story appealed in vain and, after he had given credit, he found it very difficult indeed to press for payment. In any case of distress in Levuka his hand went immediately to his pocket. Working on these principles, a man may store up treasures in heaven, but does not acquire 'filthy lucre' on earth. Consequently, Captain Robbie died a poor man financially but rich in the esteem and affection of very many people."

Mr. E. G. Theodore, well known resident of Fiji, who is a director of Emperor and Loloma gold mines, was in Victoria on a business visit in August.

Mr. H. C. MacLean, of Burns Philp (S.S.) Co. Ltd., Suva, Fiji, has left the Colony to enlist.

A WINDFALL FOR TAHITI

Matson Tourists Spend 15,000 Dollars

ON August 2, the Matson liner "Monterey" from Sydney called at Papeete, Tahiti, on a special cruise visit, and the same day her sister-ship, "Mariposa" arrived with a boat-load of excursionists from America. For three days, the passengers and two crews, totalling more than 1,000, over-ran the island; but Tahiti did not mind particularly—it was calculated that the visitors spent something like 15,000 dollars during their stay.

The "Monterey" cruise passengers transferred to the "Mariposa" and returned south to Australia; while the tourists from U.S.A. left the "Mariposa" and joined the "Monterey" for her voyage north, back home.

A TRAVELLER'S IMPRESSIONS

HERE are some jottings on the round trip, written by a special representative of the "P.I.M." who travelled from Sydney to Tahiti and return:—

As the 400 passengers from the "Monterey"—60 of them cruise round-trippers from Australia and N.Z.—came ashore in the morning, comely Tahitian girls placed garlands of flowers about their necks. The Bank of Indo-Chine and Spitz's curio store were quickly besieged by people wishing to convert their money into francs. The official exchange rate was 43 francs 23 centimes for 1 dollar, 139 fr. for £1 Australian, and 139 fr. 50



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cm. for £1 N.Z. However, the Chinese market stores changed dollars at 55 francs on the first day and their rate increased during each day of the visit until it was possible to obtain 85 francs to the dollar.

The "Mariposa" arrived early in the afternoon and tied up astern of the "Monterey", a fine feat of manoeuvring by the captain. Almost immediately the American tourists joined the "Monterey's" passengers, making Papeete's streets full of life and American voices.

Numerous excursions were arranged, including an 80-miles motor tour around the island, complete with a native feast

in the Tahitian manner; and a schooner trip under full sail to Moorea. From mid-day until the small hours of morning, the three cabarets in Papeete did a roaring trade, while featuring hula dancing, fire-walking, and boxing. Sailors from a French warship joined in all the fun—they were most jolly fellows and always insisted on paying their way.

In the evenings, the more select cabarets just outside Papeete were well patronised, though they were far from cheap. In fact the only things I heard the Americans complain about were the high charges for drinks (a good bottle of champagne cost about three and a

half dollars) and the exorbitant rates charged by taxi drivers.

One interesting entertainment that intrigued the visitors was a play, adapted from an old native legend dealing with human sacrifice, performed by 40 Tahitian men and women, under the direction of Monsieur Jay at his residence, Taharara.

The effect of the war and consequent disruption of shipping was seen at Papeete in a shortage of some commodities, especially flour and petrol. It seemed probable that there would also be a shortage of wines and liquor after the tourist ships departed; however, a good light beer is brewed in Tahiti.

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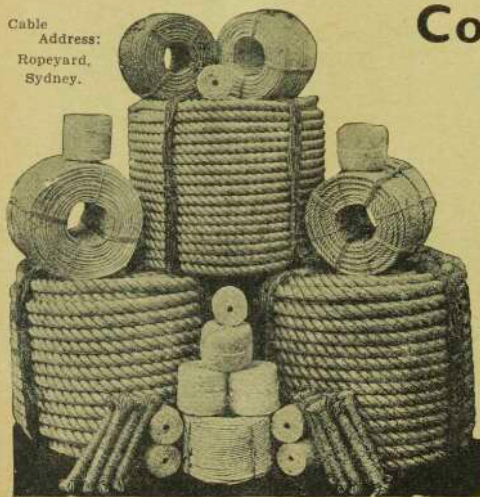
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SCIENTISTS AT TAHITI

THOSE of us having connection with the Islands were interested to learn that Monsieur and Madame Van den Broek d'Obrenan, of the yacht "Le Korrigan II", are now staying in Tahiti, at a plantation 15 kilometres outside Papeete. Originally attached to the Museum of Natural History in Paris, he is now in charge of the Papeete Ethnographic Museum. Monsieur d'Obrenan, who has written several books about the Pacific, made a voyage around the world in 1934-36 in the 200 tons schooner-yacht "La Korrigaine". (Note: "La Korrigaine", his first yacht, meant a female elf; "Le Korrigan", his present boat, is the masculine form of the same name.)

Also in Papeete was Alain Gerbault, the former international tennis star, who has made a name for himself as a writer and lone voyager. His yacht is almost a replica of "Le Korrigan", both being very seaworthy craft, painted black, and double-ended. Gerbault's boat has a short bowsprit, while the mast is not as high as d'Obrenan's yacht.

Another yacht that attracted quite a lot of attention in the Colony recently was the three-masted schooner "Director", owned by Mrs. Fahnestock and her two sons, of Rhode Island, U.S.A. The party is collecting specimens of bird life for the American Museum of Natural History and will spend a couple of years in the Pacific and the Philippines before returning to America, via the Horn. Originally, they had a plane on board, but owing to the restrictions imposed by the authorities in French Oceania and other places as to where it could and could not fly, it was decided to ship the machine back to U.S.A.

HIGHLIGHTS OF PAGO PAGO

ON the way to Tahiti, we called at American Samoa. Highlights of Pago Pago were: A trip to Laili-1, a pretty 20 miles' journey past native villages and ruined churches, and along the shore all the way; a drink at Sadie Thompson's Hotel, kept by Bella, a part-Samoan, and owned by an American who lives in the States; and a visit to the market where tappa cloth, mats, hats and curios are sold—the natives impressed everyone with their pleasantness and softly-spoken voices and there was very little "thrusting" or bargaining.

An Australian at Pago Pago, who is well-known in Norfolk Island, Fiji and Western Samoa, has charge of Burns, Philp (South Sea) Co.'s branch—Mr. D. C. McFadyen, who has been in B.P.'s service for 14 years. He is very hospitable and is popular with the residents of the American territory.

Captain E. W. Hanson, Governor of American Samoa, left Pago Pago on the "Monterey" and was given a grand send-off by the population. After a two years' term of office, during which he did splendid work in providing new roads on the various islands of the Group, he has been appointed to command the U.S. Navy cruiser "Indianapolis".

A COPRA FACTORY SHIP?

Advocated by Leading Planter of Papua

UP to the moment of this writing, the only practical plans that have been put forward, as a means of assisting the copra industry in its present parlous condition, are two—one by Mr. George Murray, M.L.C., Director of Agriculture of New Guinea, and one by Mr. G. A. Loudon, president of the Planters' Association, of Papua.

Mr. Murray urges the wholesale storage of good, properly-cured copra, and that special steps be taken by the Administrations concerned to build large, additional stores. Mr. Loudon advocates the use of a copra factory ship, to cruise in the Islands—storage in another form.

Mr. Loudon has kindly supplied us with the following details:—

Mr. George Murray wrote me fully about his scheme of copra storage and I countered with a suggestion that a copra factory ship should be commissioned to cruise in these Islands. I have not heard from him, but I sent a copy of my letter to Mr. James Burns. Mr. Burns replied at some length, mainly commenting on the high costs of running ships in Australian waters and the high insurance rates, war risks, etc. I then placed my suggestions before the Papuan Government. They replied that the Commonwealth Government appeared to have provided the solution, and thought it better to leave my suggestion in abeyance for the moment.

The following is a copy of part of a letter I sent on August 6 to the Official

Secretary of the Papuan Government, with some additions I have made:—

I firmly believe that the copra factory ship is the only method to create cheap production and a market. The milling of copra and treatment of by-products would be carried out at the point of production. The ship would anchor off the estates, the transport from unsuitable beaches or poor anchorages would be carried out by a small vessel, attached to the factory ship. With the exception of supervising Europeans, the whole crew and factory would be run by Papuan or New Guinea labour, so that costs would be kept to a minimum. In support of this, I would mention the various desiccated coconut plants in these islands, staffed entirely by natives, with a European manager only. The treatment of desiccated coconut is far more intricate than the treatment of a crushing plant for copra.

I suggest the formation of a company to operate on the coasts of Papua, New Guinea and the Solomons, the subscribers to be:—The British Government (subscribe from Colonial Fund) £100,000; the New Guinea Government (loan from Gold Tax Funds) £100,000; Papuan Government (borrow) £50,000; Burns, Philp & Co., Ltd., and W. R. Carpenter & Co., Ltd., each £75,000; and general public and planters £100,000; total, £500,000.

The interest rate on the above funds would be 4½ per cent. to 5 per cent. and, after writing off depreciation and renewals, the balance would be paid to the suppliers, according to tonnage delivered and quality of copra. It could also be arranged to pay a bonus to shareholders in the above company. The details of financing are best left to the Governments and firms concerned. It is a great opportunity for them to show some sympathy with the primary producers of

these Islands, who live and work in unhealthy, uncivilised conditions with very little profit or chances of saving.

In discussing this matter, a shipping expert mentioned the high rate of insurance and war insurance for such a vessel. As the factory ship would be operating only in territorial waters, within the three-miles limit most of the time, I cannot see that insurance should be excessive. A special rate would be arranged when the vessel was despatched to Australia for overhaul.

With the inclusion of the Solomon Islands, the factory ship probably would be called upon to mill about 100,000 tons of copra p.a. This would produce:—

Coconut oil: 15,000,000 gallons.

Oil cake: 30,000 to 40,000 tons.

Coconut fibre: There would be enough short fibre, long fibre, mattress and spinning fibre to supply the whole of the requirements of Australia and N.Z.

Coconut charcoal.

Glycerine: Glycerine is a very necessary war product. Figures are not available as to quantity of glycerine to oil produced.

The production of soap in Australia is more or less under the control of the Combine, and it would be necessary for the Government to insist on a proportion of coconut oil being used in every pound of soap, which would be all to the advantage of the housewives of Australia. Imports of any form of grease for the manufacture of soap should be prohibited.

After the war England and Europe will absorb more butter than Australia can produce. Markets in the East should also expand both for butter and margarine. Butter in Australia is expensive, and often beyond the means of the working classes. It has been proved that margarine, produced from vegetable oils is equal

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to butter in vitamins, and further, that it is more easily digested.

Prior to the war, increasing quantities of coconut oil were being used all over Europe for cooking purposes. Large mills had been erected, and the shortage of olive oil was made good with substitutes, such as coconut oil. If every housewife in Australia and New Zealand consumed two gallons per annum our troubles would soon be over; and this could be brought about by an advertising campaign.

I am given to understand that coconut

oil can be used as a fuel in diesel engines, and it is said to give 75 per cent. efficiency, against 100 per cent. for pure diesel oil. Nothing is said as to its efficiency, when mixed with diesel oil. At present, every effort is being made in Australia to replace oil fuel with charcoal. Diesel stationary engines and farm tractors could probably use coconut oil.

At the moment I am paying 1/6 per gallon for diesole. One ton of copra produces 150 gallons of coconut oil, equal to £11/5/- per ton, if valued on basis of diesole. This same ton of copra will

also produce by-products—copra cake and glycerine.

The use of coconut oil as lubricating oil is a matter for experiment by the chemist. Castor oil is supposed to be one of the finest lubricants. Why not coconut oil?

Enormous savings can be made by the use of the factory ship. By these savings, a very low-priced cattle-cake and sheep-nuts can be produced for the Australian farmer and sheep man. Unlike the farmer in Europe they know little of the benefits of feeding cattle-cake in time of drought and shortage of fodder. We would have surplus supplies of Queensland molasses and cotton-seed to make the copra cake more attractive for sheep.

Charcoal from coconut shell can be used for gas masks and other war requirements, as it is the purest form of charcoal. It can also be burned in producer gas plants, and in plants attached to motor cars. It would make a cheap form of transport for the coconut planter.

In summing up, let us see what savings could be made in handling and transport of 100,000 tons of copra, if a copra factory ship was anchored alongside plantations situated on an average, say, 100 to 150 miles from an Islands shipping centre, such as Port Moresby, Samarai, Rabaul or Kavieng.

I am basing these calculations on actual transactions prior to the war, in June, 1939, when hot-air copra was selling in London at £11/7/6 per ton:—

Copra Production Costs	
Cost of manufacture and bags	5 0 0
Loading	2 6
Coastal freight	1 5 0
Insurance	1 8
Wharfage	1 0
Freight to Europe and selling costs	3 0 3
Total cost	9 10 5
Gross Realisation	11 7 6
Profit per ton	1 17 1
Profit per acre at ½ cwt. p.a.	18 6½

Equal to profit of 4.6 per cent., without allowing for depreciation or amortisation, on a capital value of £20 per acre.

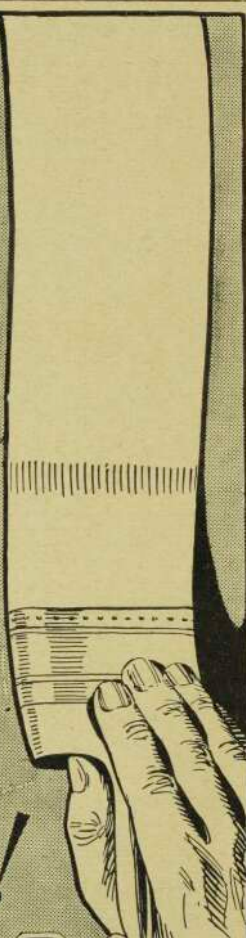
Copra Factory Ship Savings	
Handling from beach—no saving as copra would have to be delivered to factory ship	—
Bags—1,400,000 @ 8d. each	49,583
Coastal freight—100,000 tons @ £1	100,000
Wharfage at shipping centres—@ 1/-	5,000
Coastal insurance—@ 15/-	8,531
London shipping and selling costs, £3 0/3 p.t.	301,250
	£464,364

This is equal to a saving of £4/12/10 per ton.

The suggestion of a copra factory ship, of course, will bring a good deal of criticism, but I consider the costs would be very much cheaper than a factory whaling ship for the following reasons:—

1. The whaling factory ship, with its attendant chasers, is operating perhaps 15,000 miles from its European base.
2. It travels with attendant chasers to the whaling grounds empty, and returns only with a full load, if in luck.
3. It is quite speculative, with no guaranteed turnover.
4. The risk of loss of ships operating in Arctic seas, is considerable.
5. Only highly-paid Europeans are employed.
6. The price of whale oil fluctuates just as much as copra.

A great deal more could be written on this subject, but I will leave it to those more qualified than I am to judge if it could be made a financial success.



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but WHICH paint?

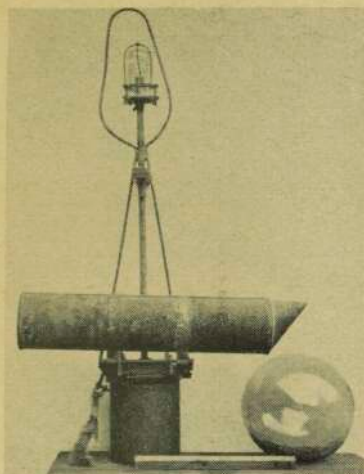
Berger's
OF COURSE!

"B.P." Berger's Paint
(PREPARED)
"Keeps on Keeping on!"

AGENTS THROUGHOUT THE ISLANDS.

Japanese Fish-Catching Devices

FROM time to time large numbers of glass fishing balls are found on the shore in various parts of New Guinea, and recently the light shown in the accompanying photograph was washed up on a beach in the Admiralty Group, Northern N.G. Both these



A Japanese fishing light-bure and a glass float washed ashore in New Guinea.

articles have probably been carried by ocean currents from fishing grounds in Japanese waters, as Japanese characters are marked on them.

The light is to attract fish in shallow waters. It consists of a waterproof box, in which is placed a storage battery, and an upright rod connecting the battery with the electric globe; a float is fastened on either side, and on top of the battery box. These lights are allowed to drift in the vicinity of the site where fishing is going on.

The glass balls are floats for holding up fish-nets. They are usually enclosed in a meshwork of fine rope, and tied in numbers to the upper edge of the net. Each measures about 36 inches in circumference.—C.H.M.

RAROTONGAN HISTORY

Letter to the Editor

THERE recently came into my possession a very yellow copy of a journal, "Te Torea", mimeographed at Rarotonga, dated June 29, 1898.

In this small journal reference is made to a Captain Piltz, who doubtless is the same person mentioned in an article recently, in an issue of the "P.I.M."

Mention is also made of a very rowdy hospital meeting, at which figured a Mr. Carl Kohn, and Makea Vakaatini. It would be interesting to know the full circumstances of the case. Perhaps some of your readers could oblige with facts.

I am, etc.,
LEONARD MORAN.

President, Polynesian Club of Sydney.
28/8/1940.

Mr. D. N. Caldwell, of the Bank of N.S.W.'s Lautoka branch, left Fiji recently for Australia to enlist.

14 PAPUANS DIE IN EPIDEMIC

From Our Own Correspondent

PORT MORESBY, August 29. A RECENT epidemic in the Hanuabada group of villages near Port Moresby during the south-east season accounted for 14 deaths. The 3,000 natives there are liable to epidemics during seasons of exceptional severity, and these deaths occurred during July and August, when the season was extreme.

Concern was felt over the number of deaths, but investigations proved that in comparison with former years there was no cause for alarm. Officials pointed out that every three or four years during extreme seasons epidemics are liable to occur—the last was in 1936, when whooping-cough accounted for many deaths.

Captain John W. Jones married Miss Annie MacFadyen at Apia, Western Samoa, early in August.

Mr. William S. Fowler, who served in Fiji as Sub-Inspector of Constabulary between 1929 and 1936, died recently in England, aged 37.

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DURATILE



SUVA PILOT BOAT DESTROYED BY FIRE

From Our Own Correspondent

SUVA, Aug. 13.
LAST week, the pilot launch "Mona" caught fire in the harbour and, after drifting on to the reef, burned fiercely for several hours, becoming a total loss. The "Mona" went outside the entrance to pick up Captain W. F. D. Hay, acting-harbourmaster, who piloted an overseas liner out. On taking Captain Hay on board, the officer in charge of the launch, Mr. N. MacDonald, advanced the throttle to pick up speed. The engine backfired and flames burst from the carburettor. The engine-room hand, Aliki Dabaka, was sprayed with burning petrol, and by the time the flames on him were suppressed the fire had a good hold of the launch.

As there was danger of the benzine in the launch exploding, it was decided to abandon her and take to the dinghy. The plight of the party was noticed from the signal station, and a launch put off at once to give assistance, and brought them in to Suva.

The "Mona" was built 30 years ago in New Zealand and had had many vicissitudes. She first saw service in Tonga and Samoa, and later served as the launch to the Makogai leper station in Fiji. She had been rebuilt and refitted several times and was one of the best pilot boats Suva ever had.

Mr. H. O. Townsend, head of the Treasury Department in New Guinea, was in Australia in August on official business.

Mr. J. Wilson, of New Guinea Goldfields Ltd., married Mrs. Lottie Wilton, at Salamaua, N.G., recently.



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They are made with Extended Fire-box specially for Long Wood fuel, also special stoves with Cast Iron Oven suitable for Island requirements.

Send for Illustrated Catalogue and Price of Single and Double Oven Stoves.

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W. R. Carpenter Ltd. Make Good Showing in Bad Year

DESPITE almost a year of war, in which their ships were taken over by the British Government, and in which the copra industry has suffered the worst blow in its history, the accounts of Messrs. W. R. Carpenter & Co. Ltd. for the year ended June 30, 1940, show a profit of £115,904, which permits the dividend to continue at 10 per cent. The detailed figures, from "Sydney Morning Herald" compilation, are printed below. They show remarkably little movement in the accounts. The company holds a reserve of £200,000, against a subscribed capital of £775,000; and, from this year's profit, it has taken £25,000 for "contingencies", as against £10,000 usually set aside for this purpose. Stock is down—probably the result of the decision not to re-open the general store in Rabaul—but the item, "due by subsidiaries" shows an unexplained jump, from £30,000 to £110,000.

This is one of the companies that is bound to feel the cold breeze now blowing in the copra industry; but it has great financial strength and, in recent years, its shrewd directors have spread its interests much more widely, into many industries separated from coconut plantations, so that it is well equipped to stand a long siege, and help South Pacific planters and traders through the difficult years ahead.

	Year ended June 30.		
	1938.	1939.	1940.
	£	£	£
Profit	111,372	115,281	115,904
Dividend, p.c.	10	10	10
Dividend, amount	74,000	76,250	77,500
To superannuation	3,000	2,000	—
To contingency acct.	10,000	10,000	25,000
Forward	36,638	63,669	77,073
Depreciation	8,767	18,512	15,867
LIABILITIES—			
Capital	740,000	775,000	775,000
Premium on shares	10,374	10,374	10,375
Reserve	200,000	200,000	200,000
Creditors	89,891	93,685	114,146
Due to subsidiaries	49,400	47,721	45,351
Branch remittances	—	10,861	8,275
Deferred income	—	—	1,113
ASSETS—			
Investments	497,263	527,686	528,693
Property, ships, etc.	373,509	387,349	326,618
Plantation advances	89,757	96,949	105,911
Debtors	65,082	81,801	93,692
Due by subsidiaries	14,641	30,176	110,011
Stock	125,941	104,434	75,541
Cash	3,899	12,326	36,784
Unexpired charges	5,261	11,340	17,633

FIJI SUBSIDIARY CO.'S PROFIT HIGHER

Carpenter's subsidiary concern in Fiji, W. R. Carpenter and Co. (Fiji), Ltd., (formerly known as Brown and Joske, Ltd.) showed a net profit for the year ended March 31, of £8,819. This compared with £150 for 1938-39, and £4,401 for 1937-38. Preference dividend of 7 per cent. required £1,400; it was not proposed to pay a dividend on the ordinary shares. The directors state that the increase in profits was fortuitous and demonstrates the uncertainties of Islands trading. A contributing factor was the abnormal provision for depreciation in the previous accounts.

The acting Lieutenant-Governor of Papua, Hon. H. W. Champion, C.B.E., at Government House, Port Moresby, on the evening of August 9, entertained over 100 guests at a cocktail party. August 9 was the anniversary of Mr. Champion's birthday and, during the evening, the opportunity was taken to offer him the good wishes of all present and to drink to his continued health and happiness.

ROMANCE IN STAMPS

Philatelist Illustrates Some Queer Pacific History

A SORE point with the British Solomon Islands administration in the early part of the century, was the fact that the Territory did not have its own postage stamp; but had to use the one issued by the High Commission for the Western Pacific at Suva, Fiji, said Mr. Walter Finigan, headmaster of the Correspondence School, Blackfriars, in the course of a lecture to the Pacific Islands Society in Sydney on August 28. The B.S.I. Resident Commissioner had made many applications to the Governor for permission to issue a B.S.I. stamp, but each time the matter had been put aside. Finally, in 1906, the exasperated R.C. took matters into his own hands, and sent to Sydney for a specimen. This arrived at Tulagi in due course and, although the quotation for the order was quite satisfactory, the stamp was most definitely not. The Sydney designer, apparently, did not know anything about the Solomon Islands, so the R.C. set to and designed a stamp showing a Solomon Islands war canoe.

The sketch was sent to a Sydney printer who prepared the necessary plates and printed an issue of stamps. The Commissioner had a bond drawn up with the proprietor of the printing firm, which provided that on the completion of the order, the plates and any damaged prints were to be destroyed; otherwise a forfeiture of £500 could be claimed.

As communications were rather irregular in those days, it was some time after

the stamps had actually been issued before the Governor at Suva became aware of what had happened. He was furious, but as the Australian Government has recognised the stamp, and had handled mail bearing it, there was little he could do. He had no alternative, other than to sanction the issue. It was not for many years afterwards, however, that the necessary Act was passed, making the stamp legal.

Meanwhile, the proprietor of the printing firm had retired, and a company took over the business. One day, one of the executives found the original plates of a stamp. It was the Solomon Islands stamp, and they had not been destroyed according to the agreement between the Commissioner and the printer. About 200 sets of these stamps were then run off. They were not perforated, but were distributed among Sydney philatelists. As a result, the retired printer paid £500 to the Administration. He was told that he need not do this, but he held the view that a breach of faith had occurred, and should be paid for. So, actually, the first two issues of the Solomon Islands "canoe stamp" were unauthorised.

MR. Finigan then traced, with his stamps, the discoveries of Cook, Tasman, La Perouse, Bougainville, etc., who ventured out into unknown waters to discover and name the Pacific islands, right up to 1935, when transportation in the Pacific took another form—aviation. Two stamps, one depicting the inauguration of sea, and the other, air power in the Pacific were shown. The first commemorated Magellan's arrival at Guam, and the second the giant Pan American Airways flying-boat, which lands at the island en route from America to China.

Nauru has seen three different administrations and, for each, there has been a different stamp. German stamps were used from 1888 to 1914; then, when the "Messina" arrived from Rabaul with 66 soldiers, British administration commenced. An English stamp was issued, over-printed "N.W. Pacific Islands". After the war, when the island was placed under British Empire control, Nauru was given its own stamp.

Mr. Finigan said that Nauru might have been taken over by Japan, for just a few hours after the "Messina" had landed her troops, a Japanese battleship, with two transports, arrived. The Japanese had just seized the Marshall and Caroline Islands and were apparently ready to occupy Nauru, had the Australians not been there.

MR. Finigan explained that Australian stamps are used on Willis, Lord Howe and Norfolk Islands. New Zealand stamps are used at Pitcairn Island, but in October this year the little island will have a series of its own. New Guinea, Papua, New Caledonia, Fiji, Samoa, Cook Islands, Tahiti, and the Gilbert and Ellice Islands, all have stamps of their own.

For many years officials on Hull and Sydney Islands—mere specks in the Phoenix Group—were without a cancelling stamp. They had to write the date and name of the island across the stamp. To remedy this, the Administration had cancelling stamps made and sent one to each of these islands in January, 1940. They were useless, however, as the dates only went up to 1939, and so the officials are still cancelling letters by hand.

Until quite recently, Christmas Island had a more or less private stamp. In 1914, a priest (the late Father Rougier)

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T.L. 10.



P.L. 54.

The Tilley Table Lamp with its clear, white, steady light shows your room to the best advantage, as well as banishing eyestrain when reading or doing needlework. No smell or glare. Does not flicker when standing in a draught. Made throughout in lacquered brass and fitted with opal shade. Free from danger and cannot explode.

Tilley Storm Lantern is invaluable for all indoor or outdoor work; can be hung up, stood down or carried about as required. Will burn steadily anywhere, unaffected by weather, however severe. Wind and rain-proof. Strongly made of brass. No parts to rust, corrode or get out of order. You cannot do better than get this All-British Storm Lantern.

obtained a lease of the island and issued a stamp. It depicted the yacht in which he travelled to and from Tahiti, but was only good until it reached an official post office. Gilbert and Ellice Islands stamps are now used on the island.

Another interesting stamp in Mr. Finigan's collection is a Fiji stamp cancelled on the vessel "Amra", which figured so prominently in the capture of Count von Luckner during the last war.

MR. Finigan also explained the use of "half-stamps"—stamps cut in two pieces diagonally. The German post office in Samoa was destroyed by fire in 1895, and it was found that all of the 5-pfennig stamps had been lost. Officials, to meet the situation, cut some 10 pfennig stamps in half and sold them at 5 pfennigs each. This happened frequently, many years ago, when com-

munications made the renewal of stamp supplies difficult.

In 1898 a unique postal service was inaugurated between the Great Barrier Islands and Auckland, New Zealand. Letters were attached to carrier pigeons and the stamps used on these were called "pigeongrams". Two companies commenced a daily service to Auckland, but it was discontinued after the telegraph cable was laid.

The Samoan administration issued a special series of stamps in memory of Robert Louis Stevenson, who died in the Territory in 1894. They comprise an illustration of his home (now the residence of the Administrator); a portrait of R.L.S.; and his tomb at the top of Mount Vaea, at Vaillima.

"New Zealand has always been enterprising when it came to making money out of stamps," the speaker continued. He told of an experiment the Govern-

ment tried in 1896. They let contracts to various firms to advertise on the backs of postage stamps, and advertisements such as "Sunlight soap for washing dogs and prize poultry", vied with others proclaiming the quality of choice coffees, cloths, perambulators, and jellies, etc. The venture proved a failure, and was discontinued.

TONGAN stamps are always interesting, concluded Mr. Finigan. One set shows the mysterious Ha'amonga—a huge trilithon of mortised stones not far from Nukualofa, and supposed to have been built in 1200 A.D. Another shows the breadfruit tree under which Tongan kings are consecrated. A third illustrates coral—showing the composition of the Tongan Islands; while a fourth, of a Tongan king, recalls the interesting fact that when George Tubou I came to the throne he was aged 48 and ruled for a further 48 years, thus outliving several of his possible successors. It was his great-grandson, George Taufa'ahau, who was crowned George Tubou II in 1893, when the first king died at the great age of 96.



All the Best

You'll find it in

DEWAR'S

THE WHISKY

10% Sales Tax Suggested for Cook Is.

From Our Own Correspondent

RAROTONGA, Aug. 5.
IN July, a further £550 was sent to N.Z. for war purposes, bringing the total for Rarotonga alone up to £1,050. In view of this fine voluntary effort Cook Islanders were surprised at the terms of an answering telegram from the N.Z. Minister for the Cook Is. (Hon. Frank Langstone).

While thanking the C.I. people for their unstinted support he mooted the suggestion that a 10 per cent. sales tax should be imposed on all N.Z. exports to this Group.

This Minister recently introduced income tax to the Cook Is. which, while it will yield very little in revenue, compels native and half-caste traders to pay an accountant to prove that their profits are not taxable. In view of present economic conditions here, income tax is quite superfluous and to bring in an additional tax would be a most unfair burden upon the Islanders, especially when prices are rising and the value of a day's work has fallen to 2/-.

A protest has been despatched to N.Z.

Death of "Scottie" Currie, Papuan Oldtimer

From Our Own Correspondent

PORT MORESBY, August 25.
ON August 17, at Port Moresby Hospital, the death occurred of Mr. W. Currie, a well-known resident of the Gulf Division, aged 70. "Scottie" Currie, as he was known to his many friends, arrived in the Territory over 30 years ago, and took up trading in the Gulf area.

Mr. Currie had an eventful life. As a young man he served in the Navy on various foreign stations and later was a member of Shackleton's expedition to the South Pole, when he sustained frost-bitten hands and feet, signs of which he bore all his life.

Mr. George Alexander Wishart died in Fiji recently, after a long illness. He was an inspector of produce in the Department of Agriculture some years ago, and for a time was connected with the Dominion Fruit Company. Mr. Wishart was 59 years of age.

BRITAIN'S CLAIM TO CENTRAL
PACIFIC ATOLLS

IN recent years, there has been much discussion and behind-the-scenes activity concerning the ownership of various small Central Pacific Islands, important from aviation and strategic viewpoints.

When U.S.A. formally annexed Howland and Baker Islands, at the end of 1935, Britain decided to make quite clear her title to the atolls of the Phoenix Group (now included in the



Gilbert and Ellice Islands Colony), to the south, and Christmas Island, to the east. Accordingly, a British warship from the N.Z. station called at a number of mid-Pacific atolls and blue-jackets erected notices of sovereignty on each of them.

The top and middle photographs, above, show the notice-boards placed on Hull Island, most southerly of the Phoenix Group. The inscriptions read, "British Pacific Airways Administration Area, Land Aerodrome" and (below), "This island belongs to His Britannic Majesty King Edward VIII and was visited by H.M.S. Leith, August, 1936. Signed, O. Bevir, Captain". Incidentally, it provides an interesting memento of the King who gave up the world's greatest throne for love of an American lady.

With his wife and young daughter, in the bottom photograph, is headed Tom Manning, Acting Administrator of Christmas Island, where sovereignty notice-boards were also set up, and a powerful radio transmitter established.

Two Unheralded Ships

Rarotonga in a Flutter

From Our Own Correspondent

RAROTONGA, Aug. 1.
RAROTONGA'S even tenor of shipping, consisting of one steamer a month, has been rudely disturbed during the last few days.

One July afternoon recently natives of Takitumu district sighted a strange steamer approaching the island. When the report came through to the main settlement of Avarua that a large black ship, with no flag flying, was anchored close to the reef at Metavera local excitement quickened. The vessel approached quite close to the island and then steamed away as quickly as she had appeared. She was later identified as the Union Co. steamer "Waiotapu", apparently having called to verify her bearings. This would have been quite enough ex-

citement for one month, but more was yet to follow.

The monthly steamer "Matua", due in the morning, a few days later, did not arrive, and it was not until dusk that a light was sighted far out to sea. Instantly the settlement awoke for its monthly burst of energy. Store staffs dashed to work, Government officials hurried to their offices, the wharf gangs were marshalled, and all was a-bustle. The Doctor and the Collector of Customs, ploughing through the darkness on a Union Co. launch, were puzzled at the unusual position of the ship and the absence of the usual noise associated with a large steamer. However, a hearty shout provoked the answering hail from out of the murky night, "Lorna D., of Victoria, B.C."

The "Matua" duly appeared at fresh dawn, next morning.

Captain and Mrs. A. J. Davidge, of the yacht "Lorna D", which was 15 days out of Papeete, via Bora Bora, are paying their first visit to the Cooks. Captain and

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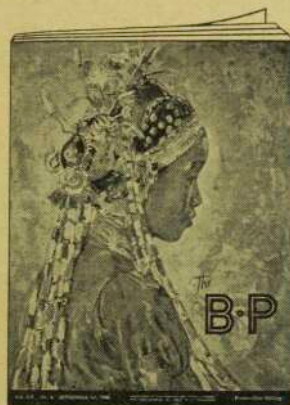
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Mrs. Davidge built their sturdy craft in Canada 15 years ago and have made it their home ever since. They will shortly proceed to Suva, via Suwarrow and Tonga.

Bananas and Cocoa to Samoa's Rescue

From Our Own Correspondent

APIA, Aug. 6.
SINCE the copra market became depressed, bananas are now more than ever the mainstay of Western Samoa. The quantity exported to New Zealand is at present between 18,000 and 20,000 cases per month.

Cocoa beans help also, though the market price does not leave too much margin of profit. Good quality beans sell locally at around £40 per ton and over.

Mr. G. B. Gallagher, of the Western Pacific High Commission Service, has been appointed Officer in Charge of the Phoenix Islands Settlement Scheme.

On the Lakekamu Goldfield in Papua

From Our Own Correspondent

PORT MORESBY, Aug. 27.
TWO well-known Papuan miners, Messrs. A. E. Bethune and H. Garbutt, who have been prospecting the headwaters of the Tauri and Tiveri Rivers on the Lakekamu goldfield since the field was re-opened in 1930, have been on fair gold—enough to make a comfortable living, according to reports.

On a visit to Port Moresby recently, Mr. Garbutt praised the district and the climate. On his holding he has electric light installed, and with the convenience of a wireless has few faults to find with his isolated position. It is understood that Mr. Bethune, who was one of the first prospectors to work the Lakekamu when it was originally opened in 1909, will shortly leave the field to settle near Port Moresby.

THE BLATHERING OF JIM

Another Pacific "Wanderer" Writes Another of Those Books

NO doubt, European residents in the Solomons will be interested to learn the real reason why missionaries, unlike traders and recruiters, were never attacked during their wanderings amongst the "savage" tribes of Malaita, in the "good old days".

We are indebted to Mr. James Brook, author of "Jim of the Seven Seas" for the explanation—"I asked a chief on Malaita the reason and, in pidgin-English, this was his reply—'Head belong missionary he good a little bit. Me like-em head belong recruiter, trader more better; plenty more grease stop along him'."

One wonders whether the same principle still applies in these days of declining returns from trading and recruiting; for it is surely a moot point whether there is really much to choose in the matter of "grease" between missionary and trader on Malaita to-day. What's wrong, anyhow, with a morsel of Government official? Mr. Brook, whose travel autobiography takes him over the seven seas and who claims to have spent a good slice of his time in the Solomons, ought to know!

Some of the samples of pidgin-English quoted in the book appear to lack the true Solomons flavour—of to-day, at any rate—though the stories in the background are somewhat bewildered with years.

Take the old one about the wood-saw. Mr. Brook was employed in an "engineering workshop", somewhere in the Solomons, at the time. One day, a native brought a message about a saw from the European carpenter working in an adjacent shop. He couldn't understand the native until this latter blurted out, with dramatic emphasis—"Pullem he come, pushem he go, brother belong axe".

Yes, we certainly do seem to have heard that one before—and not only in the Solomons!

One day a native, entering Mr. Brook's trade-store, asked for a "holdem bullamacow". It proved eventually, to be a leather belt that he wanted. And the explanation of this term's use offered by Mr. Brook, is that bullamacow being the native word for bully-beef, and the native concerned having just gorged himself to repletion on the stuff, something of the kind was wanted to tie round his middle to support his distended belly, to "holdem bullamacow" in place. An ingenious explanation, to say the least of it; and with the added attractiveness of novelty.

It must be many years since Mr. Brook had his surprisingly adventurous sojourn in the Solomons; for he tells of customs which, to say the least, are not on local record. When he was visiting a village in the "Marow Straits", for example, (probably he means Marau Sound, at the bottom end of Guadalcanar) he noticed "a number of posts, four feet high, stuck in the ground. On top of each rested a neatly-shaped box, having a sliding door in front".

The author narrates how, on lifting the sliding shutter of one of the boxes, "I obtained up to this period the shock of my life—what seemed to be the culmination of all possible frightfulness and awe. This time, within three inches of my nose, I beheld a human head resting on the bottom of the small box". Human heads, we are told are left in these boxes until the maggots have cleaned all the flesh off, after which the skulls are transferred to the village skull-house. Well, well!

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There is a highly-dramatic story of a recruiting vessel in which a treacherous Malaitaman swung an axe over the skipper's head. The skipper was lying on his back in his bunk—foolish fellow—when he "saw the axe rise for its intended purpose, and closed his eyes to receive the fatal blow". But the blow did not come, and the skipper was saved by a miracle. One would like to know the name of the skipper concerned. Perhaps some old-hand of the Solomons could identify him for us.

From the Solomons, the author takes us across to the Gilberts, and there introduces us to a curious encounter he had with the native king of "South Apamama", a "white negro, with pink eyes".

Mr. Brook appears to have served for some years in the Royal Navy, prior to his adventurous career in Australia and the South Pacific. One wonders if there is anyone nowadays in the Solomons or Gilberts who remembers him and his sojourn in those places. The book received a lengthy and appreciative review in one of London's important literary periodicals—"Islander".

TONGAN'S SUICIDE

From Our Own Correspondent

NUKUALOFA, Aug. 16.
A CASE of suicide occurred at Vavau in August, when a Tongan youth shot himself dead with a shotgun, on the morning of the day when he was to be brought up on a charge of perjury. The youth, with two other youths, broke into a store; and it was during inquiry into that offence that he was alleged to have committed perjury.

Death of Central Pacific Pioneer

MR. James Morgan Ellis, a pioneer of the development of British-owned islands in the Central Pacific, died in Auckland, in August, aged 75 (says "New Zealand Herald").

In the employ of the London firm of John T. Arundel and Company, Mr. Ellis and his younger brother (now Sir Albert) went to Hull Island, in the Phoenix Group, in 1887, to take charge of coconut planting operations. "You're the king of the island," the captain of the schooner which took them there, Captain W. Ross, said to Mr. Ellis when he deposited the brothers on the island; and, to Sir Albert, "You're the prime minister."

Captain Ross called at the island on subsequent occasions with stores and with coconuts for planting. After a few months, Sir Albert left for Baker Island, and henceforth devoted his attention to the phosphate side of development in the islands but his brother remained chiefly in the coconut industry.

During most of his stay at Hull Island, Mr. Ellis was the only white man in the group, the importance of which has been realised in recent years. Three of the islands have now been colonised by natives from the over-crowded southern Gilbert Islands, while Canton Island has sprung into prominence as an air base.

Mr. Ellis engaged in similar pioneering work elsewhere in the Central Pacific, chiefly as manager of Flint Island, near Tahiti. He was also associated with the phosphate operations at Makatea, in the Eastern Pacific.

For some years Mr. Ellis lived in England, but had been visiting Auckland since early last year.

Mr. J. T. McEvoy, who was in Rabaul for some weeks supervising the reconditioning of the new vessel he purchased in Australia recently, has now returned to his home at Maron in the Western Islands Group, T.N.G.

[ADVT.]

Fiji Legislative Council

To the European Electors of the Eastern Division

I WISH to return my heartfelt thanks to the people of Macuata, Savu Savu and Fawn Harbour who, by their unity and consistency, have again returned me to the Legislative Council of Fiji—this time with an increased majority over my former opponent, Major Tottenham.

I also especially thank my loyal friends at Levuka, Lau, Nabouwalu, Mt. Kasi, Natewa Bay, Buca Bay and Taveuni and Rotuma, and I desire to explain to all voters in these latter places that my failure to visit them was not a matter of slothfulness or neglect, but was very deliberate and occurred solely because I disapproved of an election at the present time.

As I delivered but one political address since nominations were filed, the result is particularly gratifying to me.

I thank Mr. Baker for the friendly manner in which he conducted his campaign and pay tribute to the sportsmanship and gentlemanliness of Mr. Costello.

Although I realise that the Labasa vote again counted so greatly I assure the Fari-European people that they will again be my very especial care, and the copra planters will be interested to hear that I am already at work on the big problem concerning their industry which confronts me.

I face another three years of hard work in all humility, but with unbroken resolve, by the sharpness of my criticism and the fulness of my advocacy, to draw continued attention to the needs of this vast neglected portion of Fiji.

Labasa, 31/7/40. HAROLD BROCKETT GIBSON.

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Miss Joan Constance Highfield was married to Mr. Ronald Henry Biffin at St. George's Church, Rabaul, recently.

PAPUAN PIGS, TUBERCULOSIS, AND WHATNOT

Letter to the Editor

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AN article in your July issue, "T.B. in Papua", by "Daika", calls for comment.

"Daika" appears to have written about something of which he knows nothing, and about which he has made no enquiries in the proper quarter. Everytime he feels himself getting a bit out of depth, he throws the onus on to his meat-inspector pal, Bill.

There are four types of wogs belonging to the family mycobacterium tuberculosis—viz., the human, bovine, avian and piscine. Of these the first two can cause tuberculosis in man.

Mycobacterium tuberculosis hominis is almost solely found in man, and, for all practical purposes, is the only cause of pulmonary tuberculosis (phthisis). This apparently is the disease that "Daika" refers to when he speaks of black brother spitting around the place. Mycobacterium tuberculosis bovis, which is almost solely the cause of tuberculosis in animals, can also cause T.B. in man, but this type of T.B. usually only affects children, the germs affecting the glands, joints, bones or internal organs. It does not cause pulmonary tuberculosis.

It therefore follows that pulmonary tuberculosis, the only type of T.B. referred to by "Daika", cannot be caused by T.B. wogs from animals. There are certain exceptions to this, but for all

practical purposes these exceptions can be discounted. In most countries, the only serious vehicle for the spread of bovine infections is by infected milk. However, under Papuan conditions, it is probable that there are other avenues for the spread of this type of T.B.

IN 1935, Dr. F. W. Clements, then of the Sydney University, at the request of the late Sir Hubert Murray, carried out an extensive tuberculosis survey of the population of Hanuabada village. From his report, published in the "Medical Journal of Australia", February 22, 1936, we can gain the following information.

Of 2,000 natives examined the following figures were obtained: 8 cases of pulmonary tuberculosis. 14 cases of suspected pulmonary tuberculosis. 20 cases of non-pulmonary tuberculosis. Of the latter 20 cases, 18 were cases of T.B. affecting the glands of the neck.

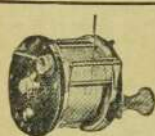
Of these, it is only the 20 cases of non-pulmonary tuberculosis that would likely be infected with bovine T.B. According to world figures and the ages mentioned in Dr. Clements' report, it is likely that only about 10 of these cases were of bovine origin.

From the above it will be seen that Hanuabada village has a high incidence of T.B. This is not due to pigs, as suggested by "Daika", but, in the first place, to European contact, and is now being spread by the unhygienic mode of life of the natives. The above figures apply only to Hanuabada village and are out of all proportion to the true incidence of T.B. in Papua, which must be very much lower than what it is in most European countries.

Some interesting figures regarding T.B. may be quoted. Medical recruiting commissions in England during the last war estimated that one person in every hundred had pulmonary tuberculosis. Only one person in every sixty infected with T.B. feels ill or develops active tuberculosis. Up to a few years ago T.B. held pride of place as the greatest killer of mankind. However, it is now on the decline. It is still the greatest of infective diseases. Pulmonary tuberculosis (caused by human type) causes nine-tenths of total deaths from T.B. Depending on locality, 50 to 100 per cent. of all Europeans become infected with T.B. at some stage in their life. In an extensive survey of 4,000 post mortems, 40 per cent. showed evidence of tuberculosis which had undergone spontaneous cure.

T.B. is rare in wild animals, so it is fair to state that Europeans were also responsible for introducing this type of T.B. in Papua, by diseased animals, etc. T.B. is said to be the most widely-spread disease in domestic animals. T.B. is rife among millions of Europeans who only see a pig after it has left the frying pan.

TO realise the difficulties ahead of those trying to deal with the T.B. question, once the disease has reached a high incidence in a Papuan village, it is well to consider some of the living conditions of these people: Living in houses which are perfect incubators for most pathogenic bacteria; consumptives spitting on the floor, and everywhere else, where people live and children crawl; everyone using the same spoons, lime-sticks, etc., smoking the same pipes and cigarettes; mothers feeding their infants with bolus from their own mouth. I have only spent a few days in Port Moresby and do not know Hanuabada village, but I take it that conditions are much the same there as in other parts of Papua.



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The reduction of the incidence of T.B. in Hanuabada village now depends on educating the natives on the same lines as Europeans are being educated, at a colossal expenditure of energy and money. The natives will have to open up their houses; let the sunshine in and keep the dust out. They will have to be scrupulous about spitting and the disposal of excreta. Community limesticks and smoking will have to disappear. Native mothers will have to be taught not to infect their children. Standards of living will have to be raised. Then the avenues of bovine T.B. infections in children should be investigated and checked. It will be then that the incidence of T.B. in Hanuabada will begin to decline, as it has been doing in most European countries of recent years.

Can the above be accomplished in a Papuan village? Let those who know the Papuan native best, answer this question.

In the circumstances, the Government and the L.M.S. Mission have taken the only apparent possible step, that of establishing a hospital for the treatment of infective cases, on Gemo Island. This, I imagine, is costing the Government in the vicinity of £1,000 per annum, and it is costing the L.M.S. nurses, who are voluntarily staffing the hospital, a sacrifice that cannot be measured in money.

A pamphlet on "The Prevention of Tuberculosis", dated June 4, 1937, was written by Dr. W. M. Strong, then Chief Medical Officer of the Territory, and printed in English and Motuan, and distributed throughout Papua. Dr. Strong did everything possible to educate the people regarding the prevention of tuberculosis and Dr. F. J. Williams (present Chief Medical Officer) is continuing this work.

"Daika", apparently, considers that nobody in Papua has taken the question of T.B. seriously.

RETURNING to the eating of the flesh of the porker as a potential source of bovine T.B. infections in children: The T.B. germs in pigs are usually in the organs of the chest and abdomen. If the meat is well cooked, or boiled, the germs will be destroyed. Recent research work has accumulated a great deal of evidence (but no definite proof) that active T.B. infections in the great majority of cases are caused by repeated infections following at short intervals. So the occasional ceremonial eating of a pig, with the remote possibility that live bovine T.B. germs will be swallowed by a susceptible child, and the further remote possibility that such germs will cause an active, serious T.B. condition, can be discarded as of no importance. Pigs, through other means, may be one of the channels of bovine infections in Papuan children.

There is a case for the pig. By his partiality to a diet of human excreta, the village pig acts as the village sanitary man, and is very effective as such. Many diseases, including T.B., can be transferred through contamination by infected faeces. Many of the pathogenic wogs ingested must be destroyed in the alimentary canal of the pig. In some villages it is a matter of which is the more desirable, human or bovine excreta. The latter is often cleaned up by the

village people, but never the former.

A more important point in favour of the pig is that in most districts it is the main source of native wealth, is the centre of most important festivals, and plays a big part in marriage transactions, etc. The removal of the pig would mean a great disorganisation of the community life of the native. Such a move is likely to have dire consequences.

I am, etc.

TAM AIAL.

Papua,
August 10, 1940.

How T.B. is Treated in South Africa

Letter to the Editor

I READ with great interest the article on "Tuberculosis in Papua" (July "P.I.M.")—mainly because I myself have had 24 years' experience in treating natives and half-castes for tuberculosis of the lungs in Africa and in places where there were no doctors.

My practice was to give a T.B. family an atomiser, filled with menthol and oil solution and see that they learned to work it properly, so that there was a good flow of mist. I made the patient place the atomiser in his mouth and then inhale deeply to fill the lungs three times. The same procedure was then repeated three times using each nostril. This was carried out three times daily.

I found that in early cases of T.B.

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TALKERIES

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Commodore W. E. Parry, C.B., of H.M.S. "Achilles", was presented with a tabua (whale's tooth) by Fijian chiefs recently, in commemoration of the N.Z. warship's successful engagement with the German pocket-battleship "Graf Spee". The ceremony took place in Suva Botanical Gardens and was attended by Mr. C. E. Pennefather (Adviser on Native Affairs), the Commandant of the Fiji Defence Force (Colonel J. E. Workman), Messrs. C. Caldwell and G. K. Roth (of the Fiji Administration) and a number of officers from the "Achilles".

DUEL AT TAHITI

Gentleman is Twice Punctured

From Our Own Correspondent

PAPEETE, Aug. 18.

THE days of the Great Cardinal and of Athos, Aramis and Porthos were revived at Tahiti, during the early days of August, when Porthos fought a duel, after the old manner, with a nobleman of Richelieu's entourage.

It is not quite clear what started the rumpus. Rumour has it that Porthos flung at the nobleman that he is a Fifth Columnist, and the Cardinal's friend retorted with an insult equally deadly. Anger flamed, and one challenged the other to mortal combat.

All the etiquette of the ancient code was observed—even to the chivalric gestures on the field of battle.

The timekeeper has let it be known that the battle lasted 55 seconds. During that period, Richelieu's champion suffered two punctures in the arm.

Blood having flowed, the seconds intervened. Honour had been re-established on her throne.

Actually, this is the first time in nearly half a century that a duel has been carried to a conclusion at Tahiti. Challenges have been made often enough, and the details of battle arranged; but hitherto all have been called off without a meeting on "the field of honour".

B.S.I. First Horticultural Show

THE first annual show of the British Solomon Islands Horticultural Society was held on August 10 in the Tulagi store of Messrs. Burns Philp (S.S.) Co. Ltd., loaned for the occasion. The opening ceremony was performed by the Resident Commissioner. Despite unfavourable weather, over 50 were present to view the large number and variety of flowers, fruits and vegetables. The twelve sections were:—

Flowers: Mixed Bowl of Flowers; Best Single Bloom; Pot Plants—Flowering; Pot Plants—Non-flowering; Hanging Baskets; Ornamental Shrubs; Basket of Mixed Fruits; Basket of Native Vegetables; Vegetables; Basket of Mixed Vegetables; Best Decorated Table.

Two silver cup challenge trophies were presented, one by Mrs. W. S. Marchant, wife of the patron, which was won for the first year by Mrs. M. Bernhardt, with an orchid, shown under section 3; and one donated by Messrs. Burns Philp (S.S.) Co. Ltd., retained for one year by Mrs. A. H. Wilson, who gained the highest number of marks. Other prize winners were:—

Mrs. J. C. M. Scott.	Sisters of the Cross,
Miss M. Cleaver.	Bungnana.
Master James Scott.	Girls' School,
Mrs. W. G. Hobbs.	Bungnana.
Miss M. Kennedy.	Boys' College,
Mrs. W. H. Miller.	Taroaniaro.
Mrs. R. Hyne.	Sundry Natives.
Miss L. Higginbottom.	

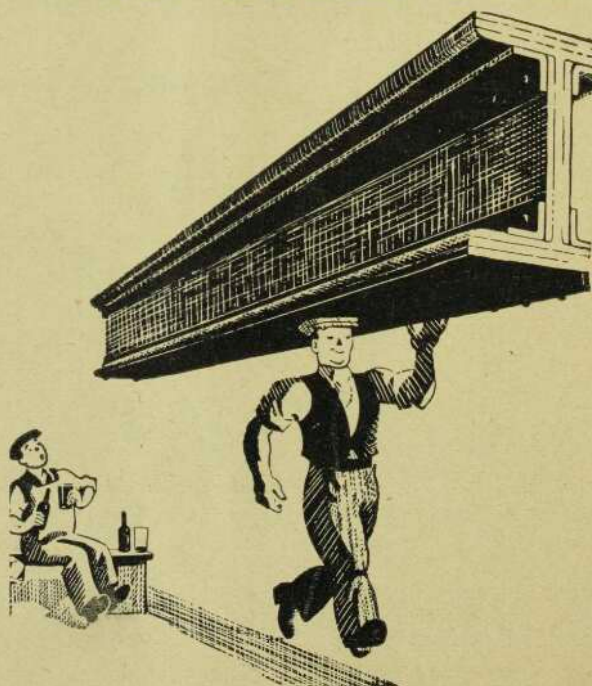
A number of exhibits for the show, from out-stations, were held up in transport by weather conditions, and were received too late.

Mrs. W. S. Marchant exhibited flowers, fruits and vegetables but, at her own request, these were non-competitive.

At the conclusion, fruit and vegetables donated by competitors were auctioned for the Red Cross Society.

Captain William Sinker, who was well known in Pacific ports as master of the "Southern Cross V", died recently in England.

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"TAKIBO"**An Ancient Ceremony of
Tonga**

Letter to the Editor

I RECENTLY received from Rabaul a letter from someone who calls himself "A Student of Polynesian History", whose signature I cannot decipher, and he asks if I will explain for him the meaning of the Tongan word "Takibo".

"Takibo", according to the edition of the Tongan vocabulary originally published by the late Rev. Stephen Rabone, means: "To hold a lighted torch through the night; a ceremony performed at the death of a chief".

The ceremony of "Takibo" was performed during the five days of lying-in-state of the late Tongan King George Tubou II. Guards stood upon the threshold of the throne room, wherein the body of the King lay. Near the body stood other attendants who, silently, slowly and continuously waved silk streamers of red and white, the Tongan colours. This went on during the day.

Each evening, as the sun set, lights appeared at regular intervals along the top of the broad stone wall which surrounded the palace grounds—the lights being supplied by natives outside the grounds—while inside the grounds appeared another series of lights which brought into relief the outline of the palace.

And then was seen a custom which is purely Tongan. Small parties of natives, clad in mats, took up positions several feet from the stone wall. They seated themselves before a mat or basket containing very fine sand, which was spread over a space about 3 feet square. The headman of each group sat facing the wall and he was supported by a companion on either side—they faced each other with the sand heaped between them. Certain dried parts of the coconut palm were then produced, and these were lighted and held over the sand by the headman of each group. As the flame gained strength, it produced a bright light.

There were about 60 of these watch-fires, and each party of a dozen or more represented a district or town in Tonga.

As the sparks fell from the blazing torches, the men on either side of the torch quickly extinguished and removed all the falling cinders, so that the sand patch was kept clean and white. The people who looked after the torches were relieved, at intervals, and the ceremony went on all night. The spectacle was impressive—especially the silence of the natives, who were assembled there in thousands. They simply sat in the darkness, watching and waiting, with the characteristic patience of the Polynesian.

I do not know the meaning of the

ceremony. A Tongan will tell one that it is "faka toga"—that is, in the old Tongan way—but it is clear that it is something that has been handed down through the ages, and that it is employed only as a tribute to very high chiefs.

To students of Polynesian history—like my friend in Rabaul—there should be much of interest in this undoubtedly ancient ceremony. The attendance each evening of several bands of native musicians, who played in a very solemn fashion many selections of sacred music upon modern instruments, was a mingling of the old order with the new.

I am, etc.

P. T. GOEDICKE.

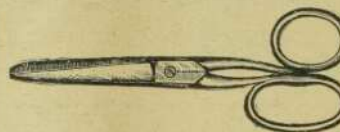
Lotofoa, Haapai, July 30, 1940.

(Mr. Goedicke's letter has been somewhat condensed. If the resident of Rabaul who desires the particulars of "Takibo" will send his address to us, we shall send him Mr. Goedicke's letter in full.—Ed. "PIM.")

The next meeting of the New Guinea Legislative Council will be held at Rabaul on September 24.

European residents and natives of Western Samoa are endeavoring to raise £5,000 for the purchase of a fighter plane for the Royal Air Force.

Mr. and Mrs. E. Grevsmuehl, of San Francisco U.S.A., who visited Western Samoa in July to renew old friendships, arrived in Tahiti in August. Mr. Grevsmuehl was born in Samoa, his father having been engaged in trading for many years as Grevsmuehl and Co., on the present site of Burns Philp (S.S.) Co.'s large premises. Mr. Grevsmuehl went to America from Samoa in 1913.

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Fiji Councillors Re-Elected

AT the recent Legislative Council elections in Fiji, Mr. H. B. Gibson was re-elected as the Eastern Division European member. Other candidates were Messrs. W. E. Willoughby-Tottenham, C. W. Baker and P. Costello. Mr. Tularam the retiring member, again topped the poll to represent the Indian section in the Eastern Division. Two other Indians, Messrs. Jafar Khan and Sahdu Lal, contested the seat.

Miss Bertha Bird, who was a nursing sister at the Methodist Mission hospital in New Britain for five years, between 1920 and 1925, died in Victoria recently.

Mr. F. G. Foster, of Ellis, Munro, Warren and Leys, arrived in Sydney recently from Fiji to enlist in the A.I.F.

When Germans Flogged a Missionary

An Incident in New Guinea in 1914

I often have sought, in 25-years-old records, for an authentic account of the flogging of Rev. W. H. Cox, by the Germans in New Guinea, in 1914; but I never could locate the story. But here, in "Why Gather Moss?", a new book by George Clune, are all the details. Clune was a member of the Australian force in Rabaul, and was one of the party which dealt with the incident.

Rev. W. H. Cox was a Methodist missionary, whose station was at Namatanai, New Ireland, but, when war broke out, he happened to be in Rabaul, and was one of the British arrested by the Ger-

mans. When the Australians occupied Rabaul, he was released, and returned to his station.

Australian troops had gone to Kavieng (northern end of New Ireland), but communications were so bad that the little German community far to the south, at Namatanai, were left alone. They did not realise their position—apparently, they thought the Australians were afraid of them—and they were very cocky, and racial feeling ran high.

For some obscure reason, they decided that the returned missionary was a British spy, and must be dealt with according to the laws of the Fatherland. One day, half a dozen of them, more or less drunk, seized him and carried him into a public place.

The Germans had a system of punishing delinquent natives. The latter were put, face down, over a barrel, and, with a stout cane, they were given "ten along a arse", or twenty, or thirty, as the case might be. It was a painful and humiliating punishment. The gallant Huns of Namatanai stripped the British missionary, forced him down over a log, and gave him thirty lashes.

A little later, sober, they realised what was likely to happen and, like cowardly curs, they fled into the jungle.

Several days later, Mr. Cox arrived in Rabaul and told his story. A medical examination confirmed the brutality of his treatment.

Colonel Holmes, Australian Commander, sent troops at once to Namatanai. The search was long and arduous; but eventually the gentlemen were rounded up, taken to Rabaul, tried, found guilty, and sentenced to what they had given the missionary—"thirty along a arse".

"This operation was carried out in the presence of all available troops, formed into a hollow square," says Mr. Clune. "Natives, and citizens of the town, were forbidden the area. With their bare, pink, fat, German buttocks exposed to the tropical sun, the guilty prisoners whimpered like lost curs as they lay across the barrel, and received a well-deserved dose of their own medicine. Between moans and wails, they promised that they never again would give a Britisher 'thirty along a arse'."

But what is the value of a German promise, anyway?—R.

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Higher Duties in Tonga

From Our Own Correspondent

NUKUALOFA, Aug. 1.

THE Legislative Assembly, at its recent session, raised the import duties on certain articles, which came into effect as from July 1, 1940. The following are the new duty rates:—

	British Pref.	General Tariff.
Ale, beer and porter, per gal.	2/6	3/6
Benzine, gasoline or other motor spirit, per gal. ..	6d	6d
Cigars and cigarettes, per lb.	11/-	13/-
Kerosene, per gal.	4d	4d
Spirits, proof or over-proof, per lb.	34/-	40/-
Spirits, under-proof, per gal.	29/-	35/-
Spirits whose strength cannot be ascertained by Sykes' hydrometer, per gal.	29/-	35/-
Sugar, per lb.	1d	1½d
Timber, undressed, per 100 super ft.	2/-	3/-
Timber, dressed or surfaced, per 100 super ft.	2/6	3/6
Tobacco, manufactured, per lb.	7/-	9/-

There is also a new tax of 3 per cent. known as the port and service tax, levied on the value of all imported goods. This is additional to all other levies.

TRAGEDY OF 1901

When Two Papuan Miners Were Roasted and Eaten

By Edward Auerbach, Pioneer Prospector, now a Resident of the Trobriand Islands.

IN 1901, Tom Campion, Darkie Davis and W. MacClelland left Clunas & Clark's store at Bogi, 60 miles up the Kumusi River, Papua, on a prospecting trip to the head-waters of the Kumusi (at the Papangi Plains).

They were in a creek which runs into the left or northern branch of the Kumusi, on the divide between the Kumusi and Mambare Rivers. The Orakivas, the fierce, war-like natives of that region, came in with native food from Tweedie Village.

The prospectors bought the food from the natives and, as they seemed very friendly, the whites got careless. Campion and Davis were sitting on the bank of the creek, their rifles a few feet away from them, when about 12 natives came in with the foodstuffs. But a big party of natives had hidden in the bush, where they waited.

When the prospectors had moved away from their rifles, the Orakivas rushed them. One drove a pickaxe through Campion's head and killed him. Others seized Davis, and tied him up.

Bill MacClelland was in the camp, nearby. One of their boys told MacClelland that the Orakivas had killed his two mates, so he dashed into the bush, and got away.

On the track MacClelland met Bill Whitten, who was on his way from Bogi to the Yodda, and the two men returned to Bogi, with the bad news.

Alec Elliot was A.R.M. at Bogi. There were then five or six miners, including myself, at Bogi. We wanted to go, straight away, to the scene of the murder, but Elliot, being the A.R.M., and the man in charge, objected. He said he had only a few police, and he would try and get some local natives. We heard, afterwards, that the Orakivas had stolen most of his rifles, but no cartridges.

We waited there for two days, and then, as there was no sign of Elliot making a move, we went off without him. We got to Tweedie Village, but we were too late. We rescued one indentured boy.

On making enquiries, we found that after the natives killed Campion and captured Davis, they brought both to their village. They tied Davis' hands and feet together and carried him by slinging him under a pole, the same way as they carry a pig. They got him to their village and tied him to a post.

The natives roasted the body of Campion and ate it. They offered Davis a piece of this flesh to eat. I do not think he ate it, though he must have been starving.

Some time later, they roasted Davis while he was still alive and finally they ate him. We recovered the skulls of both Davis and Campion.

Bill Whitten went on to the Yodda. When they learned what had happened, the miners on the Yodda formed a punitive expedition to go out and punish the natives. J. Murphy and George Arnold (who died in Sydney a few months ago) took the lead. They found the Orakivas and they shot down everything they saw. They made a fairly good job of it.

About a couple of months after this, I brought Governor Le Hunt and his party up the Kumusi to Bogi in my launch "Balmaln". This affair came up, in the course of conversation, and the Governor told me that the miners had had no right to take the law into their own hands, in the way they had done. He said he would see that they were punished.

I told him that if A.R.M. Elliot had gone out at once, he very likely would have saved Davis! Also reminded him that there were then about 300 miners on the Yodda; and, if he tried to punish those who had gone out on the punitive expedition, he would have to punish the lot; and I advised him to get a couple of regiments of soldiers from Sydney. Before we got to Bogi, the Governor acknowledged that the miners had done the correct thing.

Billy MacClelland died a few years later, on the Yodda.

Mrs. Arthur Young, of Piteairn Island, died on September 10, 1939, at the age of 62. She was of Spanish descent; but her husband, Mr. Arthur Young, is a great-grandson of Midshipman Edward Young, of "Bounty" fame.

Miss Marjorie Cooper, of Samarai, Papua, recently commenced a nursing course at Ipswich General Hospital, Queensland.

Lance-Corporal M. Rylands, of the New Guinea contingent of the A.I.F., recently married Miss Joyes Fraser, of Croydon, N.S.W. He was formerly a member of the N.G. Lands Department.

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Arnott's Fruit Cakes, 16 oz. Sealed Tins	1/9 tin, 20/6 doz.
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Arnott's "King's Own" Biscuits, 1½ lb.	2/11 tin
Special Quality Christmas Hams, 12 to 14 lb.	per lb. 1/6½
Best Fruit Mince-meat, 12 oz.	1/1 jar, 12/6 doz.
Freshly Roasted Peanuts	10½d. lb., 10/- doz.
Walnuts in Shell	1/2 lb., 13/6 doz.
Dessert Almonds in Shell	1/4½ lb., 16/- doz.
Dessert Almond Kernels	4 ozs. for 11½d., 3/6 lb.
Ground Almonds	4 oz. 1/4½ tin, 8 oz. 2/7½ tin
New Season's Muscatel Clusters	8 oz. 10½d. pkt., 16 oz. 1/6 pkt.
Choice Australian Pressed Figs in Cellophane, 8 oz. 9½d. pkt., 16 oz. 1/6 pkt.	
Finest Crystallised Ginger	1½ lb.
Preserved Ginger in Syrup, 16 oz.	1/8 jar, 19/6 doz.
Mixed Cake & Pudding Fruits with Peel ..	16 oz. 1/1 pkt., 12/9 doz.
Best Jelly Crystals, all Flavours	4 oz. 4½d. pkt., 4/3 doz.
Cut Mixed Peel (ready for use)	8 oz. 7½d. pkt., 7/3 doz.
New Season's Extra Choice Currants	6½d. lb., 6/3 doz.
New Season's Extra Choice Sultanias	6d. lb., 5/9 doz.
New Season's Finest Pitted Dates	8½d. lb., 8/3 doz.
Cadbury's Tropical Pack Chocolates, 1 lb.	3/9 tin, 44/- doz.
"I.X.L." Sliced Peaches, 30 oz.	9½d. tin, 9/4½ doz.
"I.X.L." Bartlett Pears, 30 oz.	11½d. tin, 11/3 doz.
"I.X.L." Diced Fruit Salad	16 oz., 9/3 doz., 30 oz. 14/9 doz.
Nestle's Pure Reduced Cream, 4 oz.	4d. tin, 3/9 doz.
Schweppes' Lime Juice Cordial, 26 oz.	1/11 bot., 22/6 doz.
Schweppes' Lemon Juice Cordial, 26 oz.	1/5 bot., 16/6 doz.
McIlrath's Royal Reserve Port, 26 oz.	3/6 bot., 41/- doz.
McIlrath's R.R. Dry Sherry, 26 oz.	3/6 bot., 41/- doz.
McIlrath's Brown Muscat, 26 oz.	2/2 bot., 25/- doz.

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Hemp Corporation Gentlemen in Trouble

THERE was interest for Papua and New Guinea in the arrest in Sydney on August 23 of five well-known men connected with the Commonwealth Hemp Corporation and other allied companies, namely, David Hampton, Michael Sinclair (or Spiegel), George S. Holburn, Edward R. White and P. R. Higgins. They have been charged with conspiring with a certain William James Fullerton, to obtain money by fraudulent means. Some of them had been charged a week earlier with not making income tax returns and heavily fined. In these proceedings the companies mentioned were the British-Australian Fibre Company, Ltd., the British-Australian Pulp and Paper Co., Ltd., the Commonwealth Hemp Corporation, Ltd., and Issuing Houses of Australia. This is the group which extended its activities to Papua and New Guinea a few years ago—first with a view to growing hemp in Papua, and, later, with the idea of utilising the kunai grass of New Guinea for paper-making.

The "P.I.M.", in the plainest language possible in the circumstances, urged people in the Territories to carefully investigate the records of these companies before having anything to do with them; and, as a result, certain of the gentlemen named above threatened the "P.I.M." and its printers with action for libel.

Mr. R. Anderson, late quartermaster of the Union Co.'s Islands vessel "Matua", has taken up shore duties as wharfinger at Avarua, Rarotonga, Cook Islands, replacing **Mr. W. Bryan** who has retired after 25 years' service in the Group.

FIJI PLANTERS

Urged to Grow Foodstuffs

THE present position of the copra industry is a matter of serious import to Fiji, where copra production ranks as the third biggest industry. It was the second biggest, being next to sugar, until recent times, when it was displaced by gold production. The value of Fiji's copra production has ranged from £500,000 in the good years to as low as £120,000 in the depression. Production in 1938 was worth £270,000 and in 1939 £207,000.

Many correspondents, and the "Fiji Times" editorially, have discussed the problem of what is to be done to hold up the copra industry, under the unfavourable conditions imposed by the war. During August, while there was much interesting discussion, nothing of a practicable character was put forward.

The "Fiji Times" points out that the problem is one for which solution cannot be quickly or easily found. It is recommended that in the meantime coconut planters should give all possible attention to the production within Fiji of many foodstuffs which now are imported, and which could be quite well-grown on the coconut plantations. Fiji has a large and rapidly growing population, whose food requirements in the bulk now represent a large volume of imports.

Commander R. C. Garsia, who was Administrator of Nauru from 1933 to 1938, attended the August meeting of the Pacific Islands Society in Sydney. He is now living at Canberra.



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GLYCERINE FROM COPRA

Apparently Not Wanted in This War

IN the war of 1914-18, glycerine, as a component of explosives, was in great demand among the belligerent nations; and, as coconut oil then gave high quality glycerine, copra went to prices never formerly heard of.

Some people, remembering this, and noting the enormous use of high explosives in this war, have been watching copra quotations hopefully; but we are told, now, by experts, that in 25 years the position has changed completely. In 1914, the nations had no stocks of glycerine; this time, they have huge reserves.

Moreover (says one American writer) a great many processes for the production of glycerine by fermentation of sugars and by synthesis from petroleum products or from acetylene, ethylene and propylene have been developed, particularly in Germany, since 1914. Whether these processes are being utilised on a commercial scale in Germany to-day depends on the relative availability of soap-making raw materials on the one hand and sources of cheap sugar on the other. Processes of this type serve to make glycerine more readily available from a greater variety of sources and less dependent on a supply of oils and fats.

Gold Industry Gets Raw Deal in New Guinea

MR. R. A. LAWS, of Wau, New Guinea, in a letter in the "Rabaul Times", argues that if the authorities would only get on with their plan to construct the road between Salamaua and Wau—to which they are definitely committed—a means would be provided for employing large numbers of the native labourers who, under the copra depression, are now being released from the plantations. Also, it might provide employment for many Europeans who otherwise are dependent upon the copra industry.

Mr. Laws points out that funds for this project can properly be drawn from the rapidly-accumulating amount derived from the excise tax on gold instituted since the outbreak of war. He points out that, 12 years ago, the royalty on gold was raised from 1 to 5 per cent. for the specific purpose of securing funds for the construction of the road, and that the whole of this revenue, probably half a million pounds, instead of being used for that purpose, was absorbed into New Guinea's general revenue.

From that angle the residents of New Guinea certainly have had a raw deal—and it becomes more raw, because Canberra now, using the war as an excuse, clearly does not intend to proceed with the road, which it definitely promised two years ago.

Rev. C. S. Bull, of the Anglican Mission, Suva, Fiji, has been on leave in Hobart, Tasmania, and Melbourne, for the past 12 months, and is expected to return to the Colony at the end of September.

Miss Ina Thomson, daughter of Captain and Mrs. Andy Thomson (he is one of the best known identities of the Cook Islands), arrived in Rarotonga recently from New Zealand to spend a short vacation.

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 lipstick."

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.



Nipa Palm for Motor Fuel

(CONTINUED FROM PAGE 20)

of Mr. C. E. Lane Foole, on "The Forest Resources of Papua and New Guinea", published in 1925, in which he says: "The nipa palm is a striking object in every waterway. In other lands it is a valuable source of alcohol. . . . The absence of a local supply of petrol would cripple Australia were a war to cut her off from petroleum. The solution lies in the development of another motor fuel. Alcohol is one which offers every promise. Papua has in her nipa palm a very large source of this motor fuel."

These were curiously prophetic words.

SAGO PALM ALSO SUGGESTED

It has also been suggested that large quantities of power alcohol, suitable as a motor fuel, can be obtained from the sago palms of New Guinea and Papua. It is claimed that each ton of sago will yield 70 gallons of power alcohol, at a cost (at the distillery) of 8d. per gallon. The plan is being investigated.

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AID NEEDED IN SOLOMONS

ALL over the Pacific, copra planters are facing one of the most difficult periods in the industry's history. Fortunately, the majority of the territories are not wholly dependent upon copra and have alternative industries to help tide them over.

Not so with the Solomon Islands; and this is what one planter, who arrived in Sydney in August from Tulagi, had to say: "The outlook for copra planters in the Solomon Islands is very black; so serious in fact, that unless we get assistance in some way, very soon we shall have to let our plantations go."

"Planters in the Protectorate have not made a profit for at least two years. The London market was fixed at £13/10/- sterling, soon after the outbreak of war, yet in the Solomons early in this August we were receiving £3/-/6 Australian per ton, on the beach. Against that, the cost of production alone on the average plantation is in the vicinity of £6 a ton.

Of course, we cannot blame the big trading companies for the wide margin between the London and Islands price—they are up against it, too. Not only are they finding it difficult to get a market, but they are having a great deal of trouble in getting boats to take the copra away; and sheds are chock full.

ALTERNATIVE INDUSTRIES AND LABOUR PROBLEM

"The Solomon Islands have no alternative industries like other territories in the Pacific", he continued. "We cannot plant cocoa and coffee or dig gold, like New Guinea, or the New Hebrides; we haven't got the rubber industry of Papua, or the sugar industry of Fiji—but not because we don't want to. Our trouble is labour.

"In the Solomons you can get labour only on a strict indenture system for periods of two years. The recruiting of each labourer costs at least £10. How are you going to plant cocoa or coffee under those conditions! When these crops come into bearing, they have to be picked quickly, and to do this you need a large number of natives; but you cannot just go out and get 'boys' for a short time. You have to indenture them for two years. For instance, on a plantation of 500 acres, about 25 to 30 natives would be all that one would need to plant copra. With nuts dropping all the year round, these boys are kept busy. But if you planted coffee on that plantation, you would need about 200 boys, at only one or two periods in the year. What then, are you going to do with them for the rest of the time? There would be nothing for them to do, and you cannot get rid of them because they are indentured for two years."

POSITION IN SAMOA

IT was reported from Western Samoa in August that Burns, Philp and Co., Ltd., and Morris, Hedstrom, Ltd., would continue to purchase copra on a barter basis as in Fiji and at a reduced rate—they will not take copra from other than their regular customers and they will not pay cash for it.

The American Samoan Islands (Tutuila, Manua, etc.) still have a market in U.S.A., where their copra is allowed in duty free, and they have direct and cheap transportation by the Matson liners. For the past 18 months, their copra has been shipped on consignment, after only one bid was received for the territory's 1939 output. The selling price during 1939 averaged 44.8 dollars (about £11/14/- N.Z.) per ton and during 1940 38 dollars (about £9/10/- N.Z.) per ton. Producers were paid 80 cents (4/- N.Z.) per 100 lb.

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The Plight of Coconut Planters

Letter to the Editor

COCONUT planters should give thanks to you for your continued advocacy on their behalf. The "P.I.M." seems to be the only paper taking any interest in us.

Our situation grows steadily worse—it is approaching the stage when many of us will have to abandon our plantations and try to get a wages job somewhere—if we can.

We who came here when Papua was a land of promise are at an age which, in modern life, is "too old", and we are worn and weary with years of desperate efforts to keep going on low copra prices. At the present price of copra, we cannot possibly carry on.

Unfortunately many of those who should represent us here have other interests, so that copra is only a sideline to them. For instance, a man holding a store manager's job, or other interests, is not greatly worried by the price of copra. The position is that we are simply "taking in each other's washing" or living on the charity of our storekeepers and bankers who cannot carry us indefinitely. With a widely scattered community, there is no cohesion or combining of forces, and people have reached a stage of numb despair.

In addition to our other troubles, our native labour is rapidly deteriorating, and work is done in a grudging manner, while orders are treated with insolence or worse. Our business firms are increasing their freights, insurance and costs of all necessities; but they do not take into consideration the fact that copra, at time of writing, is unsaleable.

I, for one, would welcome the chance to return to Australia and take any form of employment, war work or otherwise, for the sake of a regular wage on which my wife and I could live. We had dreams that we could, in the evening of our days, retire and let younger ones carry on; but they are shattered by the indifference and inertia of our Governments.

I say emphatically that the only industry Papua was suitable for is being allowed to die slowly and with agony for those who have made their homes here and have been good citizens.

I am, etc.

W. HERBERT HUGHES.

Woodlark Is., Papua,
23/6/1940.

What Shall We Do With Our Copra?

Letter to the Editor

UNDER the title, "Crush Copra in the Islands" ("P.I.M.", June, 1940), "Ganibulu" has suggested a hopeful solution of the copra growers' main problem (low prices). His final words, "Grow our own copra, crush our own copra, make our own margarine," etc., if adopted, would place the industry on a securer foundation and give the coconut planters of the Pacific a brighter future than that which continued domination by the Copra Trust seems to offer.

While every coconut-planter would have read "Ganibulu's" letter with renewed hope, how many of them, in their unorganised state, feel they could assist such an enterprise? There seems a danger that the idea of manufacturing margarine, to say nothing of soap and by-products, in the Islands may remain

merely recorded and not acted upon. Yet, if anything is to be done, the initiative must come from them.

The Trust will never voluntarily help growers to fair profits; a distant Government, like Britain, has shown that it acquiesces in the present rate of copra; home Governments have done practically nothing to relieve the coconut planter, though definite and reasonable proposals from the growers might be better received than vague calls for assistance. So that the only people likely to help the coconut planters are the planters themselves.

The writer, with a complete ignorance of the exact nature of margarine and what it would cost to produce in a marketable form, makes the following suggestions for furthering the scheme. The subject ought to be kept alive and better informed people induced to express their opinions.

Surely, in Sydney, there are three or four retired coconut planters or men with Islands interests, who would have leisure to examine "Ganibulu's" project. Perhaps the editor, whom we all know to have a keen interest in the welfare of the copra industry, would hunt up such a trio and place the investigation in their hands. The next step would be for the margarine committee to obtain details of margarine production, materials, plant, running costs. This could be

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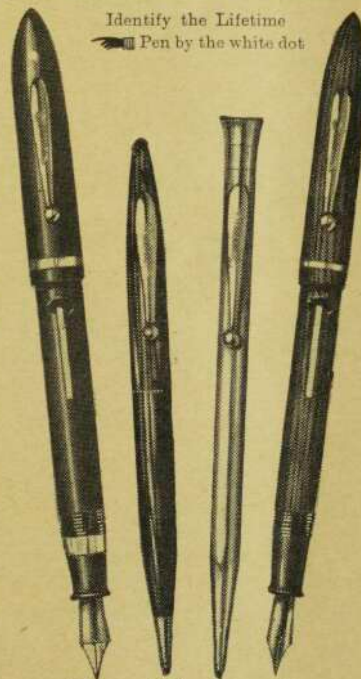
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well placed in the hands of the Commonwealth Bureau of Science and Industry, who would be in a better position to obtain the requisite data. A recent number of the "British Medical Journal" observed that the margarine supplied to Britain during the present war is far superior to that of 1914-1918, the vitamin constituents having been increased by adding certain unspecified animal fats; hence it is important to discover what ingredients, other than coconut oil, are needed for a standard

product and if such are obtainable in the Pacific.

While these facts are being collected, local support must be sought from the various planters' associations, which no doubt exist in most Islands centres—there is certainly one in Papua. These bodies should register all coconut growers and file production returns, so that all may benefit if the scheme can be carried through. When the details of manufacture and costs are obtained, they should be submitted to the Islands associations and a decision as to whether the scheme is feasible, and finance available, arrived at.

We will suppose that at this stage margarine manufacture appears a practical venture. Then factory sites—one at Rabaul and one at Suva, are suggested—can be determined in readiness for starting.

But a further step now becomes necessary: that of certainty of sale after manufacture.

The Trust, no doubt, will make strenuous efforts to prevent imports of margarine, on which they obtain no profits, into Britain, and they may be powerful enough to succeed. The demand in Australia and other nearby butter-producing countries will be insufficient to keep the factory going, so that there remains only the local Pacific market. And how many Islands families are going to give up butter to help the copra industry?

A possible answer to the problem of consumption is sketched below.

The rations of native labourers are regulated by local governments, who can alter them if good reasons are given. In Papua, these rations consist of cereals, one pound of sugar and one pound of

peas, besides a more liberal issue of imported or native-grown vegetables—these two last-named being added to ensure sufficient vitamins in the dietary.

Armed with every fact concerning the food value of margarine and with full details of cost of production, factory sites, and financial sources to launch the scheme, the associations should then approach their governments and ask for practical help. This, apart from financial help, would consist in urging the governments to make one pound of margarine a compulsory issue to native labourers every week. This addition would cost about 5d. or 6d. per labourer per week, no small matter in big estates, but it might be urged that the vitamin content of the margarine could replace the dried peas and part of the vegetable ration, and the sugar issue could be halved without detriment to the ration. Hence the extra cost of this scheme could be reduced and even eradicated, while the benefit to each territory by consuming margarine would be enormous.

If the consumption of margarine is thus assured, the scheme might become practical, as some thousands of indentured natives would require at least one pound each per week.

In searching for other markets, Japan appears a likely customer. Japanese cuisine and cooking indicate a deficiency of fats, and indeed the individuals of that spare and acid race might well be benefited by a little more oil in their make-up. Where do the masses in Japan obtain their dietary fats? Could they not be induced to buy manufactured forms of coconut oil from the Pacific?

The manufacture of soap and by-products in demand in Australia and New Zealand must be taken into consideration in estimating how far the scheme is feasible. The least one could ask of Islands residents is to use "Pacific Soap" for their labourers and for themselves.

In conclusion, I repeat that one object of this letter is to draw those with more practical ideas into the discussion of a subject which is of vital importance to a community so dependent on fair copra prices.

I am, etc.,

G. H. VERNON.

Misima, Papua,
15/7/1940.

Copra Accumulations in Sydney

Letter to the Editor

I DO not know whether you are aware of the anomalous position which plantation-owners and agents are in at present, in regard to consignments of copra stored in lighters in Sydney.

When shipments were stopped, suddenly, some months ago, some thousands of tons of copra had arrived in Sydney. This produce is now lying stored, at the owners' expense.

I understand that Lever Brothers, in

Serious Chances

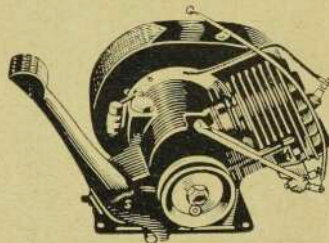
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Sydney, are the only users of our product, now that overseas shipping is blocked, and that they hold out no hope of making use of the present accumulation in Sydney, but state they are getting sufficient copra for their use from their own plantations; and Burns, Philp steamers have brought in several consignments since this accumulation occurred.

It is known that certain manufacturers have a monopoly in Australia, in regard to crushing and manufacturing; but it seems to us that under present circumstances they should have to bear a share of the burden under which other planters are labouring, under the present conditions.

Most companies have to store their copra on the plantations, and it seems only fair that all companies should store some of theirs until such time as the present accumulation in Sydney is absorbed. Unless something is done in that line, it seems, we shall be forced to carry our stocks outside the Heads and dump them.

In case all the companies are unwilling to do something in this regard, could not the Commonwealth authorities be prevailed upon to prohibit the landing of all copra in Australia, until the present accumulation is disposed of?

I am, etc.,

"PLANTER".

Brisbane, Qld., 28/8/40.

Mr. J. Mainka, a Pole, who went to New Guinea over 30 years ago and who was postmaster at Rabaul for several years, died recently in Sydney at the age of 64. Before the Great War, he owned Londip Plantation at Kokopo and eventually disposed of it to the Melanesia Company.

SHARKS AND GAME FISH

In the Trobriand Islands

VALUABLE information is sent by Mr. E. Auerbach, Trobriand Islands, Eastern Papua. He refers to an article in "P.I.M." of June, reporting that Mr. G. F. Russell has gone to Fiji, with a view to establishing a shark catching industry, and wanted to know where in the Pacific sharks are plentiful. Says Mr. Auerbach:

You may be interested to know that, on the Vakuta reef, from Vakula to Tewara (about 35 miles long) there is plenty trochus shell and bech-de-mer, but the boys cannot work it, on account of the sharks.

There are hundreds of sharks. I anchored there in about 2 fathoms, on the reef, and in less than half an hour there were at least 40 or 50 sharks around the boat. I have been about New Guinea and Torres Strait, but never have I seen sharks so plentiful as there.

There is a large area there for shark fishing.

I think that the sharks are numerous on Vakuta reef on account of fish being so plentiful—marlin, sail fish, all kinds of sharks, proper.

When I was a kid, I used to do a lot of line fishing off Barrenloey, Sydney Heads, and Long Reef; but there is no comparison of those places, with this, as far as game fish are concerned. If the Trobriands were only known to the game fishermen in Australia! It is a fisherman's paradise.

If you have a look at No. 4 Coral Sea Admiralty Chart, from Tewara Island to the reef (Vakuta Island, Trobriands), then from Vakuta to the end of Luscany

reef, including the lagoon in Trobriands, you will see an area in which there are sharks galore, and big ones.

There are also plenty of alligators. I ought to know, because between the snarks and the alligators they have taken, in the last 12 months, 30 head of cattle and about 60 pigs. When the cattle go in swimming, the sharks snap off the bushy part of their tails.

If Mr. Russell is interested, it would be worth his while to have a look at the Trobriands.

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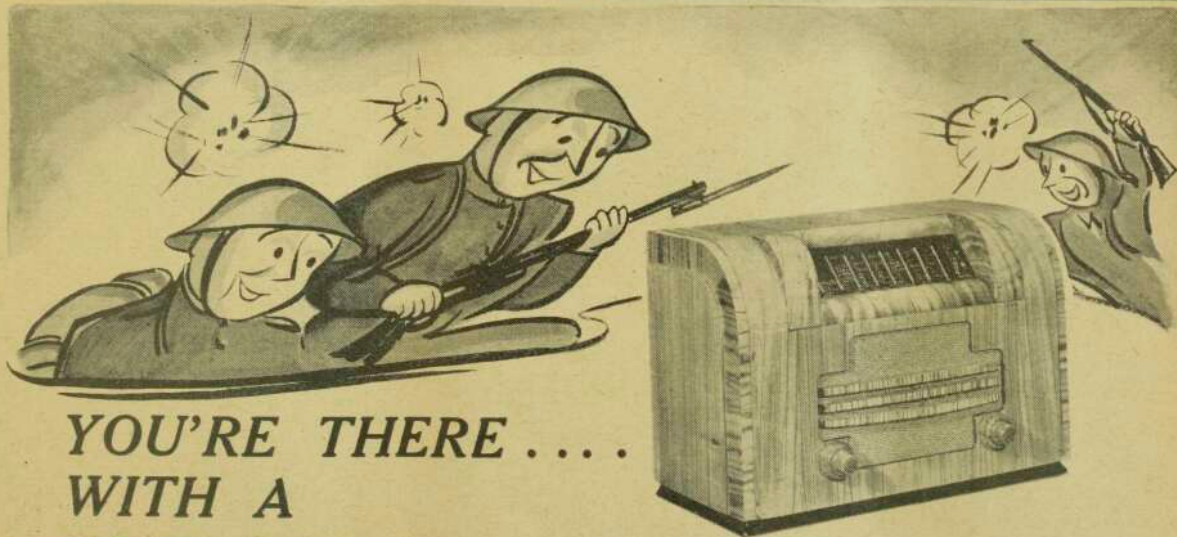
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Papuans Get £454 Compensation For Aerodrome Land

From Our Own Correspondent

PORT MORESBY, August 20. MR. Justice Gore yesterday gave reserved judgment in the Central Court in the suit brought by natives of Kila Kila against the Administration of Papua seeking compensation for land resumed as an aerodrome. He ordered the sum of £454 to be paid to the natives, with costs to be fixed later. When the areas concerned were taken for use as Kila Kila airport, the Government offered the villagers £269, but this was refused, the natives claiming £4,478 (£50 an acre).

Mr. C. Johnston, Assistant Colonial Secretary in Fiji, returned to Suva from Hong Kong in mid-August by the new Government vessel "Viti".

THE LOCAL STORE

BY "AMEL"

AFTER plodding a couple of miles along a winding road, fording an extremely muddy creek, braving the snarling dogs in the Fijian village, and negotiating two slippery coconut logs placed at an angle that makes a double somersault almost inevitable, you come to our local store.

It is not an imposing building. Corrugated iron buildings seldom are. It stands a little way off the road. Bushes of brilliant red hibiscus give colour to the section. A horse, a few fowls and a vegetable garden are dotted, here and there.

The hefty Chinese proprietor shuffles out in his heel-less sandals to greet you at the door. He gives you a large grin and washes his hands with invisible soap.

Inside the store, you seat yourself comfortably on a case of trade salmon, and

get an eyeful of the dazzling contents of shelves and show-cases.

Tinned fruit, pilchards, meat and jam rub shoulders with packets of tea, bottles of Chinese sauce, tins of water-lily roots, boxes of every dead fish and jars of highly-coloured boiled lollies. An odd glass case is devoted to copra knives and canvas shoes. Whales' teeth and paper leis swing idly in a corner.

The shelves are crammed with all sorts of materials, from khaki to crepe-de-chine. On the counter stands a glass case containing a wonderful jumble of soap, hair oil, face powder, toothbrushes, babies' comforters, electric torches, fishing lines, wooden combs, ribbons, hankies, vanishing cream, beads, bow ties and a hundred other articles that you would never expect to see in such an outlandish spot.

The rows of gaudy frocks suspended on hangers from the cross-beams are designed by the proprietor, who obviously doesn't care two hoots whether pink and yellow fight with each other or not!

On one of the glass cases, some notices are pasted. There is one telling of the dire penalties which will befall any young Fijian girl who remains in the store after a certain hour each night. Another notice announces that a bazaar will be held in a distant village at an early date. The gist of the third notice is that you mustn't spit on the floor . . . a dictum continually disregarded by no less a person than the storekeeper himself!

We, who live far away from the thrill of "real" shops, find the local store a fascinating place. It may be small, tumble-down and shabby, but it has a friendly atmosphere. It shows its wares as proudly as if they were the best on earth; and we feel, as we hang over the counter, that it beats anything they've got in Pitt Street.

Edie Creek Residents in Divorce Court

PEOPLE well-known in the Morobe district of New Guinea were prominent in the Sydney divorce court on September 3, when J. H. Robinson, 30, analytical chemist, formerly of Edie Creek, secured a decree nisi from Audrey Robinson (formerly Howarth), 27, and Catherine Brennan (formerly Jarman) obtained a divorce from C. J. Brennan, 33, now a building contractor at Edie Creek.

The divorces were based on the same set of circumstances. The Robinsons and Brennans lived near each other at Edie Creek. In November, 1939, Mrs. Robinson and Mr. Brennan travelled south on the same boat. At the end of the year Mrs. Robinson, instead of returning to New Guinea, went with Brennan to New Caledonia. Subsequently, both admitted that they had lived together in Sydney; and neither offered any defence in the suits for divorce.

High Chieftainess of Rarotonga

THE Makea-elect of Rarotonga (Mrs. Tiwi Love) is still in New Zealand—apparently awaiting the result of the appeal against her election which has been lodged by Mr. Willie Browne.

If Mrs. Love goes to Rarotonga as Makea Takau Ariki Nui, she will be received with traditional ceremony and feasting, for which preparations have been in hand for several weeks. The coronation celebrations are likely to be marked by two weeks of festivities, in which the whole island of Rarotonga will take part.



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MUSIC IN A MAD WORLD

The Prophetic Words of Plato

THE reader of a learned essay may discover words of prophetic import in the following paragraphs:—

"Every Greek boy was carefully trained in the theory and practice of musical art. Music was not only the gymnastic of the ear and voice but also of the spirit, and the foundation of all the higher life. In union with poetry, it led the soul to virtue and inspired it with courage.

"Nothing shows the importance which the Greeks attached to music more than their strong condemnation of the flute as compared with the seven-stringed lyre. The one was the basis of true wisdom and morality, and the other, the instrument of general laxity and corruption.

"Plato writes: 'The introduction of a new kind of music must be shunned as imperilling the whole state . . . since styles of music are never disturbed without affecting the most important political institutions . . . for it is here that lawlessness creeps in unawares in the guise of amusement and professing to do no mischief . . . It goes on to attack laws and constitutions, displaying the utmost impudence until it ends by overturning everything both in public and private'."

Alas, the perverse Athenians passed on to posterity the words of Plato, without themselves giving heed thereto.

The Athens of Pericles swarmed with jitterbugs (if the decorations on the vases of the period bear true witness) who danced madly to the sound of instruments closely akin to the horrid pipes, which have corrupted the taste and manners of our modern world.

History records the dolorous fate of Athens at the hands of Sparta, where only the seven-stringed lyre was heard as accompaniment to the war-inspiring poems of Homer; and jitterbugs with their flutes were cast to destruction from the cliffs of Mount Taygetus.

Those who have lived in the South Seas since the early years of the century can trace the transformation of the Polynesian—mentally and ethically—with the deterioration of native music.

The extent of that transformation is a matter of opinion; but it dates from the introduction into the Islands of the first saxophone phonograph record. However, it is not for the Islands alone that Plato's words carry prophetic portent.

By whatever standards mankind appraise him, it is generally recognised that Hitler is a sound musician.

Is it not possible that one day—with the

writings of Plato and the history of Athens before him, and his ear to a radio tuned to the Western Hemisphere—the idea of the possibility of world conquest dawned on his mind?

It behoves, then, that the democracies of that hemisphere beware and, in addition to beating plowshares into swords and anti-aircraft guns, to melt saxophones into harps on which their bards may strike martial chords that will rouse in them the indomitable spirit of their unconquerable ancestors.—A.C.R.

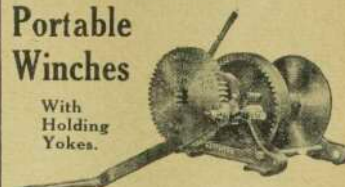
Dr. Robert Fruchtmann, medical officer at Salamo, Eastern Papua, for the Methodist Mission, arrived in Australia in August by air from Port Moresby, to obtain medical attention for injuries sustained in a car accident at the end of July. He had gone to Port Moresby to relieve Dr. A. J. May as Government Medical Officer while the latter was on three months' furlough and had been in the town only a few days when his car, out of control and racing downhill, crushed him against a mango tree.

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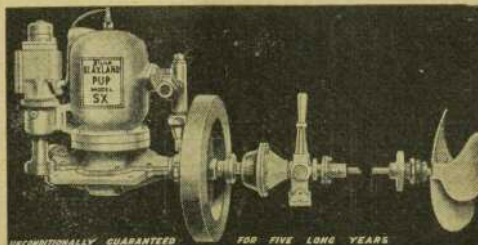
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Mr. Alex. Scott, who has been manager for Burns, Philp and Co. Ltd., at Kieta, New Guinea, for some time, arrived in Australia recently to enlist. He has been relieved by Mr. S. G. Lawrence.

Mr. J. Merrycees, of the N.G. District Services Department, returned to the Territory in mid-August from leave spent in Australia and is now stationed at Kavieng, New Ireland.

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A SECTION FOR WOMEN

By "Therese"

FLOWERS are influencing the new season's fabrics—they are splashed on cottons, linens and silks and are worn on hats in clusters or large single blooms. Plain fabrics in sweetpea shades also demand attention. Blue is to-day's favourite colour—Air Force blue, turquoise, duck egg, gentian and steel blue.

Now is the time to collect jackets: they will be worn with everything—dresses, skirts, slacks and shorts. Most jackets are of the suit type, but there is also the loose boxy one, swinging loosely, which is cool and attractive, particularly with a shirt frock. Odd jackets have caught the Spring fever and are in contrasting colours to the skirt or frock. Duck egg

blue and palest pink look enchanting over black skirts and there are numerous other colour combinations.

Flares are popular in skirts, and are introduced cunningly below the hip line. Pleats inverted and unpressed are stitched close to the hips and then flow out; knife pleats fall from hip yokes, so that down to about seven inches below the waistline there is no bulk.

Blouses are as varied as they are delightful. Narrow rows of lace are gathered from shoulder to waist, or frills and ruffles give them distinction. There are lace blouses for evening wear, too, worn with pleated skirts and cummerbunds of gaily coloured satin.

THE shirtfrock is still the most important frock in the wardrobe. This year it has more feminine touches. Large soft bows are worn at the waistline and artist's bows at the neck.

A new appearance to shirt waist dresses is achieved by floral prints. A very crisp-looking frock of this type is of American cotton with white daisies patterned on a sky-blue background and a short boxy jacket of blue gives it distinction.

Accessories can make or mar a delightful ensemble, so they should never be bought in a haphazard way. Dress-maker jewellery is most attractive, but the barbaric type has given way to lighter ornaments. Bead necklets with matching bracelets are popular, and gaily coloured bone bangles make a bright splash of colour against white or pastel frocks. Clip-on ear-rings have ousted the screw-on variety; they are neater and more comfortable. Wear drop ear-rings with cocktail and evening ensembles; the stud variety is the day-time choice.

HOUSEHOLD HINTS

TEA, coffee and cocoa stored in glass screw-top jars retain strength of flavour longer than when kept in their original tins.

To clean old brass, pour ammonia on it and scrub with a brush, afterwards rinsing in clean water.

Green vegetables will retain their colour, as well as their vitamin content, if a pinch of borax instead of bi-carbonate of soda is added to the water when boiling. Soda destroys vitamins.

A little lemon juice added to water in which celery is boiled will keep it white. Boiled celery with white sauce is a good accompaniment to roast mutton.

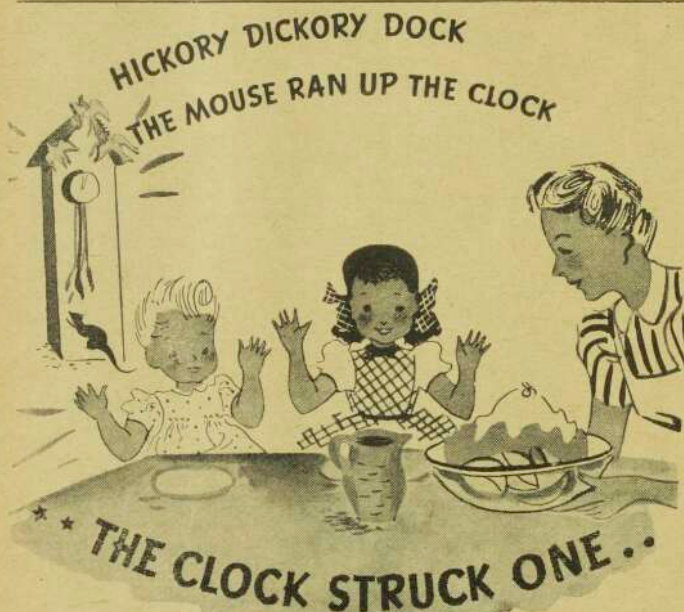
Fold a newspaper into a thick wad small enough to hold in your hand and use for polishing windows and mirrors. Add a little methylated spirits to the water used to wash the windows.

To clean ivory knife handles, make a paste of whitening and peroxide; rub over the handle and allow to remain until dry, then brush off and finally polish with a chamois.

A tiny bag filled with unslaked lime and hung by a tape inside the piano will prevent dampness from spoiling the instrument.

When washing up put a piece of lemon peel in the bowl. It will soften the water, remove all trace of the smell of fish, onions, etc., and give a gloss to the china.

A few hints on cake baking: The time a cake takes to cook can be divided into three periods: (1) The top of the cake flattens and the cake half rises. (2) It finishes rising. (3) It sets firmly, finishes browning and shrinks slightly from the sides. Never move a cake to another part



— time for FRUIT and CREAMY CUSTARD

Healthy young appetites need nourishment — and what could be more nourishing than Foster Clark's rich, delicious Creamy Custard? It's *four-fifths* milk. Even children who "won't touch" milk, demand second helpings of Creamy Custard.

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V1735 A

FOSTER CLARK'S
Creamy Custard

of the oven until it has finished rising. To prevent small cakes from sticking to paper cases, warm the cases before putting in the mixture.

An excellent method for freezing ice cream or making a block of pure ice:—Stand a tin bucket containing the food to be frozen inside a large wooden or earthenware vessel of water in which has been dissolved a little sulphuric acid and a handful of sulphate of soda; the liquid in the small bucket will freeze solidly at the cost of only a few pence.

THE RECIPE BOOK

HERE are some cheese and egg recipes that will find favour with the family.

Cheese Pancakes

Put four tablespoonfuls self raising flour, 2 tablespoons cheese, and pinch of salt into a basin. Put one egg into a cup, add a little milk, then beat well. Work egg and milk into the flour gradually to form a smooth creamy batter. Cover the basin and leave from one and a half to two hours. Place some lard in a pan. Stir batter well, drop in one tablespoon of mixture and fry golden brown; turn or toss. Have grated cheese on grease-proof paper, putting pancakes, as each one is cooked, on this; then roll up and serve hot.

Eggs Tartare

Boil 6 eggs; allow them to become quite cold; then cut in halves lengthwise. Remove yolks and mix them with 1 teaspoon minced or finely-grated onion, 4 oz. lean minced ham or bacon, ½ teaspoon made-mustard, pepper, salt and cayenne. Add enough mayonnaise to moisten mixture to right consistency, then fill whites neatly. Arrange on a crisp lettuce leaf with dab of mayonnaise on each and a caper on top.

Macaroni Cheese

Fry 6 medium-sized tomatoes, pre-

viously skinned, with one large finely-chopped onion. Add pepper and salt and a little cayenne. Place ½ lb. cooked macaroni in a buttered pie dish, cover with the tomatoes with which 4 tablespoons grated cheese have been stirred. Cover with buttered breadcrumbs and bake golden brown.

Sardines Au Parmesan

1 small tin of sardines, 2 tablespoons grated cheese, ½ lb. flour, 1 egg yolk, 1 tablespoon butter, 1 tablespoon water, salt, cayenne pepper, lemon juice.

Sift flour, salt and cayenne. Rub in butter and cheese and add egg yolk beaten with water. Make a soft dough, roll out thin; cut in oblong pieces about 1½ by 2 inches. Skin and bone sardines, marinate with lemon juice. Place on pastry; brush edges and fold over; brush pastry with egg and sprinkle with cheese. Bake in a moderate oven until golden brown.

Cheese Globes

4 oz. grated cheese, 1 egg, ½ cup soft white breadcrumbs, salt and cayenne.

Beat egg yolk and add cheese, soft breadcrumbs and seasoning. Form into small balls and roll in slightly beaten egg white and dry crumbs. Drop into smoking fat; drain on kitchen paper. Serve on coloured tooth picks stuck in grapefruit.

Stuffed Prunes

1 dozen table prunes, ½ cup grated cheese, pinch cayenne, ½ cup whipped cream, pinch salt, 3 stuffed olives.

Stone the prunes; sprinkle with lemon juice; mix cream, cheese and cayenne; fill prunes; garnish each with slice of olive and serve on lettuce leaves.

Whiting Mornay

Four medium whiting filets, 2 tablespoons white wine, juice of half lemon, 1 small minced onion, salt, cayenne pep-

per, ½ pint milk, 3 oz. butter, 2½ oz. cheese, kitchen herbs.

Put filets in greased baking dish, season with salt and pepper, lemon juice and wine; sprinkle with grated onion. Cover with buttered paper and cook in oven 7-10 minutes. Put milk, herbs, bones from fish into saucepan and reduce to half. Melt butter, add flour; stir until smooth and add milk stock. Stir till it boils, gradually adding half the grated cheese. Spread layer of sauce on a flat oval dish and arrange filets on this. Pour over sauce and sprinkle thickly with grated cheese. Bake in a brisk oven until golden; serve with lemon and parsley.

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Mr. G. Stubbs, accompanied by Mrs. Stubbs, arrived in Rarotonga recently to take up a post with the Cook Islands Treasury. Mr. P. Baigent, of the Treasury returned to N.Z. by the June "Matua".

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PRICE OF GOLD (Australian Official Quotations)

	Fine oz.	Standard oz.
January 1, 1940	£10/12/6	£9/14/9½
February 5	£10/12/9	£9/15/0¼
March 4 to June 17	£10/13/3	£9/15/5¾
June 24 to July 7	£10/12/6	£9/15/0¼
July 8	£10/11/-	£9/13/5
August 5	£10/12/6	£9/14/9½
August 12	£10/12/6	£9/14/9½
August 19	£10/12/6	£9/14/9½
August 26	£10/12/6	£9/14/9½
September 2	£10/12/6	£9/14/9½
September 7	£10/12/6	£9/14/9½

Two Indians, Ali Hussain and his wife, were convicted by the court in Lautoka, Fiji, of ill-treating their small daughter; the man was fined £5, and the woman sentenced to six weeks in gaol. Their counsel gave notice of appeal, and the pair were released on bail. The following morning, August 13, the couple were found dead in their house, both having been shot. The police believe it is a case of murder and suicide.

MINING NEWS

From New Guinea

SANDY CREEK GOLD SLUICING, LTD.

AN option has been taken over a mining property of 330 acres, comprising Bulolo River flats and terraces. Little information is available yet as to the extent or value of the gold bearing areas nor as to whether sufficient water can be brought on to the property to work it efficiently, but investigation is proceeding and a preliminary report is expected shortly. The report may necessitate conserving funds for future expenditure in further testing and possible purchase of the option area. Directors will not make any dividend recommendation until the report has been received; the annual meeting will also be deferred until it is available.

August production compares with June and July as follows:—

	June	July	Aug.
Cubic yards	15,433	16,052	16,536
Gold, oz.	218	316	258
Per cubic yard	2/3	3/1¾	2/6
Working cost	11¾	—	10¾

NEW GUINEA GOLDFIELDS, LTD.

The latest report issued by the Mining Trust, Ltd., consulting engineers to N.G.G., Ltd., compares production and profit of July with May and June:—

	May	June	July
Edie Creek mill—			
Ore, tons	3,350	2,942	3,275
Gold, oz., fine	820	883	912
Silver, oz., fine	4,405	4,219	5,218
Golden Ridges mill—			
Tons treated	2,764	2,295	2,696
Gold, oz., fine	1,119	871	1,115
Silver, oz., fine	1,224	1,060	1,237
Alluvial—			
Gold, oz., fine	1,467	1,563	1,417
Silver, oz., fine	1,047	1,071	1,005
Operating profit—			
Edie Creek, £	703	1,901	2,020
Golden Ridges, £	2,273	1,105	2,309
Alluvial, £	6,302	6,204	4,798

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Ltd., reports that the clean-up for August yielded 881 oz. of gold, compared with 990 oz. for the previous month.

From Fiji

EMPEROR MINES, LTD.

RESULTS from the Emperor Mine, at Tavua, for the past four months compare as follows:—

	Four weeks ended		
	May	June	July
	15	12	10
	15	10	7
Ore treated, tons ..	12,500	11,792	11,184
Head value, dwt. ..	6.72	6.7	7.8
Gold, oz., fine ..	3,696	3,704	4,000
Residues, dwt.	0.65	0.85	1.0
*Including 577 oz. from partial treatment of concentrates.			

MOUNT KASI MINES, LTD.

Production at the Mount Kasi mine, on Vanua Levu, for the four weeks ended September 4, is compared with the three previous yields in the following table:—

	June	July	Aug.	Sept.
	12	10	7	4
Ore, tons	3,118	3,400	3,348	3,365
Gold, fine oz.	599	706	655	693
Value, £A	5,990	7,060	6,550	6,930

From Papua

CUTHBERT'S MISIMA GOLD MINES, LTD.

AUGUST production at the Cuthbert mine on Misima Island, Eastern Papua, is compared with June and July in the following table:—

	June	July	Aug.
Mill treated, tons ..	3,102	3,054	3,313
Bullion, oz.	3,250	3,348	3,162
Gold, fine oz.	701	717	802
Silver, fine oz.	2,479	2,551	2,278
Estimated value ..	£5,765	£5,837	£6,487
Value per ton of ore	37.2	38.3	39.2
*Tonnage affected by overhaul of big engine.			

AUSTRALASIAN PETROLEUM CO. PTY., LTD.

It was reported on September 7 that Australasian Petroleum Co. Pty., Ltd., expects to commence drilling operations before the end of

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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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the year. The drilling area selected is a few miles from the Vailala River, at a point 75 miles from its mouth. Construction of the wharf and jetty at the final river base has been completed, and over two miles of the road out of a total of 3½ miles has been built. Geological work is still being carried out.

ISLANDS MINING SHARES

FIJI			
	Mid-Mar.	Mid-July	Mid-Sept.
Emperor Mines ..	b14/1	b9/4	b10/2
Loloma	b31/-	b19/7½	b22/6
Mt. Kasi	b4/6	b2/3	b2/6
Tavua Dev.	s4d	s4d	s2d

NEW GUINEA			
Bulolo G.D.	s£6/12/6	s£25	b£3/15/-
Enterprise of N.G.	b27/6	b7/6	b17/6
Guinea Gold	b14/9	b6/3	b10/-
N.O.G., Ltd.	b2/3	b1/4	b2/3
Oil Search	b5/2	b2/3	b3/11
Placer Dev.	b79/6	b80/3	b57/-
Sandy Creek	b10d	b7½d	b10d
Sunshine Gold ...	b7/6	b4/6	b8/11

PAPUA			
Cuthbert's	b17/-	b12/-	b12/2
G.M. of Papua ..	-	s3d	s3d
Mandated All. ...	b3/5½	b2/1	b3/-
Oriomo Oil	b8/6	s9/-	b5/-
Papuan Apinapi ..	b5/8	b3/8	b3/3
Yodda Goldfields .	b1/6	b1/1	b1/4

Why No "Canteen Orders" For Territories?

THE following letter was sent by the editor of the "P.I.M." to the Deputy Postmaster General, Sydney:—

"We were asked by one of the Government departments to publish in the 'P.I.M.' a paragraph giving publicity to the 'Canteen Order' arrangement—a request which we were happy to accede to. We assumed, naturally, that as the canteen orders could be purchased at any Australian postal money order office, and as New Guinea and Papua have contributed men liberally to the A.I.F., this admirable system would extend also to the money order offices of Papua and New Guinea. To-day, on enquiring of your department, we learned to our astonishment that this is not the case. "Would you please let me know, for publication, why this 'Canteen Order' arrangement is being withheld from the Australian Pacific Territories? Are the friends and relations of A.I.F. men in Papua and New Guinea not as much entitled to this privilege as similar people in Australia? In fact, owing to their geographical position, have they not an even greater claim upon this method of transferring gifts to their soldier friends?" "Canteen orders" are issued in denominations of 5/-, 10/- and 20/-, and may be used by the soldier to buy anything stocked in the canteen in his camp—where goods are sold at low prices.

Mr. J. S. Milligan, of Wide Bay, New Britain, arrived in Sydney in September and proceeded to Melbourne on leave.

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NEW BOOKS

WHY GATHER MOSS? by George Clune. Published by Angus and Robertson, Ltd. 7/6

George Clune has sailed, vagabonded, dallied, soldiered and, at times, seriously worked, in five continents and seven seas; and he gives a merry, entertaining account of his adventures and observations. The value of this book, for Pacific readers, is its detailed unconventional story of the occupation of New Guinea by the Australian force in 1914. George Clune is a brother of Frank Clune, already known to Australian readers as a story-telling wanderer, and he writes a similar kind of readable book.

Everything that is known about sharks appears to be contained in a monumental new work, SHARKS, STINGRAYS, ETC., by G. P. Whitley, F.R.Z.S., which has just been published by the Royal Zoological Society of N.S.W. Mr. Whitley is the ichthyologist at the Australian Museum, Sydney, and this volume represents years of intensely hard research. The habits of scores of types of sharks are discussed in an interesting way and means of identifying them are clearly set out. The book, published at 7/6, should be of interest to many residents of the Pacific Islands.

GUARD AND SENTRY DUTIES, giving the duties of the field officer, the captain and the subaltern of the day; and the commander, the sergeant, the corporal and the private of the guard. 1/-.

SOLDIER IN BATTLE, by Captain G. D. Mitchell, contains innumerable, valu-

able hints for men on active service, face to face with the enemy. 1/6. These two little books would make an admirable, helpful gift for any man on active service. Both published by Angus and Robertson, Ltd., Sydney.

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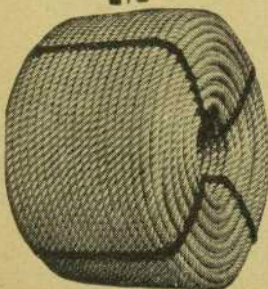
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A NATIONAL Short Wave Programme is broadcast daily from Lyndhurst, near Melbourne, Victoria, for listeners in the Western Pacific. Call signs: From 6.30-8.10 a.m., VLR6; from 8.15 a.m.-5.15 p.m., VLR3; from 5.30-11 p.m., VLR. Wave lengths: From 6.30-8.10 a.m., 25.36 metres; from 8.15 a.m.-5.15 p.m., 25.32 metres; from 5.30-11 p.m., 31.32 metres. Frequencies: From 6.30-8.10 a.m., 11.830 Kcs.; from 8.15 a.m.-5.15 p.m., 11.850 Kcs.; from 5.30-11 p.m., 9.580 Kcs. Power: 2 Kilowatts. Times given are Australian Eastern Standard (10 hours ahead of Greenwich Mean Time).

WEEK DAYS.—a.m.: 6.30, Market Reports; 6.50, News; 7.15, Music; 7.45, News; 8, Music; 9.30, Story; 10, Devotional Service; 10.15, Close. p.m.: 12, Time Signal and Broadcast to Schools; 12.15, Music; 12.35, Essential Services; 12.50, News; 1.10, Music; 4.15, Overseas News; 4.35, Music; 5.15, Close; 5.30, Young People's Session; 6.15, Music; 7, News; 7.45, Talk; 9.30, News; 11.15, Talk; 11.50, News; 12, Close.

SATURDAYS.—Same as daily programme, except between 1.05 p.m. and 5.15 p.m., when description of current sporting and athletic events is given, interspersed with music. Close at 12 p.m.

SUNDAYS.—a.m.: 6.45, Music; 6.50, News; 7, Music; 9, News; 9.30, New Releases (Recorded); 10, Book Reviews; 10.30, Famous Singers; 11, Divine Service. p.m.: 12.15, Great Pianists; 12.40, News; 1, Music; 3, Classical Compositions; 4.15, News; 4.45, Music; 7, News and Commentary; 9.30, News; 11, Close.

OCTOBER 1 TO OCTOBER 5

Oct. 1 (Tues.)—1.10 p.m. Arenal Races; 8 "The Lying Jade"; 8.45 Professor Heinz and Adelaide Symphony Orchestra, with Sigrid Sundgren (pianist); 10.30 Jim Davidson's Band.

Oct. 2 (Wed.)—1.10 p.m. Mentone Races; 7.45 Salon Orchestra and Chorus; 8.15, "Masquerade"; 9.10 Violin Recital; 10.15 Talk (Captain Frank Harvey).

Oct. 3 (Thurs.)—8 p.m. "Strike Up the Band"; 9 Story; 10 Modern Compositions; 10.30 Ballad Recital; 10.40 Jim Davidson.

Oct. 4 (Fri.)—8 p.m. Dance Music; 8.30 Play; 10 Melbourne Philharmonic Society; 10.30 Orchestral Presentation.

Oct. 5 (Sat.)—1.10 p.m. Sporting Descriptions; 7.45 "Out of the Bag"; 8.15 Georg Schneevogt and Sydney Symphony Orchestra; 10 Heddie Nash (Tenor) and Oscar Natrke (Bass).

BROADCAST TO FRENCH PACIFIC COLONIES

THE Australian Department of Information, in conjunction with the A.B.C., inaugurated this month a daily broadcast in French of news, talks, and music for listeners in New Caledonia, New Hebrides, and Tahiti. Transmission is made from Station VLQ, Sydney, on a wave-length of 31.2 metres (frequency, 9.615 mcs.) and consists of the following items:—

Aust. Eastern Standard Time.	Noumea Time.	
8.55 p.m.	9.55 p.m.	Announcements.
9.00 p.m.	10.00 p.m.	News in French.
9.20 p.m.	10.20 p.m.	Talk in French.
9.30 p.m.	10.30 p.m.	Close.

Early Copies of "P.I.M." Wanted

To complete its file of the "Pacific Islands Monthly" from the first issue, the Institute of Biological Explorations, American Museum of Natural History, Central Park West, 79th Street, New York, U.S.A., is anxious to obtain Nos. 1 to 10 of Volume 1. Any Islands resident, therefore, willing to sell his "P.I.M." copies covering the issues from August, 1930, to May, 1931, should write to the above-mentioned Institute (which is the organisation represented by Mr. Richard Archbold, well-known in connection with New Guinea exploration).

Mr. W. H. Wright, Jr., son of Mr. W. H. Wright, of Ahloma, Milne Bay, Eastern Papua, has joined the R.A.A.F.

USE WHEAT INSTEAD OF RICE!

A PLEA that, in order to conserve overseas exchange, the employers of native labour in Papua and the Mandated Territory should be encouraged to supply flour and wheatmeal as a staple food to their labourers, instead of rice, has been made by Mr. R. A. Laws, of Wau, T.N.G.

Actually, there is little difference in the cost of rice, as landed in the Islands ports, and Australian flour and wheatmeal; but, of course, if the policy suggested were followed the economic difference would be great. The change-over would serve two paramount purposes—it would cut out a large item of overseas exchange, and it would substantially aid the Australian wheat-growing and flour-milling industries.

The natives accustomed to rice, now prefer rice to wheat products. But that is all a matter of custom. From the dietary point of view, the advantage probably lies with wheat.

Stop Kidney Poisoning To-day

If you suffer from Rheumatism, Get up Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by removing cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Ask your chemist for Cystex today.

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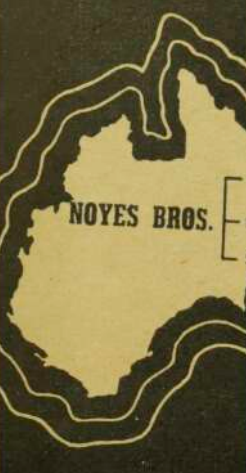
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The illustration shows a man in a light-colored shirt and dark trousers sitting at a small table. On the table is a large, boxy radio device with a speaker and a control panel. The man is wearing headphones and appears to be speaking into a microphone. The background features a tropical scene with palm trees and a cloudy sky. In the upper right corner, there is a circular logo with the letters 'AWA' inside, and the text 'Teleradio 3B' around it. Below the illustration, there is a banner that reads 'INSTALL YOUR OWN COMMUNICATION SERVICE'.

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Branches at: Wellington, Suva, Rabaul, Port Moresby and other island centres.

ISLANDS PRODUCE

THE following quotations were obtained in mid-September:—

COFFEE

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney (Sterling): Price fixed by Government at 28/9 per cwt.

Robusta (f.a.q. in store Sydney): 8d. per lb. (Note: Importers of coffee from Java, etc., pay additional charges, including Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.), war duty (10 per cent.). Coffee from Papua and New Guinea escapes most of these charges.)

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. (Stg.): Quote No. 1: Grade "B", 62/-; "C", 60/- (Season closed). Quote No. 2: Grade "A", 64/-; Grade "B", 58/- (September shipment).

Mysore, f.a.q., c.i.f., Sydney, per cwt. Quote No. 1: Ships assortment, 68/-, January shipment.

Arabian (Adeu) Hodeldah, f.a.q., c.i.f., Sydney, No. 1 quotation: 86/- per cwt.

Papuan and New Guinea-grown coffee was quoted by one Sydney agent as follows:—Top grade: 8d. per lb.; 2nd grade: 7½d. per lb.; 3rd grade: 7½d. per lb. Another importer reports that a parcel of Papuan coffee (a similar type to Java Robusta) was sold in Sydney recently at 9d. a lb. A third importer reported sales of New Guinea coffee at prices ranging from 7½d. to 8½d. (delivered store, Sydney) according to quality.

KAPOK

Java Government-controlled prices:—Average Java, 6-7/16d. per lb., c.i.f. (Stg.): Prime Japara, 8½d. per lb., c.i.f. (Stg.). (Subject to exchange 25½%, duty 2d. per lb., 10% primage, 10% war duty, wharfage, etc.).

Sydney quotations: Average Java, 11½d. lb.; Prime Japara, 12½d. lb.

IVORY NUTS

Owing to the International situation, Sydney agents are not quoting for ivory nuts. The last quotations, several months ago, indicated that a nominal rate was in the vicinity of £7 per ton.

COCOA

New Guinea cocoa: Quote No. 1: £39-41 per ton. Quote No. 2: £39-41. Quote No. 3: £41. Accra, good fermented, £30/10/- old crop; new crop not available.

RICE

Rangoon rice, packed in 100 lb. bags, £17/10/- per ton; 200 lb. sacks, £17/5/- per ton. Australian table rice, packed in 56 lb. bags, £20 per ton.

TROCHUS SHELL

Sydney agents report that there has been no recent activity on the Trochus shell market. The following nominal prices were given several months ago:—Quote 1: Grade "A", £78; "B", £68; "C", £54. Quote 2: Grade "A", £80; "B", £68; "C", £58. All quotes are f.o.b., and on the Australian £.

MOTHER OF PEARL SHELL

Since the outbreak of war, public auctions of M.O.P. shell in London have been suspended, according to Sydney agents.

GREEN SNAIL SHELL

Green snail shell, quoted by Sydney buyers:—Quote No. 1: £45-50. No. 2: £50. No. 3: £51.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rate existing in mid-September.

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. £ s. d.	Selling. £ s. d.
Telegraphic transfer	110 15 0	112 0 0
On demand	110 12 6	111 17 6

NEW CALEDONIA

Through French Bank:—As a result of the French surrender to Germany, the Anglo-French banking system has been completely dislocated. London is not quoting on Paris—therefore the Comptoir National d'Escompte de Paris Bank in Sydney cannot furnish Sydney-Noumea bank rates, as usual.

NEW CALEDONIA AND TAHITI

Through Bank of N.S.W.:—Owing to the present European situation, London is not quoting a rate on Paris; and since the Sydney-Noumea and Sydney-Papeete quotations are based on the London-Paris rate, no quotations for these are available.

WESTERN SAMOA

Through Bank of New Zealand:—Australia on Western Samoa, basis £100 Samoa—buying, £A99/12/6; selling, £A100/2/6. Samoa on London, basis £100 in London:—

	Buying. £ s. d.	Selling. £ s. d.
Telegraphic transfer	—	£125 10 0
On Demand	£122 18 9	125 7 6
30 days	122 8 9	125 2 6
60 days	121 18 9	124 17 6
90 days	121 8 9	124 12 6
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. Australia on Rabaul, N.G., 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:—Australia on Port Moresby and Samarai, Papua, 10/- per cent.; on Rabaul, N.G., 10/- per cent.—other Papua and New Guinea districts, £1 per cent.

Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

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J. C. MERRILLEES & CO.

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ISLANDS BUYING AND SELLING AGENTS

Representatives:—DARWIN: C. J. CASHMAN & CO. PAPUA: J. R. CLAY & CO. N. GUINEA: F. R. FORSYTH. SOLOMON IS.: C. R. YOUNGER.

Mr. R. F. Bunting, son of the late Hon. Arthur Bunting, of Samarai, Papua, has joined the A.I.F. and is now undergoing training in a military camp in N.S.W.

Rev. R. C. G. Page, President of the Methodist Church in Tonga, spent a brief furlough in Sydney in August.

Mr. C. E. Ahrens, B.Sc.Agr., formerly head of the Agricultural School at Navuso, Fiji, conducted by the Methodist Mission, has accepted a Government position on Lord Howe Island.

REG. TRADE MARK. 72,783.

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

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Market Quotations

COPRA

London	South Sea, Sun-dried to London	Plantation, Hot-air Dried, to London	Plantation, Hot-air Dried, to Rabaul
Price on—	Per ton, c.i.f.	Per ton, c.i.f.	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	South Sea, Smoked to Genoa and Marseilles	South Sea, Sun-Dried to London	Plantation, Hot-air Dried, to London	Plantation, Hot-air Dried, to Rabaul
Price on—	Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£14 0 0	
Mar. 6	£11 15 0	£12 15 0	£13 0 0	
June 5	£11 10 0	£12 0 0	£12 17 6	
Sept. 4	£13 2 6	£13 10 0	£14 12 6	
Dec. 4	£19 7 6	£19 7 6	£20 7 6	
Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6	
Mar. 5	£19 0 0	£19 5 0	£20 0 0	
June 4	£15 15 0	£15 12 6	£16 12 6	
Sept. 3	£13 5 0	£13 5 0	£14 0 0	
Dec. 3	£12 10 0	£12 12 6	£13 7 6	
Jan. 7, '38	£12 12 6	£12 15 0	£13 12 6	
Feb. 4	£11 2 6	£11 10 0	£12 7 6	
Mar. 4	£10 17 6	£11 0 0	£12 0 0	
Apr. 1	£10 10 0	£10 12 6	£11 10 0	
May 6	£10 17 6	£10 17 6	£11 17 6	
June 3	£9 15 0	£9 15 0	£10 12 6	
July 1	£9 17 6	£9 17 6	£10 17 6	
Aug. 5	£9 15 0	£9 15 0	£10 15 0	
Sept. 2	£9 10 0	£9 10 0	£10 10 0	

Oct. 7	£9 2 6	£9 2 6	£10 2 6
Nov. 4	£8 12 6	£8 12 6	£9 10 0
Dec. 2	£9 5 0	£9 5 0	£10 2 6
Jan. 6, '39	£9 12 6	£9 15 0	£10 10 0
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
Apr. 6	£9 12 6	£9 15 0	£10 12 6
Apr. 14	£9 10 0	£9 12 6	£10 12 6
Apr. 21	£9 10 0	£9 12 6	£10 12 6
Apr. 28	£9 17 6	£10 0 0	£11 0 0
May 5	£10 0 0	£10 5 0	£11 0 0
May 12	£10 5 0	£10 10 0	£11 5 0
May 19	£10 5 0	£10 7 6	£11 2 6
May 26	£10 7 6	£10 10 0	£11 7 6
June 2	£10 7 6	£10 10 0	£11 7 6
June 9	£10 5 0	£10 10 0	£11 7 6
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	£8 15 0	£8 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 to 29.—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, 1940.—April 20, 1940.—Fixed price, for plantation, hot-air dried, £13/5/- per ton, c.i.f., London.
April 20, 1940.—Fixed price for plantation, hot-air dried, £12/17/6 per ton, c.i.f., London.
Since then, quotations nominal, as above.

RUBBER

London	Para, per lb.	Plantation, Smoked, per lb.
Price on—		
January 6, 1933	4½d	2.43d
July 7	5½d	3.71d
December 8	4½d	4.05d
January 5, 1934	4½d	4.28d
July 5	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/-	9 1-16d
January 8, 1937	1/2	10½d
June 4	11d	9 5-8d
December 3	7½d	7½d
January 7, 1938	7½d	7d
July 1	6½d	7¼d
December 2	7½d	8d
January 6, 1939	7d	8½d
July 7	7½d	8½d
December 1	12d	11½d
January 5, 1940	13d	11.6½d
February 2	13d	11½d
March 1	12½d	12½d
April 5	12½d	10½d
May 3	14d	11½d
June 7	15½d	12½d
June 14	15½d	12½d
June 21	15½d	13½d
June 28	15½d	13½d
July 5	15d	12½d
July 12	15d	12½d
July 19	14½d	12½d
July 26	13½d	12½d
August 2	13½d	13d
August 9	13½d	13 1-16d
August 16	13½d	13 1-16d
August 23	13½d	12.625d
August 30	13d	12½d
September 6	12d	12 3-16d

Mr. and Mrs. Norman Smith reached Sydney recently from Samarai, Papua, on leave.

Mrs. Aumuller, wife of Hon. George Aumuller, manager of Burns, Philp and Co.'s branch at Samarai, Papua, came South in August to visit her daughter, Marjorie, who has been ill.

Miss Margaret King, who has been a teacher for three years at the Australian Board of Missions' stations at Bolanai in Papua, returned to Australia in August to spend her first furlough with relatives in Melbourne.



MODERN BANKING SERVICE

The Pacific Islands branches of the Bank of New South Wales offer the same complete banking service as branches of the Bank throughout Australia and New Zealand. New Guinea, Papua, and Fiji are thus directly linked with an expert banking organisation serving the needs of modern business, and the special requirements of oversea trade.

BANK OF NEW SOUTH WALES

The Largest Bank in the Southern Hemisphere

SHIPPING SERVICES IN THE PACIFIC

THE shipping timetables which, presented in these pages, have been a feature of the "Pacific Islands Monthly" for over 10 years, may not, for obvious reasons, be published while the British Empire is 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 practicable.

SYDNEY-PAPUA-NEW GUINEA

The motor-ships "Macdhui" and "Malaita", owned and operated by Burns, Philp and Co., Ltd., 7 Bridge Street, Sydney, maintain a regular service.

PAPUA INTER-ISLAND SERVICES

The M.V. "Nusa" (Steamships Trading Co. Ltd., Port Moresby, Papua) and the M.V. "Lakatol" (Burns, Philp and Co., Ltd.) carry on coastal and inter-island services.

NEW GUINEA INTER-ISLAND SERVICES

The S.S. "Maiwara" and M.V. "Mullama" (Burns, Philp and Co., Ltd.) and the S.S. "Coombar", M.V. "Desikoko", M.V. "Durabah", and S.S. "Mako" (W. R. Carpenter and Co., Ltd., 19 O'Connell Street, 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 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 Street, 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. "Polynesian" (Messageries Maritimes Co., 36 Grosvenor Street, 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 French vessels S.S. "Neo Hebridaïs" (Société Maritime et Minière Hagen, Noumea, New Caledonia) and "Cap Tarifa" and "Capitaine Illiaquer" (Société Le Nickel, Noumea, New Caledonia), carry on services.

NEW CALEDONIA INTER-ISLAND SERVICES

The French vessel M.V. "La Phoque" (Société des Isles Loyauté, 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-HAWAII

The liners "Awatea" and "Aorangi", owned and operated by the Union Steam Ship Co. of N.Z., Ltd., 247 George Street, Sydney, maintain a service.

SYDNEY-N.Z.-FIJI-SAMOA-HAWAII

The American liners "Mariposa" and "Monterey", owned and operated by the Matson Navigation Co., 39 Martin Place, Sydney, maintain a service.

FIJI INTER-ISLAND SERVICES

The M.V. "Matafele" and M.V. "Yanawai" (Burns Philp (South Sea) Co., Ltd.) and the M.V. "Tui Cakau", M.S. "Adi Rewa", and M.S. "Tui Kavaro" (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., main-

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And this amazing new gland and vigour restorer, called Vi-Stim, is guaranteed. It has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist today. Put it to the test. See the big improvement in 24 hours. Take the full bottle, which lasts eight days, under the positive guarantee that it must make you full of vigour, energy and vitality, and feel 10 to 20 years younger or money back on return of empty package. A special, double-strength bottle of 48 Vi-Stim tablets costs little, and the guarantee protects you.

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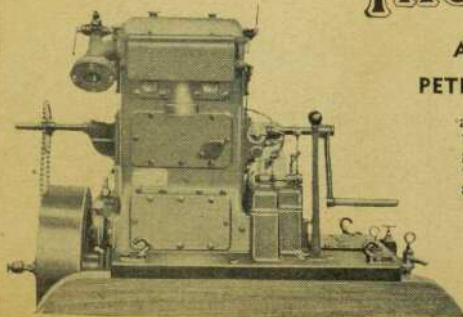
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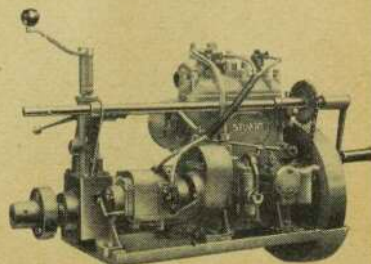


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tains a service between New Zealand, Cook Is., Tonga, Samoa, and Fiji. The Co. also runs a cargo service from Sydney to North America, via Fiji and Tahiti.

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, Phosphate House, 515 Collins Street, Melbourne, C.I.

FRENCH OCEANIA INTER-ISLAND SERVICE

The small French vessel "Hiro" maintains a service between Tahiti and the Leeward Group.

SAMOA INTER-ISLAND SERVICES

The Apia customs launch and the M.Y. "Satanella" (E. S. Paul, owner) connect regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago (American Samoa).

EUROPE-SUVA-N.Z.-SYDNEY-N.G.

The M.V. "Rabaul", M.V. "Salamaua", and S.S. "Suva", owned and operated by W. R. Carpenter and Co., Ltd., carry on services be-

tween Europe and Australia, via South Sea Islands.

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 Street, Sydney, with De Havilland airliners. Time-table 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.

A HOME IN THE HILLS

ASSISTED and encouraged by the Papuan Government and leading residents of Papua, the Papuan Division of the Red Cross Society is establishing a convalescent home in the hills at Rona (25 miles in the interior) for sick members of the Port Moresby garrison. Volunteer women members of the Red Cross, taking up duty for one week in turn, will supervise and manage the convalescent home.

Up to September 6, contributions to the Papuan Red Cross, totalled £737 and to the Papuan War Fund, £5,238.

Latest Fiji gold mining reports, issued September 11, show:—Emperor: Aug./Sept. production, 3,653 oz. fine gold (including 808 oz. from concentrates), from 10,098 tons ore; Loloma, Aug./Sept. production, 3,361 oz. fine gold from 2,527 tons ore.

HON. HARRY ADAMS, M.L.C.

MR. HARRY ADAMS, of Notre Mal and Patlangat Plantations, New Guinea, has been appointed a Non-Official Member of the Legislative Council, to fill the vacancy caused by the death of Hon. W. E. Grose.

Mr. Harry Adams is one of the oldest British residents in the Territory and a man held in high esteem. He went to Nauru in 1916, attached to the wireless unit of the A.N. & M.E.F., whence he went to New Guinea. After leaving the army, he opened the well-known motor-ing and engineering business under the name of Adams & Cooper. In 1927 he sold out and became a planter, his interest mainly being centred in the Patlangat estate, on the New Ireland coast, and Notre Mal, in the Baining district. He is 48 years old. It is regarded in New Guinea as a very good appointment.

Pacific Islands Travellers

(CONTINUED FROM PAGE 3)

PER AIRLINER FOR PAPUA AND N.G.: Sir Walter McNicoll. Messrs. Chapman, Brogan, Mrs. Chapman.

PER AIRLINER FROM PAPUA AND N.G.: Messrs. Hallowell, Symes (2), Richardson. Mesdames Brennan, Man.

PER AIRLINER FOR PAPUA AND N.G.: Messrs. Carpenter, Zaiman, O'Hara, Lesmond. Mrs. McSween and infant.

PER AIRLINER FROM PAPUA AND N.G.: Messrs. Brogan, Willis, Crampton, Pringle, Roberts, Foda. Mesdames Cronin, Willis, Grose, Crampton. Miss Beale.

PER AIRLINER TO PAPUA AND N.G.: Messrs. Brown, Mollison, McKillop, Smith. Mesdames Brown, Sherry and infant.

Mr. G. M. Rodger, of the Papuan Government Service, has been granted leave of absence so that he may enlist, and he now is Bombardier G. M. Rodger, 23262, C. Troop, 29th Battery, 6th Field Regiment, New Zealand Artillery, Papakura, New Zealand. Mr. Rodger, in a cheery note from the camp says that if any readers of the "P.I.M." do not know what to do with their old copies, they would confer a favour by sending them to his address. Men from the Islands who are in the New Zealand forces are glad to get the journal.

Mr. Ernest Wauchope, who has been in Australia on furlough with his wife and daughter Pat, will return to Madang, N. Guinea, by the September "Macdhui".

Mr. and Mrs. A. Hardy, of Port Moresby, Papua, are at present staying in Sydney. He is in the Papuan Customs Department.

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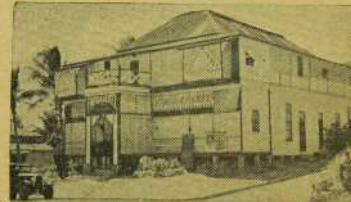
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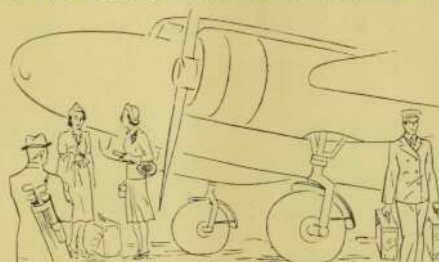
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