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THE Pacific Islands Monthly

THE ONLY JOURNAL CIRCULATING THROUGHOUT THE ISLAND TERRITORIES AND GROUPS OF THE CENTRAL AND SOUTH PACIFIC.

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PEST FROM JAVA

Definite Threat to N.G.
Coconuts
NEED FOR QUICK ACTION

THE danger of a pest, that is causing havoc in the coconut plantations in Java, finding its way into Eastern New Guinea and the islands of the Mandated Territory, is causing lively concern among plantation-owners.

The pest is a small moth, which takes possession of the under-side of the palm leaves. The leaves presently decay and drop off, and the palm becomes useless.

Not much is known here about the pest, how long it has been at work, or where it comes from. Coconut plantations in Java are mostly native-owned, and the industry is not under close supervision. It is probable that the pest has been known in Java and not actually combated for a long time. But, in recent times, it has assumed most serious proportions—and is a contributing factor to the fact that only 6,800 tons of coconuts were shipped from Java in the 8 months to the end of August, 1930, as compared with 37,300 tons shipped in the same period of 1929. It is reported that nine-tenths of the Javanese coconut plantations are affected.

The pest, while somewhat similar in its occurrence, is not the *Levuana* moth—which practically wiped out all coconut palms in Viti Levu (Fiji) until itself was destroyed in recent time by a fly imported from Malaya. Apparently, also, the Dutch entomologists have found nothing, as yet, to check it.

From Java to New Guinea is only a step. Communication between the ports of the two territories is maintained by the Dutch steamer, which runs a regular cargo service. If the pest is transferable, it would be very easy to convey it in cargo from Java to Port Moresby or Rabaul.

The Federal authorities are to be urged to make an immediate inquiry, and if there is danger, to take immediate steps to guard against the danger. The introduction of the pest to the New Guinea coconuts, which are already suffering severely from the depressed prices, would be nothing short of a national calamity.

The danger, if it exists, could be averted by a little care now. Prompt action seems to be demanded.

Mr. C. B. Higginson

DEATH IN PAPUA

His Good Service As Magistrate

(From Our Own Correspondent.)

Port Moresby, October 10.
WORD was received in Port Moresby last Saturday, of the death of Mr. C. B. Higginson, who died at Kopyi on September 29th, while on his



MR. C. B. HIGGINSON.

way to Popo, where he was employed by the Anglo-Persian Oil Co. He was another of the last remaining number of old timers in Papua, and had been in the Territory for about 25 years, twenty of which had been spent in the service of the Government.

Mr. Higginson was almost the last of the older Magistrates—those fine men who, in the old days, did such magnificent work in subduing and training with wisdom and justice, the fierce and savage Papuans.

Mr. Higginson leaves a widow and three children, who had only just left the territory by the last Mornia. The news of his death cast a gloom over Port Moresby. One of his friends writes:

"Good sport, firm friend, fearless officer and able administrator of justice, he will be long missed and remembered in Papua."

HOTEL FOR NORFOLK ISLAND

To Stimulate Tourist Traffic

LIQUOR SYSTEM CRITICISED

PLANS are afoot for the establishment of a first-class residential hotel on Norfolk Island.

An application for a liquor license was refused some two years ago, but a petition has been now signed by many of the islanders, asking that such license be granted. The petition is being forwarded to the Minister for Home Affairs (Mr. Blakeley) for his consideration.

Should this request be granted and an hotel to cater from 50 to 80 guests be built, a new era of prosperity may dawn on N.I., as it is certain that valuable tourist traffic will follow, and land values rise.

A natural result also should be a better steamer service, not only with Australia, but probably with New Zealand, thus providing more extensive markets for Norfolk Island produce.

LIQUOR BY PERMIT

The existing liquor laws of the Island have been the subject of adverse criticism. At present a permit for liquor is only granted to a resident if he is considered a "fit and proper person" by the Government Medical Officer, and this permit allows him one bottle of spirits or six bottles of beer a fortnight.

Only twice a week is the liquor distributed by the Clerk of Court. People due for their ration then line up, and as many as 60 residents have been in the queue.

An undesirable feature, according to a recently-returned traveller, is that non-drinkers, who are also granted permits on application, obtain their rations, and have no trouble in re-selling the liquor at a handy profit.

It is estimated that last year £1,500 worth of spirituous liquor was imported into Norfolk Island.

Hymen at Thursday Island

(From Our Own Correspondent)

THURSDAY IS. Nov. 12.

The best wishes of the whole community were offered to-day to a popular young couple who were married in the Cathedral—Mr. Otter, a member of the Garrison Artillery, and Miss Byers.

There was a large attendance at the wedding breakfast. The bride's parents are old and highly-respected residents of Thursday Island.

RE-ARRANGEMENT OF NORTHERN STEAMER SERVICES

DISCUSSION OF VARIOUS POSSIBILITIES

Plea for Reduced Fares and Co-ordination of Inter-Island Schedules

(By Our Rabaul Correspondent)

In the following article our New Guinea representative discusses the problem of the Northern Steamer Services.

The people of Papua and New Guinea naturally want an ever-improving steamer and mail service with Australia.

Messrs. Burns Philp & Co. Ltd., who hold the Australian mail contract, and are vitally interested in the growth and development of these territories, are naturally anxious to give the best possible service. But steamer services must be profitably conducted; and the "big firm" is embarrassed by the fact that so much trade is being driven away from Australia in direct shipments to Europe and America. If that trade were being done with Australia, the B.P. shipping lines could be more profitably operated; and, of course, better and more frequent service could be given.

The whole matter is now under consideration by the Commonwealth and Territories authorities and the shipping company.

The subject is dealt with in our leading article on page 6.

WITH the possibility of the arrival of a new steamer, now in course of construction, in March or April of next year, public interest has been aroused in the proposed new schedule, and our steamer and mail services generally.

The new vessel is on much the same lines as M.V. Malabar. It is slightly shorter, but has two feet more beam, and, being designed for islands service, has a shallow draught. The sailing speed is 14 knots. The passenger accommodation is quite equal to the Malabar, but the appointments are inferior. The public rooms and the cabins are commodious—a feature that will be much appreciated after the confined space on the older vessels.

Messrs. Burns Philp & Co. Ltd. evidently appreciate that, as practically the whole of the coconuts from this Territory is now shipped by vessels plying direct with Europe, they will have to rely to a greater extent on passenger traffic. Cargo from Australia is also declining, owing to the competition of a.s. Le Maire, bringing cargoes from India, Rangoon and Java; and a.s. Bremerhaven, bringing through freights from Europe, China and Japan.

TO JOIN SERVICE WITH PAPUA
One would have thought that a new and large vessel, taking the place of the antiquated *Marnia*, would have been welcomed without question. But, as Burns Philp & Co. evidently do not consider the trade of this Territory yet warrants two large vessels engaged solely on this service, they propose to amalgamate the New Guinea and Papuan services, to be undertaken by the new vessel and the *Montoro*.

Local objection is taken to the incorporation of the Papuan service, on the grounds that to call at Port Moresby and the possibly two North Queensland ports will increase the length of the journey; and, further, that in order to break in these ports and still maintain a three-weekly service, it will be necessary to omit certain minor ports in this Territory.

Most people travelling from here to Australia wish to get to Sydney as quickly as possible; they are not interested in Port Moresby or any North Queensland ports, and it was thought that when a new and speedier vessel was put on the run the journey would be appreciably shortened. As Burns Philp & Co. base fares on the number of days a journey occupies, some were optimistic enough to hope for a reduction in the present high rates.

The present run from Rabaul to Sydney, calling at Samarai, takes eight days (it has been done by the *Montoro* in six and a half days).

It is announced that the new steamer will take 8 days for the journey—Rabaul-Sydney—and the *Montoro* 13 days. It is exceedingly doubtful if such a schedule could be maintained, because, even allowing an average sailing speed of 14 knots, there would be only a margin of 36 hours for calls at five ports; this makes no allowance for bad weather or arriving at ports outside of official hours. If there are delays, time would have to be made up by cutting short the stay in Sydney, which would be a serious matter for the commercial interests. At least seven clear days are required at Sydney each trip, in order that orders for shipment by return vessel may be attended to.

The only benefit to the travelling public will be the advantage of a new and commodious vessel in place of the *Marnia*, which is exceedingly uncomfortable. This Territory will also benefit by being brought into direct communication with Port Moresby—a factor that may be of some importance in the future—and with North Queensland ports.

Planters here who wish to purchase cattle for their plantations naturally look to North Queensland for their (CONTINUED ON PAGE 2)

NEW SHIPPING SERVICE

Rabaul to Hongkong

E. & A. Line Alters Itinerary

A NEW shipping service between the Mandated Territory of New Guinea and the East will be established by the Eastern and Australian Steamship Co. Ltd., which has decided to include Rabaul in the itinerary of its three Australia-Japan liners.

The *Tanda*, *Nellere*, and *St. Albans* will call at Rabaul on both the outward and homeward journeys.

The first vessel to run the new time-table will be the *Tanda*, which leaves Yokohama at the end of the month for Australian ports. The return will load cargo and embark passengers for Rabaul at Hongkong.

The service in the other direction will be inaugurated by the *Nellere*, leaving Sydney at December 12.

The new itinerary will not lengthen the voyage between Australian ports and Japan, arrangements having been made to omit the previous calls at Cebu, Thursday Island, and Sandakan, on the northward journey, and Macao, Thursday Island, Cairns and Townsville on the voyage south.

The journey between Sydney and Hongkong—of this actually be shortened, from 21 to 21 days.

Scientists on Niuafoou Island



The largest camera in the world is shown in position on Niuafoou Island, in the Tongan group, where perfect weather conditions permitted a very successful observation of the total eclipse of the sun on October 21. The photograph shows the camp of the American scientists, who included Professor Jagger, of Hawaii; Professor

Mitchell, and other well-known Americans.

The camera is 65 feet long.

Niuafoou is an isolated place, extremely difficult of access, but it was the only island in this part of the Pacific that was right in the narrow track of the complete eclipse.

Leipzig Spring Trade Fair 1931 (Germany)

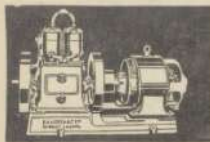
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Northern Mail Services

(CONTINUED FROM PAGE 1)

market, but owing to heavy transhipment charges, freight rates have been prohibitive.

THE MINOR PORTS

A feature of much economic importance, especially to the planter, is the proposed elimination of certain minor ports now visited by the mail steamers. No doubt, it is not profitable to Burns Philp & Co. Ltd. to send a vessel such as the *Monitore* to small places like Manus, Aitape, Borani, etc.; but to remove the vessel without replacing her by an adequate subsidiary service would inflict a hardship on the already sorely-pressed planter at the more remote places.

The present inter-island service is neither adequate nor satisfactory, and this is largely due to lack of co-operation between Burns Philp & Co. and W. H. Carpenter & Co. Ltd. A complete re-organisation of the inter-island services should be instituted in conjunction with the suggested new mail service.

At the present time, the steamers *Maiyana* and *Mirani*, owned by Burns Philp, and the steamers *Doris* and *Durior*, owned by Carpenters, follow much the same routes respectively. All make round trips, but all take the same route, following each other up.

If the two firms were to co-operate, and arrange services so that one vessel would follow a reverse route to the other, greater efficiency could be obtained, with resultant decrease in concentration costs, less expenditure on the

ELECTRICITY SCHEME FOR RABAU

Installation by Sydney Firm

From Our Canberra Correspondent

An ordinance was passed some time ago to enable an electricity scheme to be installed in Rabaul. Messrs. Donoghue & Carter, of Sydney, have signified their intention of applying to the Administrator for the right to supply light and power for public and private purposes for a period not exceeding 39 years.

At present, electric light is supplied by private plants over a restricted portion of the town.

re-patriation of native labourers and better mail facilities. At present, these services appear to be conducted to suit the particular requirements of the respective owners but, with co-operation, considerable savings could be effected, and at the same time the public would be given a more efficient and satisfactory service.

If the inter-island services could be re-organised to counteract the omission of the minor ports referred to, and there is no increase in fares on operation of the longer journey to Sydney, the suggested new schedule should be welcomed.

The matter is still under the consideration of the authorities concerned, and no official pronouncement has yet been made.

WEDDING AT RABAU

(From Our New Guinea Correspondent)



A wedding of interest took place at the Methodist Church, Rabaul, on October 21, when Mr. Hermann Morrow, son of Mr. W. Morrow, chief inspector for Messrs. Carpenter & Co. Ltd., was married to Miss Freda Harcourt, of Sydney.

The parents of the bridegroom are both well-known residents in New Guinea. Mr. Morrow, son, came here 20 years ago, and was formerly the owner of Owen-Jamieson Plantation. Mrs. Morrow arrived some 20 years ago, being associated with the Methodist Mission.

The wedding was largely attended, and amongst those present at the reception, held at the Rabaul Hotel, were Mr. and Mrs. J. A. Carpenter, Mr. and Mrs. Pertman, Mr. and Mrs. O. Townsend, Mr. and Mrs. J. L. Street, Messrs. F. H. Juley, Frank Kirocher, O. Schvedel, and E. Paatsch.

Subsequently the guests proceeded to the German Club, one of the most popular resorts in town, where dancing was indulged in until the early hours.

Mr. and Mrs. Hermann Morrow spent a brief honeymoon at Kokopo, and have now proceeded to Pondo Plantation, of which Mr. Morrow is manager.

In Western Samoa

Condition of the Planting Industry

(From Our Own Correspondent.)

Apia, October 22

LIKE other coconut-growing countries, Western Samoa to-day is feeling the effects of the present low price of copra in the Home and Continental markets. The market price to-day—which is the price in Europe after freight, etc., has been paid—is really what the planter should be receiving on the plantation, in order that a reasonable profit might be shown, yet, ever optimistic planters face the position all square, and hope for improvement.

The biggest producers of copra are the Samoans, but the low price offered for the product does not encourage them to produce too heavily. In some districts there has been a falling off in supply. But these conditions will alter, as at times circumstances compel the native to produce in order to get ready cash.

It is from copra sales, mainly, that the native collects money. Sometimes he needs money pretty badly—i.e., when with other villagers he considers a new church should be built, or when a collection for Church Missions is required, or maybe communal requirements demand ready cash. Having little other means of raising money, it is to copra-making that they apply themselves.

COCOA PRODUCTION

Although there is a fair tonnage of cocoa beans produced in the Territory, the Samoans do not pay much attention to a cocoa production. It is not an easy crop to produce, requiring experience in growing, and in the fermentation and drying processes essential to a first-class marketable product. Cocoa plantations are therefore controlled only by Europeans with the necessary experience, and cocoa to-day is helping

them to balance their ledger on the right side.

Cutting out and drying of copra are simple processes as compared with cocoa and its intricate methods of preparation for market. To the Samoan, the making of copra is easy; it is a labour that suits his temperament. Easy-going to a degree, he finds he can employ on the job all other members of his family. Consequently, his cost of production is nil, in that he does not have to pay a monthly wage bill.

THE REPARATIONS ESTATES

Likely to be hard-hit by the unfavourable market prices is the large acreage of coconut under cultivation by the New Zealand Reparation Estates, but as middleman's profits hardly enter into the proposition, the Estates are likely to come out with a small margin of profit, as against the copra-buying firms who purchase direct from the native grower. Although maintaining a general manager, an office staff of several clerks, and plantation managers and overseers, and a big army of Chinese coolies and Solomon Island boys, the N.Z. Reparation Estates are in a fairly sound position and should be able to show a satisfactory report at the end of the year.

The big drop in copra prices affects merchants very considerably, as the spending power of the native to-day is about half of what it was a year ago. The general impression here is that unless the cost of production can be lessened there will not be much margin of profit until the market price in London and the Continent rises to somewhere about £20 a ton, and is maintained at that figure.

However, we are fortunate in Samoa insofar that we have a valuable alternative crop in bananas. This industry is described in another article.

CALLOUS CRIME

By a New Guinea Cook-Boy

PLANTATION MANAGER MURDERED

From Our Rabaul Correspondent

A SENSATION was caused in Rabaul by the report of the murder of Mr. D. G. Edmonds by his native cook-boy. Mr. Edmonds was manager of the Melanesia Co.'s Koini Plantation, on the south coast of New Britain.

The murder was particularly brutal and callous and was undoubtedly premeditated.

It is reported that Mr. Edmonds's cook-boy, who bore a grudge against his master for some unknown reason, told the plantation boss-boy that he intended to kill his master. When Mr. Edmonds was sleeping he carried out his threat by attacking Mr. Edmonds with a 14lb. sledge hammer. The boy battered Mr. Edmonds about the head and killed him. He then washed the body, clothed it in a clean suit, even to collar, tie and cuff-links, and then buried it. He washed away the blood stains and put clean linen on the bed.

When he reported his action to the natives employed on the plantation, they became scared and ran away. The murderer then walked to the next plantation and gave himself up to Mr. Pinching, the manager.

The reason for the murder is not yet known. The boy has been brought in to Kokopo, the chief office for New

Britain, and will be brought to trial at Rabaul.

Further reports of violence by natives towards their European employers have been received from Kavieng. Mr. Jack McVillie, of Selaipi Plantation, was injured, but, we understand, is recovering.

(An article in the September issue of *The Pacific Islands Monthly* referred to the growing problem of imposing adequate discipline upon native employees in New Guinea, and the need for a review of the Administration's method of imposing punishment for minor offences.)

AMONG THE MISSIONS

Rev. and Mrs. J. H. Margarets return by the *Monitore* on November 22 to New Britain, after furlough in Australia. They are attached to the Methodist Mission station at Vanuatu.

Miss D. Colthart, of the Methodist Missionary Society, returned to Sydney by the last *Monitore* on holidays. She has been working among the Chinese at Rabaul.

Miss Common left Sydney by the November *Marsina* to take up duties with the Methodist Missionary Society in the Solomon Islands. Miss Dalziel, and a party of Tongans, returned from there by the *Mataram*, on their way to New Zealand.

Rev. A. W. Guy, who has been attached to the Methodist Missionary Society in Papua for the last fifteen years, has now retired from service there. The Methodist Synod, at a recent meeting, expressed deep regret at losing such an able minister.

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PAPUAN NEWS

Low Prices of Products Cause Anxiety — Aeroplane Connection with Salamao — Luxurious Yacht Arrives — The November Exodus.

(From Our Own Correspondent)

Port Moresby, October 15. — THE market has fallen yet lower this month, as regards rubber, and copra. Rubber has actually fallen to 3/5-1/6 pence per lb., and copra to 1/4-1/2 6 per ton.

The rubber producers find this figure fatal. Some plantations give their lowest cost price at 1/2d.; others, nearer Port Moresby, manage at a lower figure. The huge profits these plantations are making can be left to the imagination.

Copra—though the market is so low is not in quite so bad a plight. The cost of production is from 5s to 6/10 approximately. Added to this, in most cases, is the freight into Port Moresby. So just at present the copra producer is far from pleased when he takes in his returns.

Still, there is an outlet in Papua itself. Three dedicated coconut factories, or plants, buy up a great deal of copra and pay a higher rate than the market prices. Coconut Products Ltd., a company operating on Hiau Beach, 60 miles to the west of Port Moresby, in the centre of a nest of plantations, buys as much as it can handle.

Ahioma, a Samarai Syndicate, off Milne Bay, and the Gili Gili plant, account for quite a number of sales in that district, and all the product of the plantation of the same name (Gili Gili, owned by Lever Bros.). So there is every hope, despite the fluctuating price, that these plantations will hold on, with economy, yet awhile, until things improve.

TRADERS FEEL PINCH

The traders along the coast are feeling the slump most of all. Natives cannot understand the fall in market prices, and gather the impression that they are being "taken down." In consequence, they will not sell their nuts, preferring to let them fall and rot. Cash, with them, is also less plentiful, so the sales of trade goods have fallen off. This is more serious for the trader than for the average native, for the latter's purchases were generally luxuries—certainly not necessities—whereas it is the trader's actual livelihood and it is hard to know what is ahead for him.

As regards the Government itself, circulars were sent to every department and station, instructing every one to observe the strictest economy, and hoping to get through this difficult time without retrenchment or reduction of wages. It is sincerely hoped this will be

possible, for unemployment of whites in this Territory would be a ghastly proposition.

AERIAL PORT OF CALL

Mr. Ray Parer, flying from Salamao, New Guinea, to Port Moresby, about September 27, had, it is rumoured, an unpleasant experience. His petrol ran out 60 miles or so from Port and he was compelled to make a forced landing. Happily, he was over a well known stretch of beach at Hiau. The flying conditions lately have been particularly bad.

Mr. L. C. Shoppe, flying his Gypsy Moth, also flew over from Salamao with a passenger, in order to catch the s.s. Morinda going south.

A large Fokker aeroplane is being imported by the Le Maire, K.P.M. "Dutch" boat to Port Moresby, for the gold fields, and will be assembled here, after which the machine will be flown to Salamao.

Port Moresby has lately been used as a landing stage for aeroplanes flying to and from the New Guinea goldfields. Among the natives, who have not become used to them. The white people always greet them with pleasure, for they keep us in touch with the other side of the Territory and help to kill the monotony between mails.

MAIL CONNECTIONS

Port Moresby relies on s.s. Morinda every month for mails and stores from Sydney, and three monthly call of the K.P.M. Le Maire, a Dutch boat, sailing between Singapore and Java ports and Noumea, calling at different ports enroute, in Papua and New Guinea. The Le Maire has accommodation for a few passengers, which enables anyone to tranship at Singapore, for European ports, cutting out the voyage to Australia.

A cargo boat, under the agency of Burns, Philp, calls also every two months, to take copra direct to European ports from here and Rabaul. Formerly, copra had to be transhipped at Sydney, which entailed greater expense. All three steamers bring mails and carry general cargo.

ON A WORLD PLEASURE CRUISE

The American yacht, Zara, arrived in Port Moresby on October 3, causing a considerable stir. She sails from San Francisco and is on a world pleasure

cruise, having been out already some four months, travelling round the Pacific. Her owner is Mr. Templeton Crocker, a San Francisco business man and he is accompanied by four friends—Capt. Hotch, Dr. A. B. Larsen, Mr. L. C. Brooke, and Mr. Geoffrey Dodge, besides a crew of twelve. The vessel is luxuriously fitted, with dining saloon, lounge cabins and bathrooms, and carries a fine speed boat for harbour and river work. The Zara will call at Java, Borneo, Singapore and Ceylon after leaving here, through the Suez Canal to the South of France. We all envied them their easy and happy life, apparently free from worries.

His Excellency, Sir Hubert, and Lady Murray unchained Mr. Crocker and his friends at Government House and were entertained in return on the yacht Zara, and the Papuan Club made all the party honorary members.

SOCIAL LIFE

Social life since the arrival and departure of H.M.A.S. Australia and Anzac, with Admiral Evans and his staff, has been very quiet. While the navy was here, for three days, the residents did their best to entertain their visitors. All the sporting clubs were open for their amusement and a dance was given in their honour by the Tennis Club. His Excellency, Sir Hubert and Lady Murray, entertained Admiral Evans and his staff, and His Excellency's horses were put at their disposal. The Admiral gave, in return, an At Home on the Australia. The guests danced to an excellent band, and afternoon tea was served.

In spite of the hot weather, the Golf Club is more popular than ever, and daily the course is improving, under the able management of its secretary, Mr. Brosey. Women, as well as men, play daily. The nine hole course is very prettily situated in a valley amongst the hills and yet close to the sea. There is generally a cool breeze, which tempers the heat of the sun and players.

Lady Murray is leaving the Territory by the Morinda to-morrow, and is making a hurried trip to England for a few months.

In November there will be a general exodus of residents who are able to get away. The bookings of the November and December Morinda's passenger lists is nearly complete.

MALARIA'S AFTER-EFFECTS

Not many people, living far lengthy periods in the Pacific Islands, escape malaria. The fever, in itself, is not serious, but some of its after-effects are of an undesirable and lasting character. When the after-effects take the form of rheumatism and shivering attacks, as they not infrequently do, the sufferer is glad to know of new medicines and treatments, and is anxious to try them. This issue by Messrs. Leslie Bray, Ltd., about the disease that "fever" is an extraordinary interesting, and gives remarkable results in rheumatism, sciatica, and similar troubles.



Link, Parer's Bristol plane on the beach, Port Moresby, after a trip from the New Guinea goldfields. Link, Parer pioneered the aerial service between Port Moresby and Wau.

KAVA AND THE MAJOR

A Memory of Sunny Nukualofa

WHEN we met the Chief Justice of Tonga, in Nukualofa, he introduced us to the Minister for Lands, and then the five of us went to a little cafe to drink kava.

Nixon and I had had a taste of the stuff over in the Cook Islands. Nick said it was like the washing-water of the week before last kept in a soap-vat and flavoured with pepper. I agreed. But kava was new to Major O'Sullivan. The sound of the name tickled his palate. He had tasted many liquors in many lands and in social company—and he was eager to add to his experiences.

We threw dice to see who "shouted." The Chief Justice explained the system. He was a white man who had settled down happily in the island kingdom after having been driven from Samoa in 1890 by the squawking of the German eagle. The Minister for Lands was a native—all the Tongan Ministers were natives except the Auditor-General.

We drank. I watched the Major's face delightedly. It changed from anticipation to incredulity, then to horror and disgust. I checked his hither attempt to empty his mouthful back into the wooden mug by whispering "that such a procedure would give serious offence."

The Chief Justice was proudly showing Nick the skin of his hands. When

he rubbed, it gave off a crumbly powder. That, he explained, happened to all white kava-drinkers. The Major snorted.

The dice were thrown again and, to his visible relief, the Major won, and "shouted." He had had visions of having to sit through five rounds of kava. He left before the third round, to attend urgent business.

That afternoon, in a coconut grove some miles off, we attended an old-time, ceremonial, kava-drinking, conducted by the late King George Tabou IV. The procedure was simple. Each person was called up in his order of official importance, received a half-coconut shell full of kava from the king's servant, bowed, drank the liquor, and threw the shell away with an underhand spinning motion.

When the Major discovered what he was in for, he wanted to go and hide in the bush. We told him that he must respond to his name, and that he must drink the kava. Tongan etiquette on this matter is very strict. The Major declared, unhelpfully, that "this water would be the death of him."

The Court officials did not know the exact order of the official importance of our party. Nixon and I helped them with the list.

"Kava Koh-e-e-e!" The call echoed through the forest aisles. Kava was

ready. It was made by squatting men of solemn appearance, who pounded the pepper-tree roots in wooden basins, and added water to the mess. In ancient days, the prettiest girls of the village chewed the roots, and spat the result into bowls, where water was added.

The Major's name was called early in the list. He stepped up and drank his kava like a man; but he was breathing deeply, and there was ferocity in his eyes when he rejoined us near the Royal group.

To the accompaniment of quaint mispronunciations of names by the native announcer, we stepped one by one before His Majesty, and quaffed the Royal beverage. Then:

"Major O'Sullivan!" called the announcer, for the second time.

The Major gave a startled yelp. He waved his arms, and wanted to explain that there had been a mistake.

We pushed our friend forwards, whispering urgently, "Drink it—been a mistake—matter of etiquette—can't explain now."

The wretched Major seized the bowl and heroically drank. He spluttered and cursed. The blood-red fields of Flinders never heard worse language.

He returned to the steamer and went to bed, and remained there all next day—declared he had been poisoned. Dr. Pomare, later Sir Maui Pomare, and recently dead, who was a member of our party, prescribed for him.

I never could get the permission of the reverend Nick to discuss the way in which we "cooked" that official list—R.W.R.

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BURNS PHILP AND THE SHARPSHOOTERS

WE have received, since this journal was launched, a remarkable number of invitations to attack Messrs. Burns Philp & Co. Ltd. Because we have not responded, we have ourselves been attacked, and accused of being "a B.P. show, anyway." So, perhaps, a few words on the subject of B.P. and Co. will be timely—particularly just now, when so many people are suffering from the world's economic sickness, and are ready to blame anyone for things they cannot understand.

A frequent complaint against the big firm is that, while receiving substantial subsidies from the Commonwealth for maintaining certain shipping communications, it provides poor and expensive services. The point to be remembered is that B.P. ships, unfortunately, must register in Australia, and trade under the appallingly expensive conditions thereby imposed. They must pay Australian wages, rates, observe Australian working conditions, employing only white crews, and provide for the innumerable taxes which the Australian politician, in his madness, imposes upon every form of enterprise. The effect is that B.P. in comparison with the shipping lines of other countries, are enormously handicapped. They have tried to be all-Australian in their activities; but, gradually, the intolerable burdens imposed by Australia are forcing them to defensive measures, such as direct trading between the South Seas and Europe. Australia, thereby, is losing trade of inestimable value—but no one seems to care! If Australians think that bigger and better ships should run to the Islands, they should remove some of the taxation from private enterprise, and especially from shipping.

Messrs. Burns Philp are criticised because of their large holdings in Islands properties, and their "astuteness" in connection with accounts. If the B.P. companies had not been very efficiently conducted, and placed in a strong position by shrewd and far-seeing directors, what chance would they and the hundreds of planters and traders dependent on them, have had of weathering the present financial storm? The fact that powerful and wealthy corporations are vitally interested in South Seas properties and industry is the South Seas residents' best guarantee that, if it is possible, they will come safely through their present troubles.

Finally: This journal is privately owned and completely independent. Its purpose is to serve the best interests of the Pacific residents. If, in pursuance of that, it becomes necessary to attack corporation, or administration, or missionary organisation, that attack will be made, without fear or favour. But we see nothing to attack at present. On the contrary, the burdens which the big corporations are being asked to carry are so onerous that, in the interests of the whole community, they should be supported just now, rather than embarrassed by irresponsible criticism.

TROPICALITIES

Written for The Pacific Islands Monthly by "Sea-Serpent"

A VALUED correspondent in Papua, who signs himself "Papuan," sends along some more information concerning that much-used word, "dohore," or "dohore," as he states it should be spelt. He gives as its meaning, "Not yet—presently." He sends the following example of its application: "A steamer has been sighted, and you ask a Motu man, 'Is the steamer in?' If she is not, he will reply 'Dohore.'"

"Papuan" continues: "An Australian journalist visiting the Malay States, once wrote that he had found out what was the call of the East—it was 'boy!' There is so much 'boy' in Papua that the native has adopted 'dohore' in self-defence, and what he means now, I think, is 'Give me a chance, I am not a centipede.'"

When the price of rubber fell on the London market to 3d. per lb. recently, it was generally accepted as a low record. But it has been stated that very many years ago, before the industry had developed in the East Indies, the Brazilian article sold in London for 2d. per lb. At the present price, it is doubtful if any plantation in the world is making a profit, although plantations in the East have greatly reduced production costs in recent years. Sir Eric Geddes, chairman of the Dunlop Rubber Co., which owns about 70,000 acres of planted rubber, stated recently that the production costs on the company's plantations average 4d. per lb. f.o.b. during the current year. For August this year, he estimated they were less than 4d., and, when new and improved areas come into tapping, a cost of under 3d. per lb. f.o.b. is expected.

In Papua, where the value of rubber exported has been equal to that of copra, a price of 8d. per lb. is considered necessary to enable plantations to carry on.

IN spite of general depression in New Guinea, looks as though the Administration will not be kept waiting long before it commences to receive white-royalties from Morobe goldfields. New Guinea Goldfields announce that, commencing from January next, the profit from the alluvial deposits on their leases will be \$4,000 per month. Cravings of the reef gold will not commence until more drilling and general exploration work has been done. Then there is Bulolo Gold Dredging Ltd. The plan for taking in the huge dredges will be delivered very soon, and the transport and erection of the machinery will follow. The company estimates the profit from its Southern Bulolo leases will be in the vicinity of £2,000,000. It should take about 13 years before this property is worked out, and all the time the Administration will be collecting its 5 per cent. royalty from the gross value of the gold. A rich reef has been developed by Day Dawn (New Guinea) Ltd., and crushing here should commence early in the new year.

Apart from the Morobe field, the possibilities of the Sepik River and Ramu River headwaters are receiving the attention of prospectors, and there is a good chance of something being opened up in these quarters.

DEATH OF HEAD CHIEF OF NAURU

From Our Canberra Correspondent

ON November 6 the Acting Prime Minister (Mr. Fenton) received a letter from Mr. W. A. Newman, Administrator of Nauru, giving particulars of the death of Daimon, Head Chief of the Island, whom he described as probably the most picturesque personality of the Pacific. Daimon died on October 21, aged 80 years.

Nauru was captured by an Australian Expeditionary Force in 1914, and it supplies the greater part of the Commonwealth's phosphate requirements.

Formerly, the Chiefdom of the Nauru district was an hereditary office, but in recent years the Chiefs have been selected by the adult population. On the last occasion the election was conducted by ballot, and it is interesting to note that the procedure of the Commonwealth electoral system was followed, and that voting was compulsory. Women are eligible to stand as candidates, but no woman has held office as Chief since 1925.

The Chiefs are entrusted with the maintenance of order and other matters associated with local government in the district under their control, and the Administrator presides at their periodical conferences.

(An interesting account of Daimon's life, and a tribute to his many fine qualities, specially written by Mr. W. A. Newman, Administrator of Nauru, will be published in the December issue of this journal.)

Recent photograph of Daimon.

Notable Men of The Pacific



Mr. Joseph Mitchell, General Manager of Burns Philp (South Seas) Co. Ltd.

THE lucky star of the B.P. firm was in the ascendant one day 40 years ago, when a long, lean, dark youth entered the B.P. service as office-boy. It was then a very modest establishment, trading mostly with Queensland. To-day, it is one of Australia's biggest and most successful commercial institutions, with a capital running into millions, and activities extending into every part of the world. The one-time office-boy is now Mr. Joseph Mitchell, general manager of one of the B.P. companies, and a director of all of them. He has been closely associated with almost every move in the enormous growth made by the B.P. firm and, in the course of his career, he has acquired an incomparable knowledge of the history, personalities, administrations and trading and industrial conditions in the Pacific Islands.

When Mr. Mitchell joined up, the big firm was running two schooners—the Myrtle from Cooktown to Port Moresby, and the Ivanhoe from Cooktown to Samarai and Sodest. His early career was gained by an accident. Col. James Burns was, as director of the Australasian-New Hebrides Company, formed to develop British interests in the New Hebrides. Young Mitchell was appointed to assist the manager of this company (Mr. V. R. Bowen) at its office in 10 Bridge St. The Villa manager of the New Hebrides Company (Mr. Cooper) became ill, and Mr. Mitchell was sent down to relieve him. He was appointed to the managerial duties, and remained there for several years.

There was no Government in the New Hebrides then, and the only law was the law of individual brain and muscle. Mr. Mitchell was happy enough—he stands 5ft. 2in. in his socks, and is built in proportion. Small men fared badly. Mr. Mitchell could fill a book with hectic stories of events in the New Hebrides 33 years ago.

Transferred back to Sydney to look after the B.P. firm's growing Islands business, Mr. Mitchell had a great deal to do with the chartering of ships for Island voyages and the development of Islands trade. He has interesting memories of some notable ships of that time—the Kelce, Karara, Mt. Kembla, Enu, Hesketh, Croydon, Wyalah, Rob Roy, and others. They carried the B.P. traders into all corners of the Pacific.

About 1900, Messrs. Burns Philp bought their first steamer, the Titus, and on this staunch vessel Mr. Mitchell went trading to Papua, to Rahu (now Rabaul) in the Solomons; and he personally opened up the B.P. trade with the Gilberts, Ellice and Marshall Islands. Coming back from his first trip, he the Titus, he stopped at and walked over Ocean Island, never dreaming that millions of pounds worth of phosphate lay beneath his feet. Mr. Mitchell, in the Titus, landed the first Resident Commissioner, Mr. C. M. Woodfull, in the Solomons; and the first Administrator, Col. Sealing, on Norfolk Island. In those days, there

were not 20 white residents in the Solomons. The islands were overrun with cannibals and head-hunters, and no one slept ashore on the main islands—they stayed on their vessels, or maintained well-guarded residences on the small islets.

Later, Mr. Mitchell took over the management of his firm's branch on Thursday Island and, whilst there, he established and managed the very profitable Wyden Pearl Shelling Co. of which he is at the present managing director. In 1912, he became the firm's chief inspector, travelling regularly all over the South Seas.

After the outbreak of war, the big firm experienced difficulties in regard to shipping services. Mr. Mitchell went to the U.S.A., and established the B.P. Co. of San Francisco, which engaged, in a big way and very profitably, in shipping activities. At one period of the war, it had nearly 70 ships under charter, and it also bought five ships outright. The American owners did not like the South Seas trade, because of risk of wreck. The B.P. Co. demonstrated that these waters were quite safe for experienced mariners, with the result that the South Seas ports obtained quite a good name among the American owners. The B.P. Co. of San Francisco is still an active and profitable corporation.

Mr. Mitchell returned from America after the Armistice and resumed his work as chief inspector. Subsequently, the B.P. (South Seas) Co. Ltd. was incorporated, with Mr. Mitchell as general manager. A little later, he became a director of that company and a director of the main company.

His reminiscences are most interesting and informative. In the New Hebrides, for instance, before the days of government, the B.P. firm established its own paper currency, mainly £1 and 5/- notes. It also carried out the mail services throughout these islands, and it established its own postage stamps, which became widely known and recognised. Later, the N.S.W. Government agreed to subsidise the B.P. services with the New Hebrides—the first subsidy of the kind that was paid—but it made a condition that the B.P. postage stamp should be withdrawn, and N.S.W. stamps used instead. Sir Joseph Carruthers arranged the subsidy, and the details were carried out by Mr. Murphy, then in the Lands Department, and afterwards Administrator of Norfolk Island. All kinds of silver circulated. The basis of its value was the English florin. The value of any silver coin was in proportion to its size, compared with a florin.

It is interesting to recall that Mr. Mitchell, on some of his notable pioneering voyages—particularly in the Gilberts and Marshalls—was accompanied by his wife, who shared many adventures with him. Few white women have a more extensive knowledge of the Islands of 20 and 25 years ago than Mrs. Mitchell.

COM. GOODENOUGH'S BIRTHDAY

Fiji May Celebrate Birthday of Colony's Founder

Written for The Pacific Islands Monthly by Rev. T. N. Deller

AN endeavour is being made in Fiji to celebrate the centenary, on December 3, of Commodore Goodenough, R.N., who was born on December 3, 1830, and who is regarded as the "Father of the Colony."

He was 43 years old when, in 1873, he was appointed to command the Australian station.

His first duty was to proceed to Fiji and there, in conjunction with Mr. Layard, R.N.'s Consul, report on the advisability of annexation.

Fiji at that time, was in a state of turmoil. One offer of cession to the British Crown had already been rejected, and an attempt at self-govern-



COMMODORE GOODENOUGH.

ment had ended in a fiasco. There were racial, tribal and social conflicts, and the clash of opinions in Fiji made the situation extremely complex.

Goodenough, however, soon won his way, and by his kindness and courtesy endeared himself to white and coloured alike, and they looked to him as a true friend and leader. When all the facts were before him he made up his mind, and said that he regarded the annexation of the Fiji Islands as a positive duty. Mainly through his wise counsel and delicate handling of this situation, Fiji became part of the British Empire, and is to-day one of the most important British possessions in the Pacific.

Goodenough returned to Australia to report his findings, and while there, unveiled a statue raised to the memory of Captain Cook.

After a short cruise in Australian waters, he again sailed for Fiji in the Pearl, taking with him the newly-appointed Governor, Sir Arthur Gordon.

This was destined to be his last cruise for, on the return journey, when calling at the Santa Cruz group, he was treacherously attacked at Carlisle Bay, not far from where Blushon Paston met the same fate, and died of tetanus a week later on August 20, 1895. He was buried on August 24th at St. Leonard's Cemetery, North Shore, Sydney, together with two young seamen, who died from wounds received when serving with their leader at Santa Cruz.



ON THE WHARF AT SUVA, FIJI.

Photo by courtesy Mr. A. J. Vogen

Whale-Oil's Effect on Copra Prices

Significant Figures

Shipments Much Less, Yet Market Depressed

AN interesting compilation, dealing with the copra market, has been issued by the well-known London house of Messrs. Faure, Blattman and Co., under date October 2.

In this compilation are shown the copra shipments from the beginning of 1930, so far as they are available, from the different countries of origin, compared with the same period in 1929. The following are worth quoting:

Country	1929	1930
Java	8,823	37,318
Malay	14,721	12,740
Bangor, Menado, Gorontalo (Dutch Indies)	74,303	48,507
Palau	14,721	12,740
Other parts in Dutch E.I.	97,089	73,970
Singapore, Penang, etc.	30,729	117,522
Ceylon	42,130	82,478
Philippines	75,421	42,080
Total	423,223	261,478

Commenting on these figures, the London firm says:

"It will be seen that, so far, the shipments are 39,000 tons less than last year—a somewhat surprising fact, having regard to the unprecedented fall in prices which has taken place. It is obvious that this fall must be attributed, not to an excess of copra supplies, but to an excess in supplies of competing material, mainly whale oil, which forces the consumers to restrict the use of copra."

"Java is responsible for the biggest reduction, the shipments during Jan.-Aug. 1930, being only 4,823 tons against 37,318 tons during the same period last year. The cause of the reduction in the Java shipments is to be found partly in the smaller crop and, partly, in the improvement in the demand for coconut oil for local consumption in Java."

"It is clear that the future movements of the market will continue to be dictated for some time, more by the supply of competing material than by the actual supply of copra."

Greatly Increased Production Of Whale Oil

A CABLED report from Europe during the month stated that the world's catch of whales in 1929 was 27,566, which yielded 1,867,845 barrels of oil—as compared with 23,324 whales in 1928 and 11,389 in 1929.

The Antarctic yielded 1,611,235 barrels of oil in 1929, as against 272,817 in 1928.

Whale oil is a serious competitor of coconut oil, and the tremendous increase in production is seriously affecting the demand of copra. However, as was pointed out in last issue, the present yields are not likely to be maintained, as the League of Nations has agreed to restrict the capturing of whales to those of a certain size. This measure was considered necessary to save the whale from total extermination.

A statement has been also made that the Imperial Conference Polar Committee, at present meeting in London, will shortly issue a report recommending international action for the preservation of whales.

Norwegian companies have been largely responsible for the development

N.I. ADMINISTRATOR

Special Visit to Canberra

PROTEST AGAINST SALES TAX

From Our Canberra Correspondent

THE troubles of the Norfolk Islanders have been mounting up of late, one of the most recent instances being the application of the Sales Tax to bananas imported from the island.

Although there is no sales tax payable in Australia on primary produce of this character, the explanation of the Taxation Department is that it is only the produce of Australia that is exempt, in the geographical sense (though it is governed from Australia), poor Norfolk island is treated as if it were a foreign possession.

So outraged have the feelings of the Norfolk Islanders become that the Commonwealth Government has deemed it wise that the Administrator, Lieut.-Colonel A. J. Bennett, C.M.G., D.S.O., V.D., should visit Canberra to discuss the whole situation with the Acting Prime Minister (Mr. Fenton) and officers of the Department.

The Administrator is expected to arrive at Canberra about the 26th inst.

SOLOMONS GOLD

Is There Field in Bougainville?

REEF REPORTED NEAR KIETA

MUCH quiet interest is being taken in Bougainville, in the Solomon portion of the N.G. Mandated Territory.

The discoverers are Messrs. Palmer and Comb, and the suspected goldfield is at a place called Kupei, four hours march from Kieta, in the mountains, behind Arava plantation. Not much has been said about the find; it is understood that those interested are waiting, without unnecessary fuss or advertisement, for certain official decisions, after which there will be developments.

It is stated it is not an alluvial field—the gold discovered is in a reef. The natives in these districts are not dangerous, and there is plenty of native labour available.

The district is receiving a good deal of attention from various wandering prospectors.

It is interesting to recall that Mendana, in 1568, gave the name of "Solomon" to this group, to make his countrymen believe that they were the mysterious source of King Solomon's gold supply, and so induce their rapid colonization by the Spaniards. Rich gold prospects have been reported from various islands of the group.

of the industry and large fleets cruising in the Ross Sea and off the Australian coast have made valuable captures. In addition, two Australian companies were formed last year to carry out whaling in the Southern Seas, but they have not yet commenced active operations.

All the products of the whale are used in the manufacture of necessary commodities. The oil is the principal product, with a value exceeding the aggregate of all the other products combined.

HOW BANANAS ARE SAVING SAMOA

Newly-Developed Industry is Partial Set-off to Copra Slump

(From Our Own Correspondent.)

Apia, October 28.

AN industry established in the Territory during the regime of Sir George Richardson (now retired) as Administrator, is that of banana growing.

With careful handling this industry is likely to prosper, as there is a ready and favourable market in New Zealand, where shipments to date have brought satisfactory prices.

The Administration launched the scheme to encourage banana planting some two years ago, and the special inducement was a guaranteed price to the grower of 5/- for each case of accepted fruit. Cases are supplied free to the growers—mostly Samoans with small holdings—and the Government undertakes all transport, with no charge to the grower.

Depots are established at various points along the coast of the island of Upolu, transport to Apia being both by motor truck and by motor launches. All the produce of the fruit is collected, inspected and cased ready for transport.

Immediately a case of fruit is passed the grower is paid his 5/- per case, which for him is a most agreeable arrangement. There is no risk, no waiting for account sales returns from Auckland. Thus the producing end of the business offers no difficulties whatever.

SHIPPING TROUBLES

The banana industry has been hampered in the past by inadequate shipping facilities. A New Zealand Government vessel, the Maui Pomare, was to have lifted 10,000 cases of fruit per shipment, on a five-weekly service. Unfortunately, it was found that the vessel, though able to load that number of cases, could not carry them with any

degree of certainty as to the condition the fruit would be in upon arrival at the southern ports of New Zealand.

This trouble appears to have lain with the refrigerating machinery. Only 5,000 to 6,000 cases was the limit of acceptance at Apia, a reduction of about 40 per cent. from the original promise of a 10,000 case cargo space.

Had luck followed the Maui Pomare, for engine troubles developed, with a consequent dislocation of the service, which became irregular, much to the disappointment of growers.

UNION CO. TO THE RESCUE.

However, the Maui Pomare was taken off the run some months ago for extensive overhaul, and it is now understood that her carrying capacity has been re-arranged and that in future she will be able to stow something nearer the 10,000-case mark of fruit from Western Samoa. The Maui Pomare is expected to come into the trade again in November.

To fill the gap caused by the irregular running of the Maui Pomare, the Union Co.'s Walpahi came to Apia and in one shipment, without the aid of cooling chambers, lifted 13,000 cases, landing the fruit at Auckland in good marketable condition. Following this, arrangements were made for the same company's regular island steamer Tofua to lift fruit, and shipments of 6,000 to 7,000 cases were carried by way of Suva, the fruit arriving at Auckland in generally sound condition.

The banana trade is a valuable one to the Territory. It should easily result in the distribution of £80,000 per annum among the growers. With progress in this direction, trade figures next year should be nearly normal. Good returns from bananas will offset to some degree the losses in the copra trade—and help the Administration to balance its budget.

HIGH CHIEF OF NAURU

The Administrator of Nauru, Mr. W. A. Newman, has formally appointed Detudamo to be head chief of Nauru, in place of Daimon, who died recently. Detudamo is 42 years of age, and is a tall man of distinguished appearance, possessed of marked intelligence and capacity and highly educated. He has visited America and Australia, and is an accomplished public speaker in the English language. He has held some important public positions, and is highly esteemed by the Nauruan population.



Detudamo

Personal Notes

Mr. R. W. Robson, editor and publisher of The Pacific Islands Monthly, will leave Sydney by the Oransea on November 22, on a hurried business trip to London. He will return about the 10th of February. While he is abroad, Mr. Robson will make a close inquiry into the position and prospects of the copra industry, particularly insofar as it is affected by whale oil production; and the result of his inquiries will be published, in due course, in this journal.

Mr. A. M. Stewart, assistant manager of Bula Plantation, Numa Numa, Bougainville, was married on November 4, in Scotch Church, Margaret Street, Sydney, to Miss McDowell, of Queensland. The young couple are booked to leave by the Mataram, for the Solomons, on November 22.

Mr. and Mrs. P. Pryke were passengers to New Guinea by the Marzina, which left Sydney on November 1. Mr. Pryke, who has a property on Korompa Creek, in the Morobe district, is a well-known gold mining identity. He originally went to Papua in 1894, after the Coolgardie (West Australia) rush, and he has been in New Guinea ever since, mining on the various goldfields. He was on the Lakekamu field, Papua, in its boom days. In 1914 he was a member of an expedition led by Sir Rupert Clarke, which did much valuable exploration work around the Fly River, Western Papua. Since his capture from New Guinea on November 1 of this year, Mr. Pryke's health had not been of the best. However, as he stepped aboard the Marzina, he looked to be quite his old self again.

Mr. J. A. Carpenter, managing director of Messrs. W. B. Carpenter & Co., returned to Sydney by the last Montoro, after a business trip to Rabaul.

Mr. F. R. Short, a director of Placer Development Ltd. and Bulofo Gold Mining Co. Ltd., arrived in Sydney by the Montoro on November 12, after inspecting the companies' properties in the Morobe district of New Guinea.

LABOURERS' WAGES

Move to Reduce

Natives Must Share in General Sacrifices

From Our Own Correspondent

TULAGI, Nov. 2.

WE are all bordering on a state of "anarchy" these days, owing, of course, to our one product (copra) being below production costs.

As there does not appear to be any hope of a return to a decent price within years, we are asking that the native shall bear his part in accepting a lower wage, i.e. 10/- per month, food and clothing, as against 20/-, food and clothing.

Ten shillings was paid until a few years ago, when recruiting costs, owing to enormous beach payments, became so high that it was decided to cut out the beach payments, and give the native £1 per month, with an advance of £5 (cash) on signing. This advance is rather deplorable, but it was thought that it might induce natives to the recruit's people, or chief, who hitherto had been collecting cases of tobacco, etc., for each recruit.

Alas! Few natives (fresh or raw recruits) thoroughly realise that the advance has to come out of the £1 per month. Indeed, they mostly speak of it as a "bonus" for signing on, and are somewhat disappointed on arrival at their destination if they are refused a further advance until such time as they have worked off the £5.

To the uninitiated, the proposed cut may seem drastic; but with his food, clothing and tobacco, and 10/- per month to spend on luxuries or gamble away, the native is happier a dozen times over than "white brother" on the basic wage—and infinitely happier than those on no wages at all, as is so painfully common nowadays the world over.

Mr. J. H. L. Waterhouse, F.R.C.S., of New Gardens, England, after six months' botanizing in the wilds of Buva district, inland Southern Bougainville, has gone on a trip to the British Solomons.

Mr. Alfred Dakin-Smith, of Sydney, was a passenger by the Laprouze, which left for Noumea on November 7. He has timber interests in New Caledonia.

Mr. and Mrs. L. Boullanger, who manage the Hotel de la Gare, at Noumea, sailed from Sydney by the last trip of the Laprouze.

The Bishop of Aloisshafen and Father Horch, Procurator of the same Mission, have left for Germany.

Rev. M. Thiele, head of the Lutheran Missions in Australasia, is at present at Finisshafen for the annual conference.

Opportunity!

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HERE ARE SOME OF THEM:
The Land is Marvellously Fertile; the Rainfall Regular and Certain; the Climate Equable and Pleasant; the Population (now nearly 1,000) is White, and Rapidly Increasing; the Taxation Very Small; the Cost of Living Remarkably Low; Close to Sydney and Auckland. The Ideal Home for Retired Professional and Business People.

Particulars can be obtained from any of the N.I. Advertisers on this Page.

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News from Norfolk Island

Three Steamers in a Week — Boating Company Busy — An Elaborate
New Store

(From Our Own Correspondent)

NORFOLK IS. October 29.
SITUATED as we are, right off all the trade routes, the only ships we see are those headed direct for the island—eager to transact their business, hasty to lift their anchors and be gone before a storm blows up and they find themselves in danger off our rocky shores.

In these circumstances it seems strange that almost inevitably our three regular visitors—the Makambo, the Marins and the little Hikurangi from New Zealand—raise the land together. As though some resistless tide, regardless of time and space, bore them in, they appear within a few hours of each other, competing for cargo, disputing the services of the quantity named Boating Company, and each clamouring to discharge, load and get away ahead of the others.

Last week we had them all in as usual—the Hikurangi on Wednesday afternoon, the Makambo bound for Vila at daybreak on Thursday, and the Marins, for Sydney, from the Solomons, on Saturday.

The Hikurangi discharged her cargo on Wednesday, but was hung up on Thursday until the Makambo, carrying mails, landed her passengers, mailbags and groceries and proceeded on her way. Then the Hikurangi came into action again, loaded 1,400 cases of mixed produce for Wellington, and left on Friday afternoon.

On Saturday, dawn was heralded by a screech from the Marins coming in off her course for what the N.Z. boat had left and patriotic Australians had saved for her. It wasn't much and incidentally, fetched a miserable price in the Sydney market, which was apparently glutted with local stuff. At midday on Saturday she was gone—and we wait five weeks for our next mail from anywhere!

It seems all wrong and is particularly hard upon the members of the Norfolk Island Boating Company who work day and night—from dawn till long after dark—for three or four feverish days in the month, and then collapse for the best part of a week from the strain.

Every ton of cargo is manhandled aboard and ashore, is lowered into whaleboats that, either singly or in a flotilla, swing like the tail of a kite behind a power launch, traverse the long mile between ship and shore and negotiate the reef and its curling waves, every ton of cargo is heaved at its journey's end either up the rough face of the convoluted jetty, or inboard and down the hold of the steamer. And that, no matter what the weather may be. Nothing is ever lost overboard, nothing is ever damaged.

This writer has watched an elderly motor bus, lashed upon two whaleboats travelling as one, come sweeping in over the reef like a sea-gull floating on the water, rise as though upon wings in the grip of the little handworked crane, and settle calm and unruffled—unspurred by a single drop of water—on the pier ready to be driven away. It was a wonderful feat and the Norfolk Island Boating Com-

pany are a wonderful body of men—Islanders all.

WHAT N.I. OFFERS TOURISTS
Never since the island was discovered as a commercial and agricultural proposition and inundated by "outsiders" has it been as dull as now. Everything is at its lowest ebb and if you ask us if we are downhearted we answer in a chorus, "Yes." But to the discerning eye we are not dead, but sleeping, and the hour of our awakening is at hand—just as soon as those new passenger steamers from Australia and New Zealand, with accommodation, one for eighty and the other for fifty tourists, get upon the run.

We have everything to offer visitors—especially now when the overseas change is so seriously against the whole of Australasia that only the very richest can afford to disregard it and still travel overseas.

Our climate is wonderful—as good it is reported to be, and that is the best in the world. The temperature never rises above 80 in the height of the winter. Our rainfall averages 43 inches and we get it mainly between March and October. We have a very good golf course and good residential and tennis clubs, a bridge club, a beautiful bathing beach and cars and riding horses for hire, and there are a dozen boarding houses in which to stay. But the steamer fares from Australia are too high for the length of the trip and the food and accommodation provided.

B.P.'S EXTEND OPERATIONS

October 6 saw the formal opening of Burns, Philp's second store, situated at Middle Gate, on the direct road between our two landings, Kingston and Cascades, and about two miles from each.

It is most artistically designed and harmoniously coloured in pale stone and cool refreshing green; bulk store and living quarters on either side and under the same roof, garage and oil depot behind. Mr. Blake, whose name will be found elsewhere in this issue, was in charge of the construction. He is an enterprising Scotsman—and what Scot is not enterprising—born and brought up in Edinburgh, where he was articled to an architect. Twenty-two years ago he came to New Zealand and settled in Whangarei, in the north of the North Island, where he established a big business as a builder. Forty years ago he saw prospects in Norfolk Island and came over with his wife and family. He employs several skilled men, has a well-equipped workshop where he turns out really fine furniture and joinery, and is responsible for nearly all the up-to-date buildings on the island; this new store being his latest achievement.

Mr. Grey, the capable young manager for B.P.'s in Kingston—business is pleasure with him—is manager also up at Middle Gate, with Mr. Maplet, as sub-manager and deputy. Mr. Grey has learned his business all over the island, having spent ten years between Tonga, Samoa, the Solomons, Fiji and here on Norfolk. Mr. Maplet knows only Australia, but has ranged the whole of Queensland and a great part of N.S.W. Bill Chapman, a most popular young Islander, who grew up in New Zealand and has been with Mr. Grey practically ever since the firm opened here two years ago, will divide his time between the two stores. It is only fair, and Mr. Grey recognises it, that opportunities should be given to those born on Norfolk Island equally with those coming here to make a living.

SOCIAL ACTIVITIES

On Thursday afternoon, October 23, at Government House down in Kingston, a "Gift" afternoon was organised to relieve the necessities of the new hospital which, since being transferred "up country," has apparently doubled its running expenses and is always in distress.

On October 30—postponed a day on account of the arrival of the Makambo, found this time for Sydney—a Garden Party Fete was held at Ivy House, one of our largest boarding houses. In the interests of the forthcoming Horticultural Show, both entertainments were of great value and substantial sums of money were realised.

TO LET AT NORFOLK ISLAND

In central position, on high land, a 9-room furnished cottage to let. Can be subdivided into 2 flats. Stands in 2 acres of land. Many fruit trees. To let, or lease from 1 to 5 years. Full particulars on application to

Mr. A. Campbell,
Solicitor Norfolk Island

DUTY ON RUBBER

To Save Papuan Planters

4d. PER POUND ON ALL
FOREIGN PRODUCTION

(From Our Own Correspondent.)

PT. MORESBY, Nov. 8.

IN reply to the representations of the Lieut.-Governor (Sir Hubert Murray), urging that assistance for the rubber planters of Papua was absolutely essential if the industry was to be saved, advice was received by radio from Canberra on November 6, agreeing to pay a bounty of 4d. per pound on the production of Papuan No. 1 sheet rubber, and to impose a duty of 4d. per pound on all rubber entering Australia from countries other than the Australian Territories.

This bounty has saved the situation for the larger plantations, raising the price to just above 8d. Smaller holders, however, find the bounty not entirely satisfactory, for the overhead costs of production are heavier, and they are still below the margin of profits.

But, considering how gloomy the outlook was a few days ago, when it was an extremely vexing question how to carry on at all, there should not be any complaints. The news has been a great relief to all the residents in the Territory.

The production in Papua in 1927-28 was 811 tons, but it dropped to about 470 tons the following year, owing to the bottom falling out of the market. The price actually fell below 4d. per pound. Some years ago it brought 4/8 a pound—but, of course, that was in the boom days.

The steady fall in the price of rubber is a serious matter for the Territory. The annual value of Papua's rubber export rose from £5,800 in 1921 to nearly £208,000 in 1926—in fact it has been equal to copra. There are over 6,000 acres under rubber in the Central Division alone, representing many separate plantations.

It is also a serious matter for the Administration. It owns one large and several small rubber plantations and three or four years ago, its profits from this source were not less than £7,000 annually. That is gone.

RUSSELL'S FOOD COMMODITIES

Increased quantities of Australian manufactured food products are being sent to the Pacific Islands. One of the companies to benefit has been R. L. Russell & Co. Ltd., of Sydney. "White Wings," a guarantee of quality and standard quality advertisement for this firm will be found elsewhere.

The export of copra from the Mandated Territory of New Guinea for the year 1928-1929 amounted to 40,425 tons, a decrease of 4,800 tons on 1928 figures for the previous twelve months.

Cattle thrive in the Solomon Islands. Latest official figures show that on the islands of Guadalcanal there are 5,198 head, Yasul 4,792, Cho 2,574. There are other islands in the group there are altogether about 2,000.

To Let for a Term

Attractively furnished one-roomed shack, 20ft. by 12, set in pretty garden on hill side, off the road, overlooking sea, valley and pine-forest. Ideal for artist or writer, desiring peace and solitude. £7/10/- per month. Cable letter, 3d.
—Carnell, Cascades, Norfolk Island.

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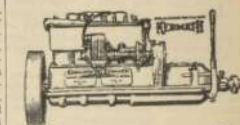
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We are the Sole Distributors for Australia and the South Pacific Islands, and keep very large stocks of engines and parts in Sydney.

Owing to the general depression, and with a desire to reduce our stocks, we are offering these engines at prices hitherto unheard of for this class of goods.

The following are the most popular sizes:

H.P.	Cyl.	Sydney Island Prices ex Bond
3-4	1	£88
5-8	2	£157
10-15	3	£167
20-25	4	£264
35-40	6	£380

All the above, excepting the 3-4 h.p., include built-in reversing gear.

All engines are fitted with BOSCH high-tension Magneto and Impulse Starters. All prices include packing and delivery on Board Steamer Sydney. In bond.

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These are high-speed engines, and have a very large sale. We keep all sizes in Sydney, from 6-8 h.p. to 110 h.p., one to eight cylinders.

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