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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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TONGA BANANAS

Marketing Trouble Predicted
WILL AUSTRALIA OPEN HER DOOR?

From Our Tonga Correspondent

NUKULOFA, Nov. 15.
WHERE will a market be found for Tongan bananas? From September next, it is estimated this group will produce about 30,000 cases a month. The native and foreign growers have been planting up large areas and nine months hence Tongatapu, alone of the group, will be getting ready to dispose of from 12,000 to 15,000 cases a month. If the northern islands—Haapai and Vavau—have been as active, the figures for the group can conservatively be doubled.

Will this Tongan fruit be thrown on a New Zealand market flooded with shipments from Fiji, Samoa and Rarotonga? It can hardly reach Australia, that Commonwealth surrounded by "a barbed-wire entanglement." Will Australia ship the wires and let the Tongan banana through in exchange for Australian produce?

An answer to the questions should already be in the mould.

A CASE FOR PACIFIC ISLANDS FEDERATION.

The obstinacy of the Commonwealth has led to many suggestions from prominent island men. Probably the most feasible is that a not too unwieldy round table conference be staged at Suva, with representatives of the Islands' Administrations and delegates from the Islands' Chambers of Commerce who, backed up by their respective Governments and executives, can make a concerted frontal attack on Australia's tariff wall.

And, even if the conference was unsuccessful (as far as the Commonwealth is concerned), the cost would be negligible when compared with the incalculable benefits, which would ultimately accrue from a confederated exchange of ideas, views and opinions.

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Crocodile Farming

Possibilities Being Investigated

New Industry for Torres Straits?

From Our Own Correspondent

THURSDAY IS, Nov. 29.
CROCODILE farming is to be one of the industries of the future; to-day in Northern Australia, no one is very



A Typical Crocodile from North Australia waters.

much impressed with its prospects, but this may be from lack of knowledge of the facts.

The representatives of the crocodile family, formerly so numerous in the southern portion of the U.S.A., are rapidly becoming extinct from slaughter. During the last few years the supply does not nearly meet the demand and the Americans, with characteristic shrewdness, not only protect, but raise them for commercial uses. From the hide, a number of useful articles are made, such as trunks, purses, pocket books, shoes, etc., and the demand for the leather is expanding.

Here, in North Australia, we have large numbers of these reptiles and practically no use is made of them. The east coast rivers are well stocked, but their Saurian population is far exceeded in the north-west, where, as at Wyndham, and other small settlements, they fairly teem.

Just at present, Captain de Teliga, who has amassed a tremendous amount of information about their habits and locality, is travelling round the district in order to investigate its possibilities for crocodile farming. He estimates that, large as is the supply, all the crocodiles in Australia could be used up in nine years to supply the wants of this country alone, if the present demand were met by systematic destruction. The local species are only two in number, Crocodilus porosus, the salt water variety, and C. Johnstoni, which live in fresh water rivers. The skin of the latter is even more valuable than that of the former.

Crocodile farming, as explained by Captain de Teliga, consists in the rearing of a large area of otherwise practically useless country. The nests are sought for and penned round with wire netting. The average number of fertile eggs per nest is about 50, and for two months the little Saurians require no food. After the period of growth begins, they require feeding with fish, but eventually the flesh of the slaughtered beasts for the crocodile hide market would form the major portion of the diet. The stock is in-

PACIFIC FEDERATION

High Commissioner Silent

From Our Fiji Correspondent.

SUVA, Nov. 27.

WHEN asked if he would favour the Pacific Islands Monthly with his views on the suggestion of some form of Pacific Islands Federation, as outlined in the October number, the High Commissioner, Sir Murchison Fletcher, declined to say anything.

He stated that such a subject was a matter of policy and, as such, he did not feel inclined to discuss any of its aspects.

N.I. BANANAS

Removal of Sales Tax Expected

THE removal of the sales tax on Norfolk Island bananas was one of the matters which the Administrator, Col. A. J. Bennett, went to Canberra to discuss with the Federal Authorities.

As a result, it has been now referred to Mr. Lyons, Acting Treasurer, and it is expected steps will be taken to remove the tax.

Reference is made to the subject in the interview with Col. Bennett on page 7 of this issue.

500 Die

Whooping Cough in New Hebrides

From Our Auckland Correspondent

OFFICERS of the Melanesian mission steamer, which has arrived at Auckland, report that 500 native children died during a recent epidemic of whooping cough in the New Hebrides.

created by the capture of gaitable bulls and mothers.

At four years the reptile averages five feet in length and its hide is then worth sixteen shillings. By-products of considerable value, including the oil, would augment the return.

It does not appear that even twenty shillings a head would pay very handsomely after four years' tending and feeding, but it does pay in Florida, where enormous numbers of crocodiles are kept in quite small pens, and apparently thrive in captivity.

Perhaps some of the torrid estuaries and swamps of the mainland may be turned into payable farms some day, when Australia wakes up to the necessity for exploiting the minor sources of wealth that she possesses.



A photograph of the Chinese section of the town of Tulagi, in the Solomons. The rapid growth of the Chinese community in the Solomons is dealt with in the accompanying article.

Asiatic Menace In Pacific

What Chinese Traders are Doing in The Solomons

ECONOMIC PROBLEM WHICH DEMANDS ATTENTION

A very serious and rapidly-growing problem, which must be faced by British and French Islands Administrations, is that of Asiatics in the South Seas. There are Chinese in Samoa, Chinese and Hindus in Fiji, Tongkinese in New Hebrides, Tongkinese and Javanese in New Caledonia, and Chinese in the Solomons.

Each community presents special difficulties, while all must be considered in relation to a general policy. The Pacific Islands Monthly proposes to deal with each territory separately; and then to urge on all the authorities concerned the grave need for a common policy. The subject is dealt with in our leading article.

In this issue Mr. Chapelin, who spent many years in the Pacific as a trader and planter, writes frankly about the Asiatic menace in the Solomons Islands.

Written for The Pacific Islands Monthly by H. Chapelin.

THE problem of the Asiatic immigrant is not new to many tropical countries enjoying the benefits of British administration.

In some of them, it has long since become part and parcel of the accepted order of things, with established settlements and not inconsiderable commercial interests and activities.

In others, it is of more recent date and the effect of the influx of Asiatics on the economic life of the country concerned is more noticeable.

In no case is this more pronounced than in the British Solomon Islands Protectorate.

During the past twenty years, the number of Asiatics, mostly Chinese, residing in the Protectorate has gradually risen, until this element now forms one-sixth of the total non-native population; and it was not until the year 1922 that any move towards the restriction of such immigration was made by the Administration.

Prior to 1910 there had been but two Chinese employed in the Protectorate, these being cooks, who, on the expiry of their contracts, left the Group and, so far as the writer's recollection serves, did not return. Doubtless, the comparatively unsettled state of the Solomons in those days did not offer sufficient inducement or security from the Asiatic point of view, although already an increase in the number of European settlers was becoming apparent. It is doubtful, too, if the significance of the advance guard of Asiatic aliens was realised when, early in 1910, four Chinese artisans were imported by one of the merchant companies.

It must be said in that company's favour that they had been particularly unfortunate in their experiences with shipwrecks, boatbuilders and carpenters of European origin. It had al-

ready been demonstrated by the late Mr. W. Pope, at Aola, that not only boatbuilding, but the repair of fair-sized vessels could be undertaken by European labour in a tropical climate. Furthermore, it had also been possible to at least partly train a few natives to assist in such work, and the "boys" were apt pupils—a fact to which little heed seems to have been given by the Administration, missions or commercial interests of the time. Practically co-existent with the big rubber boom in other countries, a mild boom in coconut planting occurred in the Solomons, and most people were then mainly concerned in securing suitable areas for plantations, which threw a heavy burden upon the shoulders of the Resident Commissioner and his Assistant at Tulagi, who were the only two officials available to deal with the applications.

FIRST CHINESE TRADER

It was not until 1912, however, that the first Chinese trader put in an appearance, and it was then that the initial mistake was really made. This man had come across from what was then the German Territory of New Guinea as a tailor, and if his activities had been restricted to the exercise of his trade, little harm would have been done. However, after unsuccessfully endeavouring to obtain a footing with the merchant companies on account of his desire to trade, he was accommodated by the then Acting Resident Commissioner with the lease of a small area of land at Tulagi, on which a building was erected for him, at Government expense.

It is with regret that one has to record that facilities similar to those granted to this alien had been applied for by, and refused to, a colleague of the writer, some months previously.

With the expiry of the Chinese artisans' contracts, soon after the outbreak of war, it was not long before a Chinese settlement had sprung up at Tulagi, the seat of Government, and this settlement was definitely encouraged by the then Acting Resident Commissioner. The attitude of this official can be more easily understood when it is explained that he was virtually Dictator of the Group, and had been known to express the opinion that "Chinese made excellent colonists"—an expression of opinion which, on one occasion at least drew forth the retort that if such was the case, Chinese Civil Servants would be the logical sequel!

CHINATOWN

To the writer the development of the Chinese settlement was brought home in a marked manner, since on his return to the Group after four years of absence during the war period, it could not fail to be noticed. Occupying a swampy foreshore site on Tulagi Island it was, next to the various houses and offices of the Government officials, easily the most prominent feature of the harbour front—a de-

(CONTINUED ON PAGE 3)

ASIATIC MENACE IN PACIFIC.

(Continued from page 1)

velopment, from virgin bush, of a ramshackle collection of wattle huts and rickety jetties, straggling into the water at all angles.

Up to the end of 1919 the merchants had kept a fairly good grip on the Chinese trade. Certainly the bulk of the native trade had gone to the Asiatics, but the merchants still controlled the wholesale business. As a result of the post-war boom period however, competition arose between the merchant firms, and it was not long before they were in the position of financing the Chinese trade, to their own detriment. For several years afterwards book debts increased and were allowed to increase, of interest.

To the average business man, unacquainted with island conditions, this probably would not appear to be a very remarkable circumstance, since he would assume that the merchants were covered in other ways. But to the European planter and trader it meant a great deal, since he was deprived of much of the revenue from trading operations which, in the past, had assisted him in developing his holding and had helped to tide over the lean periods between planting and the arrival at maturity of his plantations.

Furthermore, the fact of the Chinese artisan investing his savings in trading ventures tended to force up the wages of such of them as were still in employment, and the cost of constructional work on many plantations was greatly increased. At the same time trade with Asiatics was fostered through the agency of Chinese artisans employed on plantations in

various parts of the Group. They passed on to their trading brethren information about cash advances being made to native labour, or a tip that native labour contracts were about to expire, with the result that Chinese traders reaped harvests from the final payment of the balance of two years' wages. In addition, a certain amount of trading was also indulged in locally, sub rosa, supplies being furnished by Asiatic traders already established.

The effect of it all is that Chinese traders and storekeepers have a steadily growing hold on the distributing trade of the Solomons, and their methods are such that independent European traders cannot compete as long as the Chinese are being driven out, valuable trade is being lost by Australia and trading profits which in ordinary circumstances would be used for the development of the Solomons are disappearing through Chinese channels.

THE ECONOMIC EVIL.

The outstanding economic factor resulting from such operations is that profits realised from trading by Asiatics are not returned to the Protectorate in the shape of expenditure on plantation development, as is largely the case with European settlers. The Chinese have no holding profits in the shape of the leases for their store sites, nor is it very desirable that they should have, owing to the fact that they would be much more difficult for the Administration to control their activities. The desire to assist in the development of a young country scarcely enters their thoughts; and if one cannot altogether blame them for their desire to reap an immediate profit and the material comfort which such profit may bring, it is difficult to see that such an aim can benefit the Protectorate in any way.

Indeed, so much money has been sent out of the country in the past for the support of Chinese dependents that the loss to the Protectorate is very definite.

Another economic factor which is detrimental to the interests of the Protectorate is the tendency of Asiatic traders to induce the natives to furnish produce of inferior quality—e.g., insufficiently cured copra—in order to obtain the benefit of the extra weight when disposing of such produce to the merchants. The writer has known them to instruct their boat crew to pour buckets of sea water over copra lying in bulk in the holds of their vessels in order to increase the weight, before bringing the vessel a considerable distance to the wharf, to be discharged and the copra bagged.

In 1923, the deterioration of South Sea trade copra was so marked that a conference of copra buyers in London issued a joint report on the subject in which it was stated that "the largest crushers in Great Britain" (the British Oil Works) now refuse to buy South Sea copra owing to their bad experience and other crushers are threatening not to buy South Sea copra as long as other descriptions are available."

The bulk of the copra under review came from Fiji, the Solomons, and the Mandated Territory of New Guinea, and at that time there had been such a large increase in the number of Asiatics trading in those territories that it would be difficult not to apportion some of the blame to their activities.

On one occasion in particular, the writer's attention was called to a ship load of copra which a Chinese trader was endeavouring to sell. Apparently the vessel had run ashore during its voyage and produce collected had been dumped on the beach in order to enable the ship to be refloated. The resultant mixture of sand, copra, and coral was such that a sample of it was taken to the then Acting Resident Commissioner with the object of trying to induce the Administration to act in a matter which was so vital to the commercial interests of the Protectorate. It is not difficult to imagine the surprise occasioned by that official's statement that he "wouldn't know good copra from bad if he saw it."

Seeing that the Solomon Group is dependent on copra to the extent of 80 per cent of its exports, one would have expected a little more interest to be displayed. It is largely the apathy on the part of officials which is responsible for the growth of the Asiatic problem as it exists in the Solomons at the present day.

CASE FOR THE ASIATIC

The case for the Asiatic depends almost wholly on the services rendered by artisans and domestics, and is not a very strong one.

Prior to the advent of European workers there were few really good native servants to be obtained, and in a few instances the Asiatic filled the breach, and the improvement in living conditions was appreciated. Such a promise must as being able to obtain fresh bread every day was at one time a real problem, even in the main ports, when the coming of the Asiatic has solved.

Again, settlers arriving from the outer marches at mall time, or at any

other time, found it impossible to obtain a meal, excepting at certain fixed hours unless the office of a friend in port were invoked. Now, it is possible to obtain meals at Chinese restaurants at any hour of the day or night. Only those who have undertaken tiring voyages across the water in launches of small tonnage will properly appreciate what this means.

Tailored tropical clothing has been obtainable since the first independent Asiatic firm set his sign at Tulagi—much, if not exactly a material necessity, is at least an appreciated amenity; and anyone in the past who has experienced the and results of untrained native efforts in dealing with the week's washing, could not but appreciate the services of the Chinese laundryman—despite one somewhat disgusting feature of his methods.

From the official point of view there is some economic advantage to the native resultant from the keen trading competition supposed to have been initiated by Asiatic traders. The advantage is as doubtful as the incidence of the competition, which was in existence long before the first Asiatic trader opened his store, and in any case was a natural process which went hand in hand with the development of the country.

WHERE ASIATICS WOULD BE VALUABLE

Had it been possible to utilise Asiatic coolies for plantation work and development—not for the purpose of displacing the local native labour, but in order to supplement it—it is more than likely that the Solomons would have been saved from the cruel depression of the copra market during the past few years. Other tropical crops could have been grown and more country opened up.

But, despite of the arrival of Tonkinese on account of the interest of the New Hebrides, the Imperial Government shows no signs of withdrawing its opposition to the admission of Asiatics under indenture.

For a time the Asiatic artisan was regarded as something in the nature of a boon. He was docile, patient, and apparently tireless, if somewhat slow, and his services were also regarded as being rather cheap. His presence in the Group was largely due to the vagaries of his European confrere of the early days.

As time passed, however, the benefit became rather more legendary than real, until a climax was reached during the post-war boom, and the wages of Chinese artisans were hounded up to from 20/- to 30/- per day.

Outside of their employment as artisans, domestic servants and mechanics, there is some difficulty in presenting a case in favour of the Asiatic, and even then, there is little that they do which a native average intelligence cannot be trained to accomplish.

EUROPEANS FACING RUIN

The position is very much emphasised at the present time, when every sealer brings to Australia men who have given the best years of their lives to the development of Solomon Islands, and who at last have been forced to give up the struggle on account of the sheer impossibility of obtaining money or credit with which to carry on.

So far no Asiatic has done this, since, although it is never very prominently brought to the notice of the public, it is strongly in vogue among them; and though the majority of them are probably in an unenviable financial position, as the result of the long continued depression of the copra market, the arrangements they have made themselves enable them to hang on until the last gasp.

Diplomatic considerations excepted the time is now opportune for the exclusion of Asiatics. For seven or eight years past no new Asiatic immigrants have been permitted to enter the adjoining Mandated Territory of New Guinea, and the time is ripe for similar action to be taken in respect of the Solomons.

KOITAKI RUBBER

Year's Operations Reviewed

DUE to the depressed state of the rubber market, Koitaki Para Rubber Estates, Ltd., Papua, after providing £1,281 for depreciation and amortisation of leaseholds, incurred a loss of £2,301 on operations during the year to June 30 last.

Total output of rubber for the year was 238,999 lb. The market price of rubber fell from 191d. 8d. on July 1, 1929, to 3d. on June 30, 1930, since which it has recovered to 4d. 6d. Average selling price throughout the company's year was 5.16d.

In June instructions were given to close down, as the loss was too great. Since then a revival in the market and mainly the imposition of a duty on all foreign rubber of 4d. a lb. have enabled the plantation to be carried on without serious loss, and instructions to close down have been cancelled.

Cost of production has been reduced about 10 p.c., and it is considered that further economies can be effected.

CIVIL SERVICE CONDITIONS IN TONGA

Junior European Officers' Poor Remuneration

From Our Tonga Correspondent.

NUKUALOFA, Nov. 10.

THE Civil Servants of the Tongan Government surely cannot be otherwise than envious of their counterparts in the New Guinea service if they have perused our Canberra correspondent's article in the September issue of The Pacific Islands Monthly.

In answer to their appeal and notwithstanding the "straightened conditions of the finances," Australia has sent them a Public Service Inspector to inquire into "the pay and allowances" and "make the public servants there as contented as possible."

Lucky New Guinea! She has a worthy parent, whereas Tonga is just an orphan.

I learn on good authority that the junior European public officers here have given up all hopes of ever getting their salaries reviewed and put on a basis commensurate with the services which they now render, and have given in the past, to build up a generous surplus for the Tongan people.

And it seems that two very vital factors stand out against them. They are in the service of a native government, and are not the servants of the State; and the native official, when contrasted with the European official, and they are a distinct disadvantage in that there exists a three-cornered system of veto.

As regards the first factor, it is a natural corollary, when one remembers that the Missionaries inculcate the dogma that all men are equal in the eyes of God, forgetting that they are not so in the sight of man. It is extremely doubtful if any Tongan native in the next fifty years will be produced with sufficient intelligent balance to grasp and thoroughly understand the deeper mathematics. He is too care-free—this child of the sun—and his brain is, as yet, undeveloped.

It is true that some of them have been made junior magistrates, and do fairly well with a European Chief Justice to keep them within bounds, but even the products of Newington and the local College have proven sad disappointments when placed in higher branches of the Civil Service. And these very failures, in themselves, cause the natives to be justly irritated when he finds that the European official quickly straps and holds down his job.

The second factor then is the veto. From information carefully gathered, the problem is insurmountable, and the junior European official, I use the word junior advisedly because the "heads"—mostly members of the Privy Council—are financially well-established and find himself in a cleft stick. His application for increase in salary goes to the Privy Council, and may be held on the head there. If it survives that stage, it has to receive the approval of the British Consul, who at some times gets a death sentence in that office. But even if it slides through that second tribunal, it still has to go to the Legislative Assembly where the chances are roughly 19 to 3 against a successful issue.

THE THIRD TRIBUNAL

It is the Legislative Assembly which has gained for Tonga the unenviable reputation of being the island kingdom of "Comic Opera" Government. It is composed of 22 legislators, comprising the representatives of the Crown; the representatives of the nobles; and the representatives of the commoners.

These two latter groups (mostly uneducated in the business of Government) with the first, sit there in what seems a never-ending session; many of them asleep as "they know not what they do," and do not care either as long as their subsistence allowance carries on. Yet, I must say this for them, they wake up and vote strongly when the Speaker calls for a division on the cocoa and banana question. Three men only in that Assembly are European, so it will be seen that the writer had no difficulty in assessing the odds against the European official.

Actually, though, the Crown representatives (including the three Europeans) generally vote en masse, but their eight votes register a poor minority. It may be asked then how with the Crown always swamping the Government gets any measure through at all. And this is the secret. After the "House" has mangled the draft estimates they go back to the Council and, in alleged collaboration with the British Consul, the Council picks out those items that it really wants and throws the balance into the laps of the representatives as a palliative to their injured feelings. In effect, the Council says to the "House": "Remember numbers 2, 4 and 6, and we will meet you by cutting out 1, 3 and 5."

The "House" is then fearfully "bumped" as the thought that it has really done something in session, and promptly grants 3, 4 and 6, and nobody worries over the fact that tucked away

in the eliminated clauses was that junior official's increase. He, poor chap, can only ponder over the fact that, by some coincidence, his increase is always amongst the discarded. Curiously enough, he cannot see the joke, either, being evidently devoid of the sense of humour.

Although I can get no definite statements from the junior officials themselves (they are astonishingly loyal), I have it on irrefutable authority that for the past decade most of their individual applications have been sanctioned by both Council and Consul only to receive the "axe" by the Legislative Assembly, and for no apparent reason, unless it is that the applicants are European.

NEED FOR CIVIL SERVICE ASSOCIATION

If you will accept my advice you European Civil Servants, you can do better than form amongst yourselves a Civil Service Association—invariably you will never get anywhere—but collectively you probably can, if when you are properly constituted you get no redress within the confines of the little Kingdom, get your complaints (backed up with all the data you can collect) into the hands of the High Commissioner for the Western Pacific. Whatever is said to the contrary, you are living in a semi-Crown colony, and I know that the High Commission has in the past righted many wrongs in connection with the administration of this same little Kingdom. It's worth trying anyhow.

OFFENCES ON WHITE WOMEN

Papuan Ordinance

From Our Canberra Correspondent.

CANNIERA, Dec. 10.

A COPY of an ordinance recently issued by the Lieutenant-Governor of Papua, Sir Hubert Murray, was laid on the table of the House of Representatives to-day, as follows:

- (1) This ordinance may be cited as the Native Offenders Exclusion Ordinance.
- (2) No native convicted of any offence of an indecent nature against a white woman or girl shall upon discharge from prison be allowed to come or remain within the boundaries of any town.

JOHN WILLIAMS

Arrives in Sydney on Last Trip

ON her last visit to Sydney, after observing the London Missionary Society for 27 years, during which she covered more than a million miles in the waters of the South Sea, the steamer John Williams, which reached Sydney on December 16 from Samoa, via Suva.

She has been called for service in China and almost immediately will go to the East. The new vessel, John Williams V, will come to Sydney on about eight months' time.

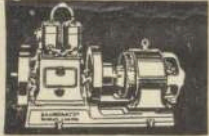
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THURSDAY ISLAND NOTES

The Market for Marine Products—Memories of the E. and A. Fleet—Pearls and Imitations

From Our Own Correspondent

THE December issue of the P.I.M. will be delivered on Thursday Island at the beginning of the New Year and, unfortunately, it looks as if 1931 were going to be a lean year.

If rumour is correct, the demand for pearl shell appears to be lessening, and the surplus mounting up on the other side of the globe, so much so, that we understand the stocks in the hands of the dealers represent about two years' supply.

America is now the principal buyer of pearl shell. A great deal has been used there lately in embellishing places of entertainment, the walls of some of the more luxurious class of dance hall being entirely composed in some cases of M.O.P. Now that America is feeling the hard times, the Americans will be forced to dance in rooms with less expensive decorations, and this source of profit to us will be closed.

Pearl shell is undoubtedly the backbone of Thursday Island. Hopes were raised a while ago when trochus made a move up, but this commodity has

beautiful ships. The skippers, too, of these days were well-known identities in the shipping world, and many local people will recall with pleasure their associations with men like St. George, Helms, MacArthur, Ellis and Dobein, who all held commands in the fleet.

One of their vessels, the Australian, was wrecked near Port Darwin, the whole of her bottom being ripped open, but there was no loss of life. A well-known identity of the Arafura Sea, made an attempt to refloat her, but as she had no bottom, and his scheme will probably still be remembered by some investors in Sydney.

The Australian was not forgotten in these parts of the world for other reasons. Shortly after the wreck a local schooner carried a new outfit of very superior china, all branded E. and A., evidently the result of a visit to the stranded vessel, and probably many others obtained souvenirs from the same source.

Vale E. and A., we shall miss you. At the same time, it must be admitted

HOW PAPUANS WRITE

Interesting Discoveries

LOVE MESSAGES ON A NUT

From Our Canberra Correspondent.

CANBERRA, Dec. 10.

THE Papuans may not know anything about Morse signals or radio, but they have a way of transmitting code messages to one another which gives promise of development.

Imagine a young man of Manly sending a nut with a few scratches on it to a young man of Bondi, and the latter being able to read it: "Your girl is waiting for you, no humbug." Or a married man receiving a nut from a friend, giving him the news: "Your wife's head is no good, she is humbugging with other men."

That is the way they communicate with one another down on Ross Island—by nut-letter. Sir Hubert Murray, Lieutenant-Governor of Papua, has sent a report on the subject to the Department at Canberra.

In November of last year Sir Hubert informed the Department that what was believed to be the first step towards a system of writing among the natives of Papua had been revealed during investigations arising out of recent murders in the Territory. Serawaka, a native of the village of Vialata on the Turama River, reported that he had been away for four days, and on his return to his house he found two women, two girls and two boys, he found that the women and girls had been decapitated and the boys had disappeared.

A Government official, Mr. Austen, and some police then set out in pursuing the murderers and, after travelling several days, they came across some sticks and leaves arranged in a peculiar fashion.

HOW MESSAGE WAS INTERPRETED.

Serawaka interpreted this as a message from the Oberi natives. He said two sticks represented the two sago adzes of the married women. The two small sticks represented the sago adzes of the two girls. Then there were two small bows, with arrows, giving the idea of small boys' toy bows. Calamus leaves on the sticks were the mark of the men who made the signs.

Thus, according to Mr. Austen's report, the whole message read: "We, the Oberi, have killed two women and two girls; two small boys are with us and alive. Come if you dare."

Mr. Austen was unable to ascertain from Serawaka how it was that he knew the boys were alive, except that it had something to do with the way the arrows were tied. Probably the fact

supply the needs of those who desire a cheaper article. Any expert can tell a culture pearl at once, and this ruins them in the eyes of a true connoisseur. The culture pearl industry is not expanding. Japan is still the leading exporter, but no other country has been experimenting in pearl culture. It may be safely said that the culture pearl does not in any way interfere with the sale of legitimate pearls.

The demand for Australian pearls is moderately brisk, though, in common with everything else, it is suffering from the world-wide depression. While the pearls from Torres Straits are of very high quality, a preference is sometimes shown for the pearls from the Persian Gulf, where pearl fishing has been carried on since the days of the Phoenicians. The famous La Pellerina pearl, considered the most beautiful in the world, came from those waters. La Pellerina was formerly housed in the Zoölogical museum in Moscow; it may be there still, but it does not seem very likely to have been overlooked by communist agents in that city. The South Kensington museum contains the largest pearl in the world; it is of irregular shape and weighs no less than three ounces.

But these are famous varieties, belonging to the art treasures of Europe. Nowadays, the Americans are the principal buyers, and they like to get the best. The popularity of pearls is, however, world-wide, and, doubtless, when finances right themselves, pearls will be more in demand than ever.

GENERAL ITEMS.

The quarantine launch, Calopus, has been fitted with a 35-horse power Australian-made engine, and, so far results have been highly satisfactory. The engine was built by the Neptune Engineering and Slipway Co., of Sydney, and one of the principals of the firm, Mr. R. Meredith, has been here supervising the installation of the engine.

The Port Kennedy Engineering Shipyards Ltd. are now well established and have been kept busy of late. The firm have been appointed local agent for the Vacuum Oil Co. and the motor vessel, Beulah, brought a consignment of oil in the middle of December. Mr. Newman, the newly-appointed manager, lately returned from a hurried trip to the Old Country.

ON NOUMEA RACECOURSE.



A SCENE DURING A RECENT RACE MEETING AT NOUMEA, NEW CALEDONIA.

again dropped in price. So has tripping, and if these lines also remain down in price next year, then it is a question of all adopting a mark-time policy—of short duration, let us hope. The present depression should draw attention to the local manufacture of buttons and other M.O.P. articles. That there are many difficulties in the way, both as regards overseas marketing and local labour, is obvious, but the matter should be borne in mind by business men here. If button making were established here, it would mean a new era of prosperity.

E. AND A. WITHDRAWAL FROM THURSDAY ISLAND.

Business interests on Thursday Island have received a set-back by the withdrawal of the Eastern and Australian Mail Line steamers from this port, their future route to the East being via Rabaul. The E. and A. is the oldest established line to serve Torres Straits. Their vessels first visited Somerset more than half a century ago, and through all the intervening years, during which Thursday Island was formed and the pearling industry built up, they have kept up regular communications.

The steamers of this company have always had a reputation for solid comfort and for something else, which can only be defined as "tone." The older class of ship were renowned for their graceful lines, and the Eastern and Empire, models of all that a passenger ship of their day should be, were

that we only have ourselves to blame for the withdrawal of the company. Of late years the line has not been "turned" as it should, the local cargo having been distributed almost entirely between the other two lines, and presumably the E. and A. found it was not worth while to call. This is a mistaken policy for little island communities, where "the more the merrier" particularly holds good.

SOME BEAUTIFUL PEARLS.

From the time of Cleopatra right up to the present day, pearls always have been the mostly highly-prized of all jewels; they will always be in demand, for they undoubtedly play a large part in the absorbing business of love-making, with which they seem to be peculiarly associated, and as long as women are women, and there are men to buy them pearls, the industry will survive. It is reassuring to know this in these present days of doubt about the future of marine products.

The natural pearl has two rivals in the markets. Artificial pearls were first made as long ago as 1680—in Paris, of course—and it may be said they have reached their highest quality now. Art can do no more in this direction. Beautiful as they are, however, moneyed people will have nothing to do with them; they will always be "artificial."

Some years ago it was feared that the "culture" pearl would drive out the natural variety, but they now only

that the arrows were tied to the bows was a way of saying that no arrows had been fired—the boys had not been killed.

"The Incident," Sir Hubert Murray wrote at the time, "seems to me to be of interest as indicating the first step towards a system of writing. I am not aware of any similar instance of pictography in Papua."

It may be added that the two small boys were recovered from the Oberi in June last.

BETEL-NUT MESSAGES.

Now comes a further interesting report from the Lieutenant-Governor.

Writing under date September 8, he forwards a letter received from Mr. H. Stuart Russell, together with a memorandum from the Government anthropologist, in connection with betel-nut messages on Ross Island.

In forwarding several of these betel-nuts, Mr. Russell explains that the marks on the nuts depend for their specific meaning largely on previous arrangements between the sender and the recipient.

A boy must arrange with a departing friend to send him a nut with certain marks on it to convey certain news. Special marks might signify a man, a woman, a boy or a girl. A birth, a death, would be represented by a special mark. Thus, a boy who had received a nut with a slice taken off it was able to tell that his sick uncle had died.

There seems to be possibilities in nuts. Sometimes they contain instructions for purchasing trade goods—calico, knives, etc. So far, no system of stamping them has been devised. The letter-nuts, which were sent on

to the Department by Sir Hubert Murray, have been forwarded to Professor Radcliffe Brown, of the Department of Anthropology, Sydney University.

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ECONOMIES IN PAPUA

Public Servants Again Circularised

From Our Own Correspondent

PORT MORESBY, Nov. 15.
A FURTHER "economy" circular has been issued to all Public Servants. It advises them to economise still more, yet congratulates them on their efforts, since the first circular, it points out that the financial position is such that their efforts must be redoubled.

The circular also states that while it was hoped the position during the present financial year would not necessitate any reductions of salaries or retrenchments, it was thought likely the position in the next financial year might not be the same, and officers should prepare themselves for possible drastic retrenchment.

Economy in every way is being exercised by everyone in the Territory, and in consequence there is very little doing in the way of trade. Therefore the import duties are lower than they have been for a long time, which makes a rather vicious circle with no obvious remedy or solution.

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THE TONGAN ISLANDS

That Typical Tongan—The Payment of Copra Duty

From Our Own Correspondent

NUKUALOFA, Nov. 10.

THE publication in the second issue of The Pacific Islands Monthly of the Tongan who netted £55 a year for the copra on his selection has now produced a host of supermen from other parts of the Group.

A Vavau man writes: "That man was a lecher compared with my native neighbour who, in the last four years, out of copra, had cleared up £80 a year off an 8-acre block after paying all expenses."

And this is one from Haapai: "What is the matter with that Tongan in Nukualofa who can only knock out £55 from his allotment? Is he parsimonious or tubercular? If not, I can quote you any one of fifty . . ."

To stop all this I feel it incumbent on me to say that I was not out to establish a record with my Tongan friend at all. I simply state again that he is a fairly industrious native who seems contented with his lot (except for that egg-sucking pig) and from what I know of him, breaking records is not his "strong suit."

In fairness to the Editor, I must protest against the gambling spirit which seems to be creeping in, and I can assure each and every one of you that, no matter how much you stimulate your favorite Tongan grocer with subsidies and such-like to produce the peak result, there will be no true demand by the P.I.M. I know that it is usual with some publications to offer a trophy to the fisherman who catches the biggest fish, and the naturalist who gathers in the longest blue-tailed lizard, but you island ramblers, clear your brains of the hope that you will gather in any Pres. honorarium for exhibiting the best copra-producing native. . . . Cut it right out.

THE COPRA DUTY

It has been pointed out that there was—what appeared on the face of it to be—a serious omission when that statement of a Tongan taxpayer's contributions to the Treasury by way of taxation was compiled in your correspondent's article in the September issue.

Figures have been produced to show and on these figures it is claimed that the average taxpayer (or "abi" holder) contributed roughly a further £3 in copra export fees to the Government. The figures do not, however, indicate that the Government certainly did get £16,000 from the copra shipping last year, and the ardent critic, after ascertaining the number of "abi" holders in the Kingdom, makes out a pretty good case.

But now let us see if "dummy" (the taxpayer) really is being stung for this further £3 per annum. When the tax of 10/- per ton was actually scheduled by the Government, "dummy" was thought deserving of consolation—and got it—until the bubble was burst by the copra buyers. The taxpayer is hanged," said the prominent buyers in union, "has no money, and the ardent critic, about, we can't pass it on to the fellow with his basket of copra, and the Government knows it. No! It's a crack at us, and we have to stand the racket."

Two years ago the tax was increased to 20/- and once again, there was an outcry from the buyers. If they could not hand on the original 10/- in fractions of a penny they certainly couldn't pass on the further five—and they said so, very forcibly too. So, once again sympathies were diverted from the "abi" holder to the unfortunate buyer.

And when the executive were considering ways and means of relieving the taxpayer this year, it was the very knowledge that if the buyer could not—and therefore did not—pass the duty on to "dummy" it was ridiculous to suppose that, if the Government lifted the duty, the buyer would—even if he could—relieve the taxpayer by passing any benefit on. And why should he? Copra buyers are, not benevolent institutions.

So now we have the position clearly defined. It is the user buyer and not old "dummy" who is swelling the Government coffers to the extent of £16,000 per annum, and everybody will be glad to get that cleared up. I know; and "dummy," with his basket of "green," smiles one time . . .

HIPOFOUA TO BE LAID UP

The Government despatch vessel Hipofoa, according to the latest reports, to be laid up indefinitely at Nukualofa, pending the report of some committee or other who is to decide at some future date and decide on the type of engine that may be installed in her hull. It is not expected that she will be in commission before the end of next year.

The other vessel of our fleet, the Tokapo, is to go away somewhere this month, either to Fiji or Auckland, for re-coppering and general overhaul.

PERSONAL AND SOCIAL

Leaving Tonga by the incoming Tokapo this month, Mr. Macgregor of Leve's and his good lady will carry with them the knowledge that they

have left behind on this tropic isle many very sincere friends. During their stay, covering the best part of a year, they certainly have made themselves popular with the local folk. It is extremely doubtful if, as host and hostesses, they can be excelled anywhere; certainly not in this island group and with the farewell on "steamer day," there will be many expressions of hope that they will return.

Mr. C. E. Dalton, who for some time has been managing the Vavau branch of Morris Hedstrom's activities, has been appointed accountant at the head office in Nukualofa; and we learn that he is a particularly happy man just now, for a wireless message just to hand, conveys the good news that Mrs. Dalton (Sydney) has presented him with a son.

Mr. Knapp, late of Tahiti, who recently leased 1800 acres of soil on the island of Elia, is, we learn, lined to arrive back here from the United States early in the New Year.

Mr. A. G. Slocombe (of Leve's), accompanied by his bride, is due back in Tonga this month. Mr. Slocombe and Mr. Huichison, of Vavau, have completed a six months' tour of the Continent, so old friends can be depended upon to greet them with requests for a detailed account of their travels. Mrs. Slocombe, by the way, is the eldest daughter of Mr. and Mrs. F. Jones, of Nukualofa.

Mr. Ryder, who is so popular in Suva, has now transferred himself to Vavau where, as manager of Morris Hedstrom's branch, he will, as an old island man, assuredly make himself quickly at home in the business and social circles of that delightful port.

Of interest to the foreign and native population is the advice that an assistant medical officer has now been appointed to this island. Doctor Courtney, of Sydney, should arrive here at an early date, and Doctor Dawson (C.M.O.), who has been in demand day in and night out, will certainly be glad of his assistance.

Mr. Murray-Aynesley, of British Honduras, has been appointed by the Secretary of State to fill the Chief Justice's recently vacated by Justice C. K. Morris, on his transfer to Gambia. The new Justice is expected to take up his duties here early in the New Year. In the meantime, Mr. G. Scott, Land Judge, is locum tenens.

The Misses Cocker invited a host of friends to their well-appointed home on October 31, and these charming girls produced, as usual, a wonderful night of entertainment. The music was a revelation, the dancing floor not over-polished, the cooling drinks kept at the correct temperature, and the supper produced at the right time; so it is not surprising to learn that it was probably the most successful function of its kind up to date in the present year.

The output of Fiji's five sugar mills in 1929 was about 96,000 tons, which was somewhat below normal. The reduction was mainly due to dry weather conditions, which adversely affected the crop in the early stages of its growth.

Rhinoceros Beetle

Additional Precautions in Fiji

COCONUT PLANTERS' UNION ACTS

A DEPUTATION of directors of the Coconut Planters' Union Ltd., of Fiji, waited upon His Honour, the Governor's Deputy, in Suva, recently, and received an assurance that vessels coming from Apia, Samoa, would not be permitted to remain alongside the wharf at Suva at night time.

This action was rendered desirable by the fact that Apia is badly infested with the rhinoceros beetle, which causes damage to coconuts.

The question was raised when the Tofua this year commenced to load bananas at Apia and then on her arrival at Suva to load further bananas. The directors of the Coconut Planters' Union at the time approached the Acting Governor and, as a result, more stringent action was taken.

It was noticed that on a recent trip the Tofua, en route from Apia to Auckland, remained alongside Suva wharf at night.

In view of a warning by Mr. T. H. C. Taylor, published in The Agricultural Journal of Fiji, the directors of the Coconut Planters' Union felt that the mere presence of the Tofua alongside the wharf at night, with the wharf lights burning brightly, provided an element of danger to the coconut industry of the Colony, and, therefore, pressed for action which would obviate the recurrence of this danger.

RAROTONGA EXPERIMENTAL FARM

Satisfactory Test Crops

THE Cook Islands Administration, in co-operation with Mr. Senn, manager of the Rarotonga Pure Fruit Products Co., has been growing on the experimental farm spices, canning beans and tomatoes.

It is hoped to obtain a payable market in New Zealand for these commodities. At the close of operations for the season, it was reported that most of the spices planted had grown satisfactorily.

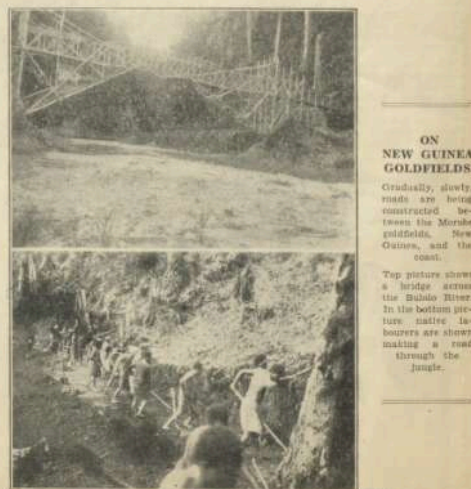
The canning beans were making good progress, and there were possibilities of developing this industry.

The tomato crop was most successful, and it is considered that in the event of the failure of New Zealand supplies, Rarotonga could supply the demand for pulp. A contract for the supply of pulp has been already made with New Zealand manufacturers.

New Hebrides in 1929, imported 6547 cases of spirits, valued at £7,170; 5,417 cases of fine wines valued at £6,306; 122 barrels of light wines, valued at £7,100. The territory also imported 2,000,000 cigarettes and £10,786 worth of tobacco.

New Hebrides, in 1929, imported 11 motor cars and over 80,000 gallons of petrol. There are good roads in the island of Efate. The highway from Vila, the capital of the Group, to Devil's Point, gives a direct run, through delightful country, of 17 miles.

Experiments have been carried out in the Cook Islands with the growing of the "cane." The initial crop has been quite successful.



ON NEW GUINEA GOLDFIELDS.

Gradually, slowly, roads are being constructed between the Morobe goldfields, New Guinea, and the coast.

Top picture shows a bridge across the Milne Bay River. In the bottom picture native labourers are shown passing through the jungle.

Restless Samoa

Irresponsible Criticism
Not DesiredWHERE LIES SOLUTION
OF TROUBLES?

BECAUSE, in October, we published a summary of the annual report of the Administrator of Samoa, and headed it "Samoa Is Settling Down," we have been asked by a valued correspondent to publish some portion of an article entitled "What The Samoans Want". The article was produced in New Zealand in October, and was written by the Hon. O. P. Nelson, who has worked hard and suffered for the Cause of Samoan independence.

Now, it is a notorious fact that, when New Zealand assumed responsibility for the government of Samoa, 15 years ago, she took on the liveliest administrative job in the Pacific. The Samoans are a clever, proud, restless, intriguing people, who are temperamentally and everlastingly "agin the Government." They have well earned the title of "The Irishmen of the South Seas." Anyone acquainted with the stormy history of the beautiful islands, extending over the last 75 years, will sympathise with any country asked to govern such a hornet's nest.

Into this den of trouble came the New Zealanders—wholly inexperienced in this kind of administration, lacking any sort of trained personnel, inclined to treat the Samoans as if they were indeed the simple, harmless islanders of a hundred South Seas romances—and above all, making the initial mistake of regarding the Samoan mandate as a means of finding attractive jobs for a swarm of semi-military officials.

Of course, there was trouble. The Samoans resented the autocratic, somewhat bombastic administration, and the manner in which high administrative costs were throwing the country into debt. The New Zealanders, very proud of the fact that the League of Nations had entrusted them with a mandate to govern, and inclined to compare the critical Samoans with the tractable, friendly Maoris, were too ready to display the transience of the iron hand instead of the persuasiveness of the velvet glove.

Both sides were honest and sincere in their wish to do the best thing for Samoa—only, unfortunately, neither could understand the other's point of view. Had New Zealand had available, for the Samoan job, a man of exceptional wisdom, with some knowledge of native administration in general and Samoan history and psychology in particular, all might have been well. But supermen are rare and the officials who were sent to Samoa were just average honest, one-sided men, who lacked the job in the same way they would have undertaken the building of a bridge or the preparation of a report—by the rule of thumb methods, backed by the force of law and authority. An American writer, describing Samoa under the New Zealanders, called them "Prussians from Auckland."

The inevitable clash came in December, 1929, and valuable lives were lost, including the patriotic chief Tamaesofo. Since then both sides have kept apart, licking their wounds, and wondering where lies the solution of their difficulties. Each side must realise it has made grave errors—the New Zealanders, in the manner described, the Samoans, in their too ready inclination to deal with intriguers and underground engineers—and there can be no peace in Samoa until they come together in a spirit of mutual tolerance, and a greater readiness to appreciate each other's viewpoint and motives. The New Zealanders must throw aside their arrogance, and the Samoan his pride and suspicion.

Mr. Nelson, in his article, is characteristically outspoken, but is hypercritical, intolerant and threatening. There is much justice in his demands, but they have been framed in an atmosphere of bitterness, and so they cannot help much in the search for a peaceful solution of Samoa's difficulties.

Therefore, we do not publish them. The Pacific Islands Monthly does not wish to take sides in this Samoan controversy, because to do so, it must depend upon ex parte statements. It prefers to independently investigate the position, later on, and try to offer constructive comment, rather than irresponsible and irritating criticism.

—R.W.R.

COLONY OF FIJI

For information regarding Fiji read the "Fiji Handbook," an official publication, beautifully illustrated. Obtainable from: The Government Printer, Suva, Fiji; Dalgety & Co. Ltd., Sydney; L. D. Nathan & Co. Ltd., Auckland. Price: Cloth bound 6/-, paper cover 4/-.

OUR FIJIAN NEWSLETTER

Severe Gale Sweeps Colony—Much Damage to
Banana Crops

From Our Own Correspondent

SUVA, Nov. 28. THERE is a great deal of talk about hurricanes in Fiji. Indeed, newcomers are told so much about hurricanes when they come to Fiji, that they believe they are quite a common sort of thrill.

As a matter of fact, cyclonic storms are rarer in Fiji than they are in Queensland, or perhaps in other parts of Australia. It is twenty years since a real hurricane struck Suva. A lesser one visited the town in 1912, but since then gales have been recorded only at rare intervals.

One of these gales hit the capital on Sunday last. The wind grew in velocity during the day and at 7.35 p.m. reached its peak—71 miles an hour.

Good rain fell all day and much minor damage was reported. A small cutter crashed through the wall of the pool bath, and after enjoying a swim there, dived to the bottom, with several plants staved in. The river launch Rogovoka was swept ashore at Suva Point during the height of the gale. The big liner Rotorua, from London, drove out from the wharf and anchored in the harbour, where she safely rode out the storm.

The Rewa River rose 17 feet at Nausori, and the sugar mill stopped crushing, owing to the confusion. It is believed that some of the C.S.R. Co's

northern part of Viti Levu, especially affecting Penang and Tiligeti and Namanu Island. At Penang, the sugar mill lost its roof and chimney, while the police office was blown clean away with all the official archives. The recreation hall became a mass of twisted timbers. Many other buildings were badly damaged. At Ellington the big shed of the C.S.R. Co. Ltd. was full of bagged sugar, and, I understand, quite 800 tons is being sent away to be reconditioned, which will mean a substantial loss.

MANY VESSELS LOST

The list of vessels lost includes the Seventh Day Adventist auxiliary launch Looma, which was driven ashore at Nabuwala. The Provincial launch was also wrecked there being thrown right up among the mangroves. At Gau Island it is reported the Elizabeth was smashed and foundered, Captain Gerish and a Chinese still being missing. The native crew was saved. Two cutters were wrecked on the island of Wakaya, and the Makoga launch, Jean, was wrecked on Makoga. The crew of the cutter, Tui Nikurawa, arrived in Levuka in two open boats. The Provincial cutter, Makama ni Vanuani, is ashore at Naikoro. A cutter coming from Wainimu saw some wreckage floating outside the reef and a hatch painted grey has been picked up at Naikoro. It is believed that



Levuka Wharf was badly smashed by the recent hurricane in Fiji. Heavy sea tipped the planking and rails.

floating stock was missing. It is also alleged that a launch and five punts belong to a banana buyer are missing. Thousands of banana trees were seen floating down to the sea, and it is feared that fruit losses will be heavy.

Further news of the storm shows that it has done much more damage in certain places than was imagined at first. Owing to the telephone line to Levuka being down no news came through from the old capital until Captain Fenton A.C. flying his Spartan plane, passed over Ovalau, and, landing ten miles from Levuka, heard that a great deal of damage had been done on the island. Both the R.C. Mission stations at Lorea and at Caweti sustained damage, buildings being flattened out and trees uprooted everywhere.

A report states that Mr. P. Lang, teacher at the Seventh Day Adventist Training School, had gone out, with seven native students, in a launch and a punt, and was missing. The Government has sent out the yacht, Adi Beti, to look for them.

AN EXCITING EXPERIENCE

During the height of the gale, Mr. Honson, the managing director of Jang Hing Loong Co. Ltd., who had set out that morning from Suva for Macaula, found that his vessel, the cutter Tui Vuni Makawa, even with her auxiliary engine, could make no headway

against the fierce gale, so he ordered the native captain to turn for the Tulevu coast. The wind took charge and swept them along blindly, in a mist of pouring rain. It was "blind man's bluff" all right, for they drove on without knowing where they were. Luck was with them, as the vessel drove through the passage of the reef, and safely went aground on a soft sand bank. But the seas roared, and every minute they expected to be their last, so, battening up and casting out their two anchors they piled into the lone whale boat and gave themselves into the care of the wind, which was still of force. It was useless to put out an oar, so away the boat flew, and to their surprise ran into the only tiny creek along that mangrove-lined bit of coast. Even the hardy native skipper was impressed. "It is the devil," he said, and everybody believed him. They eventually reached Suva. Mr. Honson said that all native villages were flat and hardly a banana tree remained standing.

The storm came right through the

C.B.E. All the Councilors joined in expressing their high sense of his value as a citizen and a Mayor and Councilor.

Dr. Clinie, who left per Aorangi on nine months' holiday was presented by the medical students with a very handsome tortoise shell and gold cigarette holder. The doctor is very popular with all who know him.

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NAME

SOLDIER ADMINISTRATOR OF NORFOLK ISLAND

A Chat With Colonel Bennett

From our Canberra Representative

Colonel A. J. Bennett, C.M.G., D.S.O., V.D., Administrator of Norfolk Island, a post he has held for eighteen months, has been spending a week or two at Canberra, conferring with the Minister for Home Affairs and Departmental Officers on administration and other matters.

In the following interview, he tells of conditions on Norfolk Island and gives facts about its trade.

ONE of the most important subjects discussed while Col. Bennett was at Canberra was the imposition of sales tax on Norfolk Island bananas, which is a severe blow to residents.

For administrative purposes Norfolk Island is regarded as part of the Commonwealth, and so there is no primacy duty on its produce, but, whereas the primary produce of the Commonwealth is exempt from the sales tax, the islanders have been called upon to pay this tax, because Norfolk Island is not "an integral part of the Commonwealth." Until amending legislation is passed, the tax must be paid.

The matter has been referred to the Acting Treasurer, Mr. Lygon, and he is expected to take steps to remedy the injustice.

A BRILLIANT CAREER.

Colonel Bennett has had a very distinguished military career, and it is doubtful if any officer in Australia holds more decorations than he. He comes of an old pioneering family. He is 65 years of age and was born at Wagga, N.S.W., where his father was the first white child 90 years ago. Thus, his early life was spent under pioneering conditions, and his experience of those days, he says, has been of much value to him in helping him to understand the problems of the settlers of Norfolk Island.

He subsequently entered the teaching profession, and at a comparatively early age became headmaster of various first-class schools, and afterwards was in charge of all the evening continuation schools of the State.

When the Sudan Contingent was offered in 1886, young Bennett volunteered for service and took part in that historic enterprise. The members of the old Contingent have held an annual dinner for the last forty years, and Colonel Bennett is one of the surviving members—probably the youngest of those who are left. For that service he was decorated with the Queen's Egyptian Medal and clasp and the Khedive Star.

In 1886, he received his first commission in the N.S.W. Militia Force, and he has held a commission continuously for 44 years. He served throughout the South African war as captain commanding a squadron of N.S.W. Mounted Rifles, and subsequently as major in command of a mobile column working directly under Lord Kitchener's orders.

For this service he was awarded the D.S.O., Queen's Medal with three clasps, King's Medal with two clasps, and was selected to represent the Australians in the field at the Coronation of King Edward VII. This latter brought him the Coronation Medal in silver.

Immediately on the declaration of war in 1914, Major Bennett entered on active service. He raised the 3rd Battalion and went with it as second in command, with Colonel Robert Owen in charge. He was present at the landing at the Dardanelles, and was there promoted Lieutenant-Colonel. He commanded the 1st and 4th Battalions in the Lone Pine operation. Then he was invalided to England and Australia, but was soon again in the field, this time in France, in command of the 20th Battalion and the Reinforcement Camps, and he served till the end of the war. He was decorated with the C.M.G., 1914-15 Star, British Victory Medal, and the Allies' Victory Medal; so that he holds a total of eleven decorations, all obtained in volunteer service. This is a remarkable record.

NORFOLK ISLAND'S SETBACK

Discussing the affairs of Norfolk Island, the Administrator said the islanders had received a serious setback through the loss of their tourist traffic, resulting from the withdrawal of the New Zealand Government steamer *Maui Pomare*. Nearly all the "mainlanders"—as the island people call them—who have settled on Norfolk have come from New Zealand, which is only a run of two and a half days.

It was a regular thing for about 500 tourists from New Zealand to visit the island every year, and as they generally spent a fair time there it meant an influx of something like £50,000 in cash.

The boat was taken off the run in March last as a matter of Government policy, the New Zealand Government considering that it should be devoted to purposes more directly associated with the Dominion. Negotiations are proceeding for the restoration of the passenger service but, in the meantime, the island is suffering severely



COL. A. J. BENNETT.

and a number of boarding-houses have been closed.

TRADE MATTERS.

The general trade of Norfolk Island is centred in the banana, the exports of which amount to 25,000 cases per annum. New Zealand takes about 1,400 cases and, since the withdrawal of the *Maui Pomare*, a small cargo boat has been picking up some of the trade.

"Formerly," he said, "an excellent quality of coffee was produced, and the whole of the output was taken by Mookbell's, the well-known Sydney firm. But in the rich soil of Norfolk Island the banana comes into bearing very quickly—in about eighteen months—while the grower has to wait some years to get a return from coffee, and so the growing of coffee has been dropped. Other things which grow well in Norfolk are oranges, lemons, passion-fruit, potatoes, the kumera, and vegetables of different kinds.

"There is a fair export of potatoes, which can grow in the year round, but the other things have all slumped. The banana is taking up all the attention of the settlers. They have yet to learn, however, the necessity of putting back into the soil some of the good that is taken out of it, and the output of bananas would show a big increase if fertilisers were more generally used.

"It is rather noteworthy that, whilst the value of the bananas exported last year was £37,000, only 5757 worth of fertilisers were imported. We are fortunate in having no 'bunchy' or other disease in our bananas. The importation of plants is prohibited, and this accounts for our freedom from disease."

A NEW INDUSTRY?

The Administrator stated that it was his intention to visit Bathurst, where asparagus is grown very successfully, with a view to carrying out experiments with it on Norfolk Island. He thinks it might develop into quite a large industry there, including canning.

He also thinks there is a good field there for the establishment of a herd of utility cattle, such as the red-poll Angus. The cattle, unfortunately, through the continual in-breeding of those which belonged to the original settlers, have deteriorated greatly. The butter and cheese imported during the year was valued at £2,000, and it was rather absurd to have to import any at all.

IMPROVING PHYSIQUE.

So far as the residents are concerned, Colonel Bennett said there was an increasing tendency on the part of the islanders to marry mainlanders, and this would have a very beneficial effect upon the physique of the people, which had suffered in the past through inter-marrying. During the past year five of the original "Pioneers" had died, and there were now only remained three or four of the historic band who landed on Norfolk Island in 1856.

"The islanders are a courteous, kind-hearted and loyal people," added the Colonel. "Generally speaking, they are prosperous. It is only four years since the first motor car arrived there. To-day there are over 100 on the island, and that is an indication of prosper-

HEALTHY SUVA

Improved Conditions Now Exist

From our Fiji Correspondent

SUVA, Nov. 29.

DURING the past year, since we had that nasty dysentery epidemic, several discoveries have been made.

First it was found that a great deal of water was going to waste from leaking pipes, the total quantity being estimated at quite a high figure. This for the most part has been remedied. The leakage explains why our city water shortage was so spectacular and distressing earlier in the year.

Then the sewerage system is being thoroughly overhauled at great expense by the municipal authorities. A considerable length of piping has been renewed and convected, and much good has been done. It is now acknowledged that these leaking sewer pipes had been contaminating the water of the city by the sewage entering the water pipes when there was a vacuum.

The medical men expected a recurrence of the sickness, but the improved conditions seem to be already making themselves felt, and to-day not a case is reported in the town or suburbs.

If only a greater supply of scavenger and clean and sweeten the town.

FII PINEAPPLES

Packing Operations Commence

From our Suva Correspondent

TWO experts from Hawaii are here to superintend the packing of west coast pine which started about the end of November.

The crop generally is a late one this year, owing to the drought, which has affected all the group. The company hopes to pack 5,000 cases, and this will show a considerable improvement upon the last year's efforts.

The Waldau estate is also getting ready to pack. Their output will be larger than that of the smaller companies. The plantation is reported to be in fine condition and the fruit never better tasted, this year. The progress would be much greater, but it is better to go slow and have no disease and sound fruit, as is the case with both Fiji companies, than import plants which will bring in disease.

Provided the service with New Zealand is soon restored, everything will be all right.

"It is regrettable, however, that there are not more tourists from Australia, though with an improved shipping service—which we are now looking forward to—and reduced passenger rates, this can be remedied in the future. One of our outstanding requirements, however, is an improvement in the facilities for handling cargo. There is an open roadstead, and we can never have a natural harbour, but there is room for improvement in our methods. One has to pay a tribute to the marvellous skill of the boatmen, but the present methods are out of date."

THE LIQUOR QUESTION.

In conclusion, the Administrator maintained that the boarding-house tariffs were very reasonable—in the neighbourhood of £2/3 weekly—and many people of limited incomes had, after going there for a holiday, decided to settle on the island permanently.

"There is one thing I would like to add," he said. "There is an idea that prohibition obtains on Norfolk Island. This is a misconception. The sale of liquor, however, is controlled. It is consigned to the Administrator, and reputable residents may have reasonable quantities of excellent liquor at reasonable rates under permit."

"Many desirable people who object to being dictated to, and do not appreciate a holiday under 'dry' conditions, do not visit the island because of this widespread belief that liquor is unavailable."

JUNKER PLANE FOR NEW GUINEA.



Junkers G 21 aeroplane is being used by Bulfin Gold Dredging Ltd. for transporting cargo from Suva to Bulfin, New Guinea. The machine can carry 2½ tons of cargo, plus two pilots, petrol and oil. It will be loaded at Suva on December 23.

Photo by courtesy Foxton Oil Co.

Personal Notes

(CONTINUED FROM PAGE 6)

Dr. E. A. Neff, Mrs. Neff and Miss Neff left Suva for Canada by the last trip of the *Niagara*. Dr. Neff has carried out the duties of medical superintendent of the Makogai Lepet Station for several years.

Rev. John Pieri, who has been attached to the Lutheran Mission in New Guinea for very many years, has left the Territory.

Rev. W. H. Laity, of Salapaita, Samoa, was a passenger from Suva to Sydney by the last Ventura.

Mr. L. A. Maguire, who was formerly attached to Messrs. Burns, Philp and Co., of Salapaita, New Guinea, has been recently appointed assistant to Mr. B. Steele, of the Shell Oil Co., at Rabaul.

Father Boech, of the Marist Mission, Kieta, Solomon Islands, returned there by the November *Marina*. He was in Sydney to attend the consecration of Bishop Wade.

Mr. and Mrs. J. Comb arrived in Sydney from Suva last week, on December 3. Mr. Comb has been gold prospecting around Kieta, Northern Solomon Islands, and he considers that prospects there are promising.

Mr. A. C. Forsyth, of Lemacott Plantation, Kavieng, New Guinea, came to Sydney by the last *Marina* on a few months' holiday.

Mr. Frank Kjaerlev, a botanist, who is collecting on behalf of the Arnold Arboretum, a branch of Harvard University, U.S.A., has concluded his investigations in Bougainville and has returned to Sydney after some months' work in the British Solomon Islands. His work is being carried out under the direction of Mr. C. T. White, Government Botanist, of Brisbane.

Bishop Newton, Bishop of New Guinea, arrived in Sydney last week after attending the Lambeth Conference in London. He will be leaving shortly for his diocese.

Mr. E. P. Cohen, who represents over 30 Australian exporting houses, has returned to Sydney after a four months' trip among the Fijian, Samoan and Tongan Groups. He told a representative of the P.I.M. that, owing to the low price of all islands products, business was not so good as it might be, but, nevertheless, people in the groups remained staunch optimists. They looked forward to better conditions in the New Year. He said that the P.I.M. had created a good impression, and all hoped the enterprise would be most successful.

Mr. Frank P. Griffin, of Messrs. Griffin, Shave & Co., Pty. Ltd., Sydney, returned by the *Maunganui* on November 22, after a health-recruiting trip among the Pacific Islands.

Mr. G. Fulton, managing director of Lever's Pacific Plantations Ltd., returned to Sydney from London by the *Taiyang* on December 18. He was accompanied by his wife during his trip of eight months.

Mr. G. W. L. Townsend, assistant District Officer in New Guinea, who has been spending a period of leave in Australia, returned by the *Marina*, and regular sub-stations at Labasa, Suva, Savu and Waiyave (Tavuni).

Dr. D. F. Spenkle and Dr. A. E. Wilkman have been appointed medical assistants in the Public Service of New Guinea, and proceeded to the Territory by the *Marina*.

Capt. A. Cross, managing director of Guinea Airways Ltd., left by the *Marina* on December 13 for New Guinea. Capt. Ross, formerly of Imperial Airways Ltd., also left by that steamer.

Capt. E. Mustar, the pioneer of Guinea Airways Service, was a passenger by the last *Marina*. He is going to Lae to install a petrol tank on the aerodrome for Vacuum Oil Co.

Mining on Fiji is still confined to prospecting operations, and no payable deposit of any precious metal, mineral or mineral oil has been found. At the end of last year 32 prospecting licenses were in force.

PEST FROM JAVA

Its Wide Manifestation

SOME MORE FACTS

FURTHER information is now available concerning the coconut pest from Java. As was stated in last issue, there is a danger of the pest finding its way into New Guinea and Papua by a direct steamer from the Dutch Indies, and there is need for prompt action to prevent this happening.

The pest is known as the coconut white fly. It occurs not only in Java, but in the North and South Celebes, the Philippines and on some of the smaller islands in the East Indies.

In Java it is reported that a natural parasite is to some extent keeping it down, but elsewhere this same parasite has not been so effective.

The fly has been known to exist in the Philippines since 1911, and has spread over the various provinces, until it is now widely distributed.

Where it is met with in abundance, the leaves of the coconuts affected are discoloured and blackened in spots with a sooty mould growth, as a result of the honey-dew exuded by the insect. It is found that this pest is most destructive during the dry season.

WIRELESS IN THE ISLANDS

Linking Tonga

From our Own Correspondent

NUKULOFA, Nov. 15.

MR. J. R. LAND, our wireless superintendent, has successfully linked up the group with inter-island stations.

Nukualofa, Haapai, Vavau, Nuafoou and Keppel's Islands are now "in touch," and it is a tribute to the Tongan youths in sole charge of these northern sub-stations that they are putting their "stuff" through in a quite satisfactory manner.

Mr. Land is to be congratulated on supplying a long-felt want.

Communication in Fiji Group

From our Own Correspondent

SUVA, Nov. 29.

IT may not be generally known that the amalgamated Wireless (Aust.) Ltd. now have control of the Fiji Government radio station, and have made many improvements in the service. To-day we have the Suva Radio, a powerful station with a far-reaching radius, and regular sub-stations at Labasa, Suva, Savu and Waiyave (Tavuni).

For some time there has been an agitation to have also a station at Lautoka—at present served by a very inefficient telephone service—by means of bush-laid wire, which is often out of commission. His Excellency has heard the plea and has lately visited the district, so may be ready to grant the popular demand by inviting the company to install a station at the big sugar centre.

A station is also badly needed at Loma Loma, in the Lau Group, as, during hurricane time, the many islands out east are completely isolated. A few years ago a hurricane did immense damage out that way, and Suva did not know for many days after. Meantime the residents suffered privation.

In Tonga and Samoa, the natives are trained to operate and the islands are ringed with small stations, which give a fine service.

New Guinea Officers' Conditions

Investigations Completed

From our Canberra Correspondent

CANBERRA, Dec. 16.

MR. P. E. WALCOTT, Commonwealth Public Service Inspector in Queensland, who has been investigating matters in the Mandated Territory of New Guinea, and who returned in November, is now engaged upon the preparation of his report and reclassification.

It is believed that a number of economies will be possible as a result of Mr. Walcott's recommendations.

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CHEAP COMMODITIES

Australia Ignores Her Chances

"One of the most puzzling things to me is the failure of Australia to take advantage of the cheap supplies which she could obtain at so little cost from the nearer islands," said Mr. A. J. Vogan, F.R.G.S., a well known Pacific traveler, to The Pacific Islands Monthly.

"There is timber, for instance. There are huge supplies of magnificent timber in the different groups, right at our doors. Yet we buy the American softwoods that are forced upon us by kings and combines. The most exquisite things can be made from the grained timbers of Fiji and New Caledonia."

"The people here are starving for fish, and the prices are kept monstrously high; yet Lord Howe Island, only a comparatively few hours' steam away, could supply all the fish that Sydney needs at very low prices."

"The finest island bananas should be sold for a penny per pound in Sydney. Instead, in her tariff madness, Australia keeps out the Fiji banana, feeds her children on poor quality stuff at high prices, and allows a little ring to make fortunes out of Queensland bananas."

"As for the cost of living in Australia, words fail me. Pork live comfortably enough in Fiji on one-sixth of what an Australian labourer earns. In New Caledonia you can buy for sixpence enough fish to keep a family for a week. You can live at the best hotel in Noumea, with wine at every meal, for five shillings a day—less, up-country. Yet, Australians who want change of scene and people go off on most expensive trips to Colombo, and such places!"

MAIL DAY

ON QUIET NORFOLK ISLAND

By Our Own Correspondent

NO visitor to our island should fail to follow us down to Kingston upon our infrequent mail day. It is an occasion to arouse gilly or envy, according to his turn of mind.

Our temperature commences to rise several days earlier — as soon as a vessel is received from the ship upon her departure from Lord Howe Island to be precise — informing us of the approximate day and hour of her arrival here, her list of passengers, the amount of cargo she is bringing and the number of mail-bags, which generally

and we were here to carry out the sentence in face of all opposition.

But, once inside, the boldest and most aggressive sing sweet and low, for there is one beyond the counter who, with a glance of his eye, quells all disorder and puts every upstart in his place. Meekly we wait our turn, confusedly we accept our packet of letters and, with a mumble of gratitude, back out of the presence and fall into line with these gone before who are now forming a queue around the corner of the building to wait for their papers and parcels.

We slowly advance, a lockstep at a time, crushed between a wooden railing and the rough wall and, at an open doorway, guarded from entry by a bar, Mr. Pat Broder, from South Africa, hands out papers with accuracy and despatch. A step further on, at an open window, something like a ticket office, Mr. Clapp, who once had



THE PIER AT KINGSTON, NORFOLK ISLAND.

lie somewhere between 70 and 80, and include a heavy mail from New Zealand for the exiles from that well-beloved land.

Word files round that the Makambo is due at daylight on this coming Thursday, and thenceforth we watch the drifting of the clouds, the shifting of the wind, and speculate as to whether she will come in at Kingston, which suits us all best, or will have to go round to Cascade Landing, and send everything and everybody right across the island to their various destinations.

A long drawn howl from the steamer's whistle at dawn on Thursday morning announces that she is here and about to drop her anchor. All the men and boys who comprise the Norfolk Island Boating Company, and who will travel to and fro across the water all day long transporting cargo, spring from their beds, devour their breakfasts and hurry off; and everyone else goes to their gates or a little way up the road, in order to see the colour of the flag that streams the flagpoles dotted here and there for their information. If it is white the ship is tying off Kingston, if red, then cars and lorries, sulkies and saddle-horses will shortly begin to converge upon Cascade.

Before eight o'clock the doctor, in his capacity as Medical Officer of Health, will go aboard to clear the passengers. Then a whaleboat loaded to the gunwales with bulky canvas sacks is rowed ashore: Burns Philp's lorry backs to the edge of the jetty to receive it, and our mail has safely arrived. It is rushed to the post office, a small stone building dating from convict days, and situated, as all administrative offices are, in Kingston. Behind locked doors the business of sorting goes on, to the accompaniment of an increasing murmur of longing and impatience outside.

The hungry crowd is gathering and growing larger and larger, the first-comers flattened against the door that gives upon Paradise. Somewhere about noon, as a rule, that door is unlocked, and we burst in as though there was a prisoner inside waiting to be lynched.

the finest voice in Peking, China, assembles our parcels on a small counter, and when we have signed our undistinguished names in a book, passes them through. We burst out at the far end, like peas squeezed out of a pod, and the ranks behind close up one.

If, as happens every alternate call of the Makambo, she is returning to Sydney within a few hours, the tourist will now observe us propped against ruined stone walls, or extended on the sands of Emily or Slaughter Bay, across the green marshes that lie between the post office and the shore, devouring our correspondence and making hasty additions with pencils or fountain pens, to letters written in advance. The timid ones borrow stamps from one another. The bolder spirits dare the entry to the post office again, and, if the business of distribution is finished with, ask in faint voices for the accommodation of half a dozen, and perhaps a postal order, or the registration of an outgoing packet.

Picnic parties finish the day upon the beaches, while newcomers pass through Gallows Gate and roam about the prison ruins that strew the foreshore. Loaded lorries are rumbling up and down the hilly roads that lead "up country." The sun slopes into the western sea.

Our outward bound mail is gathered into bags and sent aboard; the hatches close upon the last boatload of bananas; the steamer hoots three times, turns slowly round with smoke pouring from her funnel, and is off again, over the sea rim and back to the busy world.

We gather our baskets and our packages and go home silently.

The Colony of Fiji is not yet self-supporting in the matter of rice supplies, although large quantities are now produced there. In 1929 the Government Rice Mill purchased 1,461 tons, which constitutes a record.

FIJI TOMATOES

No Blight in Colony

RESULT OF GOVERNMENT'S INVESTIGATIONS

From Our Own Correspondent

LOCAL shippers and residents are hurt at the attack in The Pacific Islands Monthly of October, concerning what was stated to be blight in the shipments of Fiji tomatoes sent to Sydney.

It is a fact that no blight exists in Fiji. A case was taken at random from the last shipment and held by the Department in a close room without any cooling and, at the end of a week, it was found to be in perfect condition.

It is easily asserted that there is a definite conspiracy in Australia to keep any fruit from Fiji out of the Commonwealth and, however fantastic the idea may be, these folks say that there is some sort of arrangement to make Fiji bananas and tomatoes so unsealable that shippers will tire of sending them to Sydney.

An incident has been made public which rather emphasises this idea. A local resident was recently in New South Wales and asked a shopkeeper for some tomatoes.

The man told him that he had some special Fiji tomatoes, and these he found to be perfect. The seller said they were the finest he had bought for his shop this year. Why, then, say the people here, should our tomatoes be blackballed and sold at ridiculous prices? The matter certainly should be more critically investigated.

It is asserted that the blighty samples came from the heap of Queensland tomatoes which lay alongside the Fiji article. Whatever may be said, I want to assure buyers of tomatoes in Sydney that our tomatoes have no blight and are absolutely clean.

(The matter has been further investigated by The Pacific Islands Monthly, and it has been found that a later shipment to Sydney arrived in first-class condition.)

Cook Islands Oranges

From Our Rarotonga Correspondent

New Zealand merchants are negotiating for next year's orange crop at 6/6 per case f.o.b. Rarotonga.

This price is not acceptable to native growers, especially as they have heard that these merchants are offering 9/- per case f.o.b. to Tahitian growers for the same seedling orange, and, in addition, there is a duty of 5/- per case into New Zealand for the Tahitian product.

On the face of it, it hardly looks as if Rarotongan growers are getting a fair deal.

Answers to Correspondents

The Pacific Islands Monthly has a large quantity of information about the Pacific groups and territories, and, as will be glad to answer through this column questions and queries about Pacific life and conditions.

Papalagi, Kyoale: (1) The sawmilling companies in Fiji cutting the indigenous timbers of Fiji are: Fiji Kauri Co., Nadarivatu, Fiji; Marlow's Ltd., Suva; Hathaway Saw Mills, Nausori or Suva. (2) The common passion fruit (purple) is grown in Fiji, Tonga and Samoa only by cultivation. The hard-shell variety is more common and easily grown. Neither are so far a commercial proposition. (3) For November the cream suppliers were paid 1/1 per lb. for their cream by the butter factories in Fiji. During October the price was 1/3, but owing to the bonus agreed to last month, the price was reduced. There are three butter factories in Fiji.

ONLY
25/-
Per Doz.
Case
f.o.b.
Sydney

SPARKLING WINE

LETO

ONLY
25/-
Per Doz.
Case
f.o.b.
Sydney

Agents in the Pacific:

BURNS, PHILP & CO. LTD.--MORRIS, HEDSTROM LTD.

A Product of McWilliams Wines, 15 Alberta Street, Sydney

If you wish to test this Delicious New Wine, please cut out this Coupon and return to McWilliams Wines:—
Please forward me sample of Sparkling Letto, free of charge—
Name _____
Address _____

MT. SISA GOLD

Shareholders Meet

An informal meeting of shareholders of Mount Sisa Gold Fields (Papua), No Liability, was held in Sydney on December 8, to reconstitute the number of shareholders were present. Mr. S. Mordin presided.

Mr. Arthur H. Hill addressed the meeting on the activities of the company. At the close of the meeting those present were invited to sign a requisition to the directors to call a meeting for the purpose of altering the rules relating to the election of directors.

THE
CENTRAL STORE
NORFOLK ISLAND

GROCERIES — HARDWARE
DRAPERY — BOOTS AND
SHOES — MANURES AND
SEEDS

Agents for
MASSEY-HARRIS IMPLEMENTS
Goods Imported Direct from England
SHOP AT HOPKINS!

Norfolk Island

M. B. Blake, Builder

PLANS DRAWN AND ANY TYPE
OF BUILDING ERECTED

All Building Material Imported.

Large, Well Equipped Workshops.

First-class Joinery and Furniture
turned out.

TO LET AT NORFOLK ISLAND

In central position, on
high land, a 9-roomed
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 applica-
tion to

Mr. A. Campbell,
Solicitor Norfolk Island

Macaroni
Spaghetti
Vermicelli

Savoy

Macaroni
Spaghetti
Vermicelli

MANUFACTURED IN AUSTRALIA
FROM PURE SEMOLINA

Savoy Brand Macaroni is claimed by the proprietors to be the only Macaroni manufactured in Australia equal to Italian and American imported. Solely used by leading makers of Spaghetti and Tomato in tins, and the company's bulk packing in 22lb. boxes is purchased by a leading Sydney Italian Merchant with sole rights of distribution throughout Australia.

The 1lb. packet grade is stocked by leading grocers. So, from the above (which is guaranteed correct in every detail by the proprietors) it should be conceded that

SAVOY MACARONI

is of a Special Quality and Worthy of a Trial.

Manufactured in 37 Different Varieties and packed in specially lined boxes for the Tropics.

Prices for 22lb. boxes, F.O.B. Sydney, will be forwarded urgently upon application by all wholesalers throughout the Pacific Islands

ITALIA - AUSTRALIA DELICACIES LTD.

23 KING STREET - SYDNEY, N.S.W.
Cable and Telegraphic Address: Breadstings-Sydney

News From Norfolk Island

Crown Lands Thrown Open—Successful Horticultural Show—
"Tons of Money"—The Flying Dutchman

From Our Own Correspondent

NORFOLK ISLAND, Nov. 29. A new area of Crown Land has been just thrown open for settlement at Anson Bay, on the road to the cable station, at the western end of the island.

What are stated to be harsh and arbitrary conditions have been made in regard to the taking up of the various twelve acre blocks, which are offered on 20 years' lease. Every block must be surrounded with a cattle-proof fence within a year, the successful tenderer must reside continuously upon his section, and, with every tender put forward, the first year's rent—at an upset price of ten shillings per acre—plus tender fee and a guinea deed fee, must be enclosed.

With money as tight as it is, thus looking up of even a few pounds in an investment that may not be realised, would prohibit many possible tenderers, while, I believe, also, that the land is so heavily timbered that the cost, per acre, cleared and planted, would run into anything between £60 and £80.

This would be a fantastic price to pay anywhere in the world for the privilege of growing bananas by the sweat of one's personal brow; especially as the last few shipments, both to Australia and New Zealand, have brought returns barely sufficient to cover the cost of sending them to market.

As one planter ruefully put it the other day: "This rotten tax of 25 per cent, imposed by our paternal Government, just about means the difference between a credit note and a debit slip." His hearers laughed, but the statement was almost literally true. Great satisfaction is felt at the announcement that the Pacific Islands Monthly is going to fight the issue for us and the deepest interest will follow the campaign.

Of course, things will improve—good times will come again: investment in land on Norfolk Island is still essentially the attractive proposition that it was a year ago—when everything was booming and properties were changing hands every week. There are good places in the market now, either for sale or long lease, whose owners have reason to leave the island permanently or for a period; and this writer, running a library in a central position, with a typewriter and time to spare, would be willing to deal with enquiries and to put buyers and sellers into touch with each other. (For a fee, of course—time is money here as elsewhere—but a small one.)

FINE EXHIBITS AT SHOW

Last week our public hall was thronged by exhibitors and their exhibits in the largest and most successful Horticultural Show this island has ever known; a real old-time country

show, and all the sweeter for its simplicity. Mammoth vegetables—magnificent fruits—exquisite flowers in single blooms, in vases, in massed bunches, set on decorated tables. There was one table, a thing of airy-fairy scintillations, sprayed about with delicate, lacy green, that caught the eye at once and most justly carried off the prize in its class. And there were cakes—such cakes—and rich black plum puddings, and pickles, and jams, and jellies and sweets. No wonder everything was fencet in with wire netting against plundering hands.

The two public schools put in wonderful entries of maps and drawings and raffia work, and there were embroidered cushions and table centres and a marvellous supper cloth that was practically all hand-made, and worked around a centre of fine linen. And there were prize fowls and turkeys, and a captive pig—poor fellow—and an interested ring of spectators around a banana packing competition that was won by a thirteen year old girl. The prizes went in the right direction; old friends and new friends met and gossiped and took each other to tea in one or other of the two attractively arranged tea tents, and, altogether, under a blue and cloudless sky a pleasant time was had by every one, say in reporting similar doings in small town American papers.

THEATRICAL ENTERTAINMENT

Another social event that drew the whole island and crowded the same hall was our third theatrical entertainment. "This time it was 'Tons of Money' with an entirely new cast, apart from Mr. Jarvis himself, who not only played the biggest part, but produced, stage managed, painted sets, and striking scenery and extended the small stage beyond the proscenium with his own hands. It was a tremendous success and the talent discovered on this island almost inclines one to believe that half the population consists of runaway actors and actresses who have turned their backs upon metropolitan audiences to play the parts of Adam and Eve upon our primeval stage. The front of the house, too, becomes more imposing with every production. Evening dress, the humble tasks that engaged us right up to the moment of dressing and setting out, presentation bouquets and tall-handled, gilt, baskets brimming with beauty, boxes of chocolates and spectacles from both sides of the footlights at the conclusion of the performance!

The other day we actually saw a strange ship—a sailing ship—a dream ship; blow like a clay across the distant horizon with not a glance, not a pause for our little green island sitting in the sea; bound vaguely and in haste into the spicy north of Java in the Celebes. Master, perchance, the Flying Dutchman on his everlasting voyages about the endless ocean.

MARKETING OF PASSION FRUIT CROP

To come back to earth and the fruits thereof, let us talk of passion fruit, of which there are tons and tons, countless tons, swelling and filling and ripening upon the island from the commencement of this month until the end of February. Both soil and climate are ideal for its production; it grows profusely and without care; it will challenge comparison with that produced anywhere in the world; yet, year by year, something goes wrong with the marketing and half of it goes to waste.

The first fruits are shipped away in half bushel cases and fetch luxury prices. With the next consignment returns are cut down 50 to 75 per cent. Thereafter, we either ramble on receiving something or nothing from our mainland agents, or we cram sugar sacks with choice fruit and haul it to a local pulp factory, thankfully disposing of it for an average price of 11d a pound. Yet, year by year, we hear that overseas, in England and America, it is becoming increasingly popular in salads, as flavouring or converted into non-alcoholic wine; that a demand is growing that it will become difficult to fill.

But it never makes any difference to us; we never realise better prices, we never find a new market, and we lose half our fruit each season. Surely in the huge cities of Sydney and Melbourne, with their populations that live upon ices and cool drinks all through the summer months, there must be manufacturers of these delights who would gladly come to some arrangement with us whereby our passion fruit was pooled upon the island and consigned direct—cutting out the agent and the greedy middleman.

We don't ask fancy prices; one fair price to be agreed upon, and guaranteed from the beginning of the season to the end, would amply content us.

Great Sulphur Wealth

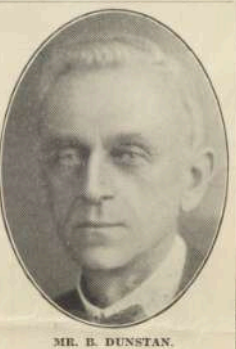
In New Hebrides

OPPORTUNITY FOR
AUSTRALIAN CAPITAL

THAT vast deposits of sulphur in the New Hebrides Group are worthy of development by Australia is the opinion of Mr. B. Dunstan, Chief Government Geologist of Queensland.

Mr. Dunstan, who, with Mr. F. C. Richards, a Brisbane metallurgist, has just returned from the New Hebrides, carried out preliminary geological and geophysical surveys of sulphur deposits on Vanna Lava, one of the large islands of the Banks Group, on behalf of Queensland mining interests.

A fact that impressed him was that although British capital has an equal right with the French to work the various deposits, by virtue of the Condominium, so far no effort has been made to develop the fields. The result was that French and American companies were operating exclusively. On Vanna Lava there were thousands of tons of pure sulphur. Hot



MR. B. DUNSTAN.

springs, forcing their way through the sulphur deposits, formed a remarkable sight. These springs were at an elevation of between 1000 and 2000 feet. The party investigated the occurrence of sulphur in the centre of a volcanic crater, and many samples have been brought back to Australia for further examination.

Travelling on this island was at all times most difficult. A gang of native boys had to be employed to cut tracks through the scrub and carry the gear and stores. Even with this assistance the rate of travel only averaged half a mile per hour.

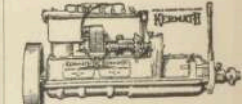
Mr. Dunstan found the several weeks spent on the Banks and New Hebrides Islands intensely interesting. The British people there were very hospitable and rendered great assistance to the expedition.

Mr. Dunstan considers that the apathy of Australia to develop mineral resources in the New Hebrides and New Caledonia is greatly to be regretted. These islands contain chrome, cobalt, manganese, mercury, asbestos, coal, molybdenite, oil, lead, silver, gold and sulphur. Very little has been published about the deposits in English, but considerable notice has been given to them in French publications.

To Let for a Term

Attractively furnished one-roomed shack, 20ft. by 12; set in pretty garden, hill-side, off the road; overlooking sea, valley and pineforest. Ideal for artist or writer, dancing, peace and solitude. £2/10/- per week, table rate, 3d.

—Campbell, Cascades, Norfolk Island.

World-Famous
MARINE
ENGINES
at New Low PricesKERMATH
Marine Engines

are the highest grade and have by far the largest sale of any Marine engine in the world.

They are made in all sizes, from 3-4 h.p. to 225 h.p., 1 to 6 cylinders, and are suitable for every class of work or pleasure boat.

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 Prices	Island Prices ex Bond
3-4	1	£65	£39
5-8	2	£157	£85
8-10	3	£157	£92
20-25	4	£254	£141
25-40	6	£380	£203

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.

UNIVERSAL

Marine Engines

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.

VERY KEEN PRICES.

CADY

Marine Engines

are the most popular 2 cycle engines. Stocked in two sizes only—2 h.p. and 3 h.p. Suit boats from 14 to 20 feet.

PRICES FROM £18.

Outboard Motors

We stock these from 2½ h.p. to 14 h.p., and offer them at greatly reduced prices.

WRITE US. IT WILL PAY YOU.

HALL BROS. LTD.

(Established 40 Years)

The Engine House

CAREENING COVE

Near Milton's Point

NORTH SYDNEY

SILVER
STAR
RICE
STARCH

THE BEST
IN THE
WORLD

Shipping Services in The Pacific

New Guinea-Solomons-Norfolk Is.

	Matina	Matina	Matina
	Jan.	Feb.	Mar.
Sydney, dep.	13	0	24
Brinsford	13	8	20
Samurai	20	13	27
Rahaul	22/24	15/16	Feb. 23
Salomon	19	12	19
Kavirig	17	10	17
Lombram	18	11	18
Loringham	21	14	21
Timber & Beale	20/21	13	20
Makung	21	14	21
Alexandria	21	14	21
Flinders	21	14	21
Salomon	21	14	21
Kavirig	21	14	21
Rahaul	21	14	21
Samurai	21	14	21
Brinsford	21	14	21
Sydney, arr.	1/2	30	13/12
Timber & Beale	5	30	13/12
Kavirig	8	30	13/12
Brinsford	10	30	13/12
Salomon	12	30	13/12
Timber & Beale	14	30	13/12
Sydney, arr.	18	30	13/12

Timetable for January trips subject to Commonwealth Government approval.

Burns, Philp & Co. Ltd., Agents.

Sydney-Papua Service.

	Matina	Matina	Matina
	Jan.	Feb.	Mar.
Sydney, dep.	13	0	24
Brinsford	13	8	20
Samurai	20	13	27
Rahaul	22/24	15/16	Feb. 23
Salomon	19	12	19
Kavirig	17	10	17
Lombram	18	11	18
Loringham	21	14	21
Timber & Beale	20/21	13	20
Makung	21	14	21
Alexandria	21	14	21
Flinders	21	14	21
Salomon	21	14	21
Kavirig	21	14	21
Rahaul	21	14	21
Samurai	21	14	21
Brinsford	21	14	21
Sydney, arr.	1/2	30	13/12

Timetable for January and February trips subject to Commonwealth Government approval.

Papuan Inter-Island Services.

S.S. Papuan Chief (Messengers Trading Co. Ltd.) makes regular round trips from Port Moresby to Kape Kape, Abau, Bulaga, Samarai, and back by same route, then Port Moresby to Milne, Tule Island, Kaituma, Oroku, Kikori, Oke, and back via Oroku, Tule Is., and Kaituma, trip occupying about one month.

A. H. Malina (Burns, Philp & Co.) makes regular round trips from Samarai to Port Moresby, Bulaga, Samarai, Bulaga, Samarai, and back by same route, trip occupying about 11 days.

New Guinea Inter-Island Service.

S.S. Malina (Burns, Philp & Co.) makes regular round trips from Rabaul to New Ireland and Bougainville ports.

S.S. Mirani (Burns, Philp & Co.) makes regular round trips from Rabaul to New Guinea mainland ports.

S.S. Duru, S.S. Dufour, S.S. Wyndham (W. R. Carpenter & Co. Ltd.) makes sailings from Rabaul every two or three weeks to various ports in the Territory.

Solomon Islands Service.

	Per S.S. Matina	Per S.S. Matina	Per S.S. Matina
	Jan.	Feb.	Mar.
Sydney, dep.	13	0	24
Brinsford	13	8	20
Samurai	20	13	27
Rahaul	22/24	15/16	Feb. 23
Salomon	19	12	19
Kavirig	17	10	17
Lombram	18	11	18
Loringham	21	14	21
Timber & Beale	20/21	13	20
Makung	21	14	21
Alexandria	21	14	21
Flinders	21	14	21
Salomon	21	14	21
Kavirig	21	14	21
Rahaul	21	14	21
Samurai	21	14	21
Brinsford	21	14	21
Sydney, arr.	1/2	30	13/12

Timetable for January, February and March trips subject to Commonwealth Government approval.

Burns, Philp & Co. Ltd., Agents.

Solomons Inter-Island Service.

M.V. Durambah (W. R. Carpenter & Co. Ltd.) makes regular three-weekly trip around the Group.

Noumea-New Hebrides Service.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Messageries Maritimes Co. Agents.

Sydney-Fiji-Samoa-Hawaii.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

The Oceanic Steamship Co.,
Matson Line, Agents.

Sydney-N.Z.-Fiji-Hawaii.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Union S.S. Co. Ltd., Agents.

Auckland-Fiji-Samoa-Tonga.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Union S.S. Co. Ltd., Agents.

Sydney-N.Z.-Cook Is.-Tahiti.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Union S.S. Co. Ltd., Agents.

French Eastern Pacific Service.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Messageries Maritimes Co. Agents.

New Hebrides-Norfolk Is.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Timetable for January trips subject to Commonwealth Government approval.

Burns, Philp & Co. Ltd., Agents.

Sydney-Rabaul-Hongkong.

	Per S.S. Laprimmer	Per S.S. Laprimmer	Per S.S. Laprimmer
	Dec.	Jan.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

E. & A. Steamship Co. Ltd., Agents.

Saigon-Java-Noumea Line.

Per S.S. Le Maître

	Per S.S. Le Maître	Per S.S. Le Maître	Per S.S. Le Maître
	Jan.	Feb.	Mar.
Sydney, dep.	13	17	7
Noumea	15/16	21/24	11/14
Clouville	20	25	15
Vila	21	26	16
Samurai	22	27	17
Harmerie	23	28	18
Portup	24	29	19
Harmerie	25	30	20
Samurai	26	31	21
Harmerie	27	1	22
Portup	28	2	23
Harmerie	29	3	24
Samurai	30	4	25
Harmerie	31	5	26
Sydney, arr.	Jan. 1	11	Apr. 1

Royal Packet Navigation Co. Ltd., Agents.

South Seas Cargo Service.

The "Glen" line of steamers runs a quarterly service from England, via Hong Kong, to Fiji, Samoa, Tahiti, etc., and returning via Port Moresby, Sydney, Melbourne, and back to England.

It is expected either M.V. Koonara or Vagran will make this trip during the second half of 1931.

Birt & Co., Agents.

Ocean Island-Nauru Service.

British Phosphate Commission, 16 Spring St., Sydney, sends boats irregularly.

New Hebrides Inter-Island Service.

S.S. Malina (Burns, Philp & Co. Ltd.) connects every 8 weeks at Vila with S.S. Makambo from England, via Hong Kong, to Fiji, Samoa, Tahiti, etc., and returning via Port Moresby, Sydney, Melbourne, and back to England.

It is expected either M.V. Koonara or Vagran will make this trip during the second half of 1931.

Birt & Co., Agents.

Fiji Inter-Island Services.

T.S. Makates (Burns, Philp & Co. Ltd.) makes regular fortnightly trips, under Government contract, as follows: Long Trip, 1,000 miles, Suva to Levuka, Taviti Coast, Nauru, etc., and back by same route, occupying about 10 days.

Short Trip, 500 miles, Suva to Levuka, Nauru, etc., and back by same route, occupying about 5 days.

S.S. Malina (Burns, Philp & Co. Ltd.) makes bi-monthly trips to French Possessions, etc., and back by same route, occupying about 10 days.

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