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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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N. CALEDONIA TRADE

Driven From Australia
Possibilities of Developing N.Z. Market

BLOCKED out of Australia by recent developments and by a tariff wall, New Caledonia is looking to New Zealand to see if there are possibilities for trade in the Dominion, according to Miss D. Miller, of the Auckland University College, who has just returned from a holiday there.

The island must have flour, butter, sugar and cheese, and New Zealand could supply at least two of these commodities. Hubert, New Caledonia had dealt with the Commonwealth, said Miss Miller, in a newspaper interview, but they were being blocked by a hostile tariff and by the depression in Australia.

When Miss Miller went to New Caledonia she changed her Australian money for francs and in return for £1 she received 100 francs. That was in December. When she came away just recently the rate had fallen to 60 francs per £1.

The island was rich in minerals of many kinds and produced fruit of all descriptions. Recently, its market for the latter in Australia was blocked owing to the stipulation from the Commonwealth that each fruit must bear a stem and two leaves.

In France, Miss Miller said, New Caledonian coffee was supposed to be the best obtainable. The difficulty at present was to obtain finance to develop the island. Under the French colonial system all officials were appointed from France. Consequently, they did not look upon the island as their home and spent as little money there as possible. The result was obvious.

Members of the New Caledonia House of Representatives had asked Miss Miller whether it was possible for better trade relations to exist between New Zealand and New Caledonia. On their part, they were very anxious that it should be so, as it might mean their salvation. They were struggling hard against overwhelming odds and were prepared to do anything which might ameliorate the position.

They would send a boat to New Zealand, via Norfolk Island, with produce from New Caledonia. If given any prospect of being able to dispose of their produce.

FIJI'S EXPORTS

Trade Holds Well

From Our Own Correspondent
SUVA, May 28.

THE returns for revenue from outside trade for the three months ending March were considerably below the estimates, according to the report of Mr. Wilson, Comptroller of Customs. The figures are as follows:

Month	1930	1931
Exports	£258,644	£258,136
Imports	£220,644	£154,368

Details of the exports, compared with the exports in the same quarter of 1930, are as follows:

Month	1930	1931
Sugar, 1931, 19,407 tons	£148,359	19,154 tons, £151,693
Cocoa, 1931, 1,376 tons	£64,419	1,385 tons, £122,181
Bananas, 1931, 21,259 cases	£11,841	Other products, 1931, £25,677
	£40,871	

The position, however, does not leave the Comptroller very pessimistic. As he points out, the revenue generally picks up after the first quarter, and by the third quarter quite a third of the year's revenue has come in.

The trade generally is showing signs of holding its own fairly well. The one thing needed to make things recover quickly is a strong upward tendency in the copra market, as copra, after all, affects more of our white population than any other of our exported commodities.

NIUAFOOU'S MAIL

"Tin-Can" Delivery Suspended

THE "tin-can" mail at Niuafoou has been suspended. On the last trip of the Tofua, the mail was brought out to the steamer in a catamaran. It is not known whether this new method of transporting His Majesty's mails will be adopted permanently.

A letter from a resident of the island to the purser of the Tofua explained the reason for the departure from the famous old custom of receiving and delivering the mail by a sealed can.



Swimming out with the mail at Niuafoou.

kerosene tin, pushed by swimming natives. A man-eating shark was holding the way around the island, and two days prior to the Tofua's visit, it had attacked a native fisherman, who was so badly garbed that he died later from shock and loss of blood. This monster was still around and evidently it was considered too much of a risk to subject the natives, who take the "tin-can," to the danger of an attack.

TUNG OIL CULTURE

Climatic Dangers

Warning From Auckland

IN forwarding certain pamphlets to The Pacific Islands Monthly, the Secretary of the New Zealand Tung Oil Corporation Ltd., of Auckland, N.Z., very courteously provides the following information about tung oil tree culture, gathered as the result of practical experience:

"The tung oil tree will grow in many places but your readers should note that where there is no drought or late frosts, and the difference in temperature is not very marked, this tree becomes an evergreen and then it will not bear nuts. A spread-over rainfall seems to be essential—from 30 to 50 inches per annum is satisfactory, if well distributed.

"These points should be considered before one commits himself to planting in a large way. The people up Fennell Hills, New South Wales, are very wisely going slowly at first."

Papuan Sugar

New Industry Planned

Satisfactory Results At Sangara

THE cultivation of sugar cane in Papua is at present receiving a great deal of attention. Planting has been already carried out in the Sangara District, and our Port Moresby correspondent states that there are rumours that the Sangara Sugar Syndicate is negotiating in Australia for the formation of a company on a fairly large scale.

The initial operations of this syndicate, it is claimed, have proved entirely satisfactory.

Besides the Sangara Company, a new enterprise—Papuan Rural Products Ltd.—has been formed, with headquarters in Melbourne, to exploit the natural advantages of the Territory for growing sugar cane and manufacturing sugar and its various by-products. This company, which has a nominal capital of £25,000, is now making a public issue of 40,000 bonds of £50 each.

It has selected 30,000 acres of land a short distance inland from the shores of Collingwood Bay, in the North-Eastern division of the Territory. The land was chosen by a Queensland sugar expert.

In connection with sugar cultivation in Papua, Sir Hubert Murray, the Lieutenant-Governor, in his last report, said: "There is ground for confident hope that our advantages of climate, soil, rainfall and labour will enable Papuan sugar planters to compete successfully on the world's markets against producers in any other country."

Sir Hubert Murray Invited to Science Congress

From Our Own Correspondent
PORT MORESBY, May 28.

HIS Excellency, Sir Hubert Murray, has received an invitation from the Australasian Association for the Advancement of Science, to be one of its representatives at the Centenary Meeting of the British Association, to be held in London on September 23 to 30 of this year.

It is not yet certain whether His Excellency will be able to leave the Territory, but if so, Sir Hubert will be accompanied by Lady Murray and will leave Papua in July. He expects to be away for four or five months.

NEW GUINEA'S AERIAL TRANSPORT



Unloading a boiler weighing 9,000 lbs. from one of the new Junker planes at Bulolo aerodrome, New Guinea Goldfields. In the right background can be seen the main camp of Bulolo Gold Dredging Limited.

RECOVERY OF COCONUT OIL

American Chemist Introduces a New Bacterial Process

CLAIMED TO BE MUCH CHEAPER AND BETTER THAN CRUSHING

A DISCOVERY of first-rate importance to the copra industry was made in 1929 by an American chemist, Mr. John W. Beckman, of California. It is described in the following article, which is taken from a paper written by Mr. Beckman and entitled "Recovery of Vegetable Oils and Fats by a Bacterial Process."

"The process," says Mr. Beckman, in a letter to The Pacific Islands Monthly, "works perfectly on coconuts, and one of the largest coconut-oil producers in the world is at present carrying on extensive experiments and investigation of the process, with the idea of installing same at various points. It may interest you to know that a plant, using the same principle, is going to be installed in India for the manufacture of ground nut oil."

Mr. Beckman's paper, presented to a learned body in America, follows:

FATS have from time immemorial been a food essential to the human race, as well as an accessory in the arts and in the toilette.

The recovery of this essential article has from the very first been by means of pressure after the fat-carrying material had received suitable preliminary treatment. As technical skill has advanced, the methods of applying pressure have been improved and the pressure has been increased, until at present it seems as if the ultimate pressure has been attained. There remains, so far as the pressure methods are concerned, only the improving of the accessory treatment of the materials crushed.

The vegetable oil industry is justly rated as a chemical industry, since the ultimate product is a chemical and the material in which the oil is contained is of a chemical nature, though the method of recovery as practiced to date is mechanical only. Some late developments have been made of extracting the oil with a solvent, but the use of this process is so limited that no reference has been made to it here. And it has seemed as though there were no other possible approach for the recovery of the oil considering the nature of the raw material and the delicacy of the oil.

Take, for example, the coconut, which contains in its dried condition as copra about 64 per cent. of oil. The oil-containing cells are so small that even by passing the dried nut through a grinding mill only a limited amount of oil is freed and the cell walls are so tough that added troubles are encountered when the oil is expelled by mechanical means. Therefore, various

high-temperature treatments of the nut are necessary before the cell walls become brittle enough to crush under the high pressure and so release the oil.

Theoretical Basis of Process

The cell walls are composed of cellulose, other carbohydrates like sugars, and proteins. It would appear that these facts might suggest a chemical means of liberating oil from vegetable oil-bearing materials. If so, the problem then evolves around how to find some solvent for the cell walls that will liberate the oil, so that it may be



recovered without any high pressure other than that used on a filter press.

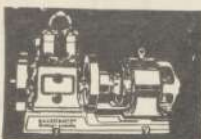
It seems unlikely that any inorganic substance could be found that would attack at least two of these substances and make them water-soluble, and in so doing would not affect either the oil or the residue, which is very valuable as a cattle feed. The other alternative would be to find some organic means in the shape of enzymes or similar substances that might attack the cell walls, making them in whole or part water-soluble, and in such fashion break down the cells and release the oil. Such a process should be simple both in principle and in actual operation. Preferably also should the enzymes be formed directly through some action upon the substances contained in the cell walls themselves.

There is a very prevalent hardy and vigorous anaerobic and thermophilic bacterium, *Bacillus delbrueckii*, that is easy to obtain from brewer's malt, which will attack sugars, changing them into lactic acid, and produce in so doing an enzyme which vigorously attacks proteins, changing them into water-soluble amino acids. This bacterium has been pressed into service in a new oil recovery process not based upon the old principle of pressure.

The temperature at which these organisms prefer to work is 50 deg. C., and this fact makes it possible to operate under conditions that are self-sterilizing, since most organisms are either killed at that heat or inhibited in their activities. If a culture of this organism made from brewer's malt is mixed with disintegrated nuts, such as copra, together with a weighed amount of ground limestone and sufficient water to form a mush, and the resulting mixture is placed in an incubator at the desired temperature, with exclu-

(CONTINUED ON PAGE 2)

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RECOVERY OF COCONUT OIL

(CONTINUED FROM PAGE 1.)

sion of air, active growth takes place, carbon dioxide is given off by the action of the lactic acid upon the calcium carbonate, and free oil begins to appear on the surface; at the same time the mixture becomes more and more liquid. After about 6 days the gas evolution comes to an end and the oil can be recovered from the residue by filtration. Thus the first step has been taken in changing the vegetable oil industry into a truly chemical one.

The quality of the oil depends, of course, much upon the quality of the original copra. For example, a copra showing free-fatty-acid content of 1.94 per cent. gave at the end of the fermentation 2.1 per cent. while a copra that contained oil of a free-fatty-acid content of 10.6 per cent. gave at the end of fermentation 13.00 per cent. free fatty acids. It is well known that free fatty acids act as catalysts and materially increase the rate of decomposition of the oil. The pH averages uniformly about 4.2. This acid condition is maintained by the use of excess amounts of calcium carbonate. The free fatty acids are readily produced by the lipases formed by the action of molds, but with properly covered incubators the mold has no chance to grow and the danger of oil decomposition due to lipases is practically negligible.

The colour of the oil produced is superior to the average obtained by the usual pressure methods, and its melting point is normal.

If the bacterial process is applied to fresh nuts, a water-white oil of exceptionally high quality is obtained.

Application To Other Oils

With at times slight modifications of conditions according to the material

treated, these bacteria act on practically every oil or fat-bearing material of vegetable or animal origin.

In some cases it may involve schooling and feeding the bacteria to perform the work, but when they are once schooled they are fast and willing workers, if they have suitable food, a reasonable amount of warmth, and no air.

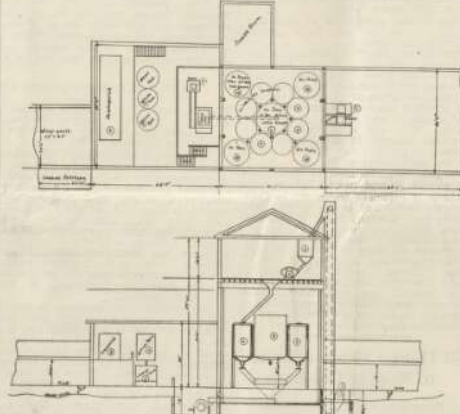
Separation and Use of Residue

The residue obtained after the oil has been freed and separated by filtration is composed of bacteria, calcium lactate, and amino acids. The calcium lactate results from the reaction between the lactic acid formed and the calcium carbonate mixed into the mash. This neutralisation of the lactic acid is important, since if the free acid were permitted to accumulate the bacterial action would be retarded and secondary undesirable reactions would take place. The amino acids are soluble in water and, when concentrated, have a taste very similar to that of meat products.

The final feed contains in dried condition the amino acids, the calcium lactate, and constitutes an improvement over the feed produced by the pressure method. Calcium lactate is recognised as an excellent conditioning feed and in some European countries is fed directly to calves and other young animals.

This bacterial treatment of the nut meat produces virtually a pre-digested feed, and therefore makes it available both to non-ruminating and ruminating animals. It can be fed to larger quantities than the press cake. The finished cattle feed contains approximately 5 per cent. fat.

The final separation of the oil from the residue pulp is done commercially by means of a continuous Oliver filter, with modifications especially adapted to this problem. The oil recovery with this filter is comparable with that obtained with the pressure method, and there are indications that in large scale



General Layout of Plant for Bacterial Oil-Recovery Process
1—Crusher; 2—Storage hopper; 3—Filter; 4—Insulating tank; 5—Filter; 6—Storage tank; 7—Filter; 8—Storage tank; 9—Filter; 10—Storage tank; 11—Filter; 12—Storage tank; 13—Filter; 14—Storage tank; 15—Filter; 16—Storage tank; 17—Filter; 18—Storage tank; 19—Filter; 20—Storage tank; 21—Filter; 22—Storage tank; 23—Filter; 24—Storage tank; 25—Filter; 26—Storage tank; 27—Filter; 28—Storage tank; 29—Filter; 30—Storage tank; 31—Filter; 32—Storage tank; 33—Filter; 34—Storage tank; 35—Filter; 36—Storage tank; 37—Filter; 38—Storage tank; 39—Filter; 40—Storage tank; 41—Filter; 42—Storage tank; 43—Filter; 44—Storage tank; 45—Filter; 46—Storage tank; 47—Filter; 48—Storage tank; 49—Filter; 50—Storage tank; 51—Filter; 52—Storage tank; 53—Filter; 54—Storage tank; 55—Filter; 56—Storage tank; 57—Filter; 58—Storage tank; 59—Filter; 60—Storage tank; 61—Filter; 62—Storage tank; 63—Filter; 64—Storage tank; 65—Filter; 66—Storage tank; 67—Filter; 68—Storage tank; 69—Filter; 70—Storage tank; 71—Filter; 72—Storage tank; 73—Filter; 74—Storage tank; 75—Filter; 76—Storage tank; 77—Filter; 78—Storage tank; 79—Filter; 80—Storage tank; 81—Filter; 82—Storage tank; 83—Filter; 84—Storage tank; 85—Filter; 86—Storage tank; 87—Filter; 88—Storage tank; 89—Filter; 90—Storage tank; 91—Filter; 92—Storage tank; 93—Filter; 94—Storage tank; 95—Filter; 96—Storage tank; 97—Filter; 98—Storage tank; 99—Filter; 100—Storage tank.

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operation results even exceeding those of the present practice can be expected.

Economic Considerations

The labour for a plant of this kind is negligible compared with that needed in operating process. All the operations are standard and the equipment is all standard except the incubator tanks, which have to be double-walled in order to maintain a constant temperature.

The accompanying sketch shows the general layout for a small plant of this type. As the incubation time is about 6 days, a commercial plant must have sufficient tank space to empty and fill one incubator tank each day. The cost of operating such a plant is only a fraction of the cost of producing oil by the standard pressing method.

Advantages of Process

The outstanding feature in this process are the anaerobic conditions and a temperature of 50 deg. C. which eliminate or inhibit the growth of other organisms and molds. Consequently it does not require careful sterile conditions, and the factory operation is materially simplified by the elimination of the problems of pure culture necessary if non-thermophilic bacteria were used.

There is no need of close check being kept upon the acidity of the mash, as the limestone present takes care of this.

From an operating point of view this process affords: (1) a method simple and in many respects automatic in its controls, largely eliminating expert technical knowledge of operatives; (2) a method of high premium as to yield in quantity and quality of both oil and cake; (3) a method accurate as to result; and (4) a method requiring low

COST OF SOUTH SEA TRADING

What "Small Man" Has To Meet

INTERESTING ITEMS FROM SOLOMONS

From Our Own Correspondent

TULAGI, May 19.

As a result of the recent increase in the price of tobacco, brought about by exchange and extra duty, the small trader was compelled to pass the difference on to the native and, where he had been giving 3 sticks for a shilling there was nothing for it but to reduce to two, though this showed him a slight extra profit, bringing it up to about 85 per cent. on cost in the local supply stores.

Quite naturally there was, and still is, a latent amongst natives, but unfortunately this finds backing amongst a section of whites, who are always ready to denounce the small trader as an exploiter of the native, without the slightest consideration of facts.

Perhaps, if these people were shown what gross profits they themselves pay on many articles, especially smoked, when they visit "civilisation," they would hasten to modify their opinions.

Tobacco is one of the trader's most profitable lines, but being an absolute luxury there is surely nothing to cavil at in that. Against this there are many articles which show very little profit, as well as a fair proportion which cannot be sold at all. There are bad debts, which also have to be taken into consideration and, thanks to extensive Chinese competition, this is no small item.

Of course, if the natives on outlying islands had means of getting in to the central supply or wholesale stores they could buy their goods much cheaper, especially if they brought their produce along with them. But, with few exceptions, they cannot do this, so it follows that someone has to go to them. The system of the larger suppliers running numerous small trading stations and boats has been tried in the past and had to be given up, after huge losses, as a hopeless failure; and they were only too glad to leave the on-balance business in the hands of the small man.

EXPENSES TO BE MET

Now let us consider the small trader's net profit as it is (or is not) to-day. To start with, he has to find a 2 to 10 ton vessel, which may put him on the debit side of the books anything up to £1,500. On this and his overheads for goods he pays 8 per cent. interest.

The boat must be insured, another 10 or 12 per cent. He must allow 10 per cent. depreciation on his boat and anything from 10 to 30 per cent. on his engine, the running repairs of which are a nightmare unless he is able to do them himself, and he seldom is. He has to recruit and maintain a boat's crew of about 6, at a cost of £12 per month or more. There are other expenses, including a trading licence for his boat of £5 per year, and £10 for a trading station for which latter he also pays about £5 per year ground rent. He often finds it necessary to take out a number of these station licences. He is now about ready to begin trading.

He sets off on a round which will possibly take him 100 miles, more or less, and the time occupied may be a month. On tallying up results after the trip he is lucky (these days) if he has sold £20 worth of goods and has bought two tons of produce. He certainly does not average 2 tons of trochus, which is about the only line of produce worth handling at all. For this, he is very lucky to show a gross profit of £5 per ton. The "denouncer" can rest assured that competition takes good care of this.

Thus it will be seen that trading in a small way is in a particularly bad state, and, to heap coals on the fire, the trader is now up against a growing

capital investment per ton of capacity, low power costs, low maintenance and low labour charges.

The process is fully covered by United States and foreign patents.

ing tendency on the part of his suppliers to sell goods to the native retail, at the same price which they charge him wholesale. It goes without saying that this short-sighted policy is directly opposed to their own benefit, since it debars the trader from buying those lines at all, or else it encourages him to import his own goods from overseas.

PLANTERS TURNING TRADERS

One other important point which has not rendered the lot of the trader any easier is the fact that a number of planters, owing to the fragrant stale of the copra market, have come into the game to try and stall off bankruptcy.

On top of all this it is a notorious fact that, where one man has made a success of trading worth mentioning, 19 have gone to the wall or got out before the bump.

HIGH COMMISSIONER'S VISIT

The main topic of conversation in the group just now is the visit of the High Commissioner from Fiji. Coming by the New Zealand R.M. Sloop Labuan, he is timed to arrive at Tulagi on July 6, and after a trip around the group, to leave on July 24.

If preparations for deputations are any indication he will be well advised to provide himself with a pair of sea-boots to enable him to wade through the sea of tears which awaits him.

TREASURER RETURNS

The return from furlough of Mr. (Treasurer) Johnson, who has so ably managed the finances of the Government for a number of years, is looked forward to by many. But it is to be hoped he has not learned any of the Lang/Theodore tricks with the intention of completing the slaughter of a staggering community.

Thanks largely to his ability, the Government balance sheet still shows a substantial credit. But, by the present state of the copra market and the outlook for business by the P.M., Mr. Johnson's ablest efforts will be taxed to the utmost in the near future.

HOTELKEEPEE'S BAD LUCK

One of the three hotels in Tulagi has had to put up the shutters. Sympathy is felt for the unfortunate licensee (Robert Stirling), who for the past 12 months and over, has been in Brisbane and Sydney hospitals undergoing a string of operations, what time his affairs here became more and more involved.

It is rumoured that he is left with sufficient "chits" to paper the walls of a room. In view of the circumstances it is hoped that those who tendered them will have the manhood to redeem them.

HOLBROOKS' TABLE DELICACIES

WORCESTERSHIRE SAUCE

No. 2 SAUCE

(A thick, creamy sauce)

TOMATO SAUCE

FRENCH OLIVE OIL

SPANISH OLIVES

(Plain and Spiced)

CAPERS

FLAVOURING ESSENCES

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THURSDAY IS. NOTES

Trochus Shell Price Improves—Opportunity for Local Industries

From Our Own Correspondent

THURSDAY 18, May 30.
TROCHUS shell took a sudden and decidedly welcome rise in price during the middle of May and was quoted at 250 per ton. This is probably due to increased orders for buttons placed with Japanese agents and may only be temporary, but the increase is very welcome in these hard times, when every little helps.

The trochus is only found in comparatively shallow water and obtains its nutriment from seaweed and other marine growth; for this reason it is more often found on the south-easterly aspect of a reef, where food is more abundant. The eggs are formed during the winter months, and at first the young trochus is a free-swimming organism only, later settling down to a fixed existence as a shell fish. In the colder months it is not found so freely as it does in, so to speak, to keep warm; otherwise it has no migratory habits as is sometimes supposed.

The moderate-sized shell, from two to four inches in diameter, is more acceptable for market purposes. When the shell is landed at Thursday Island it is inspected by a municipal officer and passed as clean if the bed of the fish have been properly extracted; if not, orders for re-cleaning are given. Indifferently cleaned trochus shells are objectionable and in the dirty shells the trochus fly, a particularly ubiquitous little insect, breeds in large numbers. After grading, the shell is offered for sale by tender and most of it is sent to Japan, where its manufacture in the smaller class of shirt buttons is an important home industry. In that country the materials are bought in quite small amounts and cut into discs in the workman's own home, where all members of the family lend a hand.

What the Japanese do might be equally well carried out in a producing centre like Thursday Island. The main requirement is not so much capital as an incentive to work on the part of local natives. The possibility of obtaining electrical power in the near future seems to bring local manufacturing enterprises a stage nearer fulfilment, and the decided economic pressure acting at present on native bread-winners may bring about more industrious habits.

In Noumea a factory that dealt with the whole of the local catch was in full swing in 1925, but there a better class of labour—Japanese and Tonkinese—was available. The great assistance afforded to the proprietor by the liberal laws of the French Colonial Government no doubt helped to make the trochus manufacture a success. It is hoped that our government will give the same encouragement if a start is ever made.

Theoretical as all this may seem, it is believed that trochus and other marine objects will be fully manufactured on Thursday Island in the future; the folly of sending all our raw materials to foreign countries will become generally apparent some day and the experiment may be tried again for trochus has been worked on Thursday Island before and given up merely because less arduous means of livelihood could be found at the time. Any of the local societies would be conferring a great boon on this district by trying out one or two machines, as for labour, there are always a few white men unemployed and the coloured men gradually might be drawn in to work. A contract price ought to be found, which would make the trial worth while, both as regards wages and returns to the owners. Relief

money, spent in this way, might lead to the birth of a flourishing industry and in any case it could not be looked upon as wasted.

There were 100 cases of pearl shell, part of last season's catch, sent south in the s.s. Taiyang, on June 1.

"GOODWILL" SOLD TO PAPUA.
The ketch Goodwill, the largest and best-equipped of our local craft, has been sold by Papuan Industries Ltd. to Mrs. Cowling of Milne Plantation, Fly River, and will in future be used to transport copra to Port Moresby. It is rather a pity that so fine a vessel has been lost to Torres Straits, but apparently no one could find a use for her when she was under offer here.

REPLACEMENT OF MANGOLA DESIRED

The loss of the Mangola and the substitution of the Mangola, which carries a limited number of male passengers only, is causing some inconvenience here and more so in Darwin. We hear that the Mangola is to return



Capt. Cross, Managing Director of Guinea Airways Ltd., standing before one of the new 'planes' of Bulolo Gold Mining Ltd., New Guinea.

for another voyage to Singapore, but hope she will be soon replaced by a more commodious passenger steamer.

AGROUND NEAR BRAMBLE CAY.
The s.s. Pines, bound from Pacific ports to Singapore in ballast, grounded on a reef some miles south of Bramble Cay on the night of April 21, but floated off the following night. She apparently had a narrow escape from disaster, as the scene of her mishap is a maze of reefs and banks.

Bramble Cay is not lighted, though it is the northern tip of the Barrier Reef and marks the entrance from the Coral Sea into the great N.E. Channel of Torres Straits, a route which is used by many vessels trading between the East and the Pacific. The amount of traffic seems to warrant the erection of an automatic light at this point.

PERSONAL ITEMS

Dr. Darvall Barton, who is coming up to T.I. in July to relieve the hospital surgeon, is a well-known practitioner of the Bathurst district, N.S.W., a returned man and a keen fisherman and sportsman. He will remain for about three months and is then going to Java and Singapore.

Friends of Mrs. A. A. Dodt, who knew her in Papua, will be interested to hear that she has resigned from the Torres Straits Hospital and has started in business in the town.

It is rumoured that we are to have a visit from the Home Secretary and the Chief Protector of Aborigines some time during the next few months, but no official announcement has been made to this effect.

UNIQUE TRANSPORT SERVICE

How Aeroplanes Supply N. G. Goldfields

SENIOR COMPANY MAKES \$22,000

WHAT is probably the most interesting transport service in the world—namely, the lines of aeroplanes which run between the coast and the goldfields in the otherwise inaccessible interior of New Guinea—continues satisfactorily. It is maintained by the following:

Goldfields Transport Planes	
Machines	
Guinea Airways	8
Bulolo G.D. Ltd.	2
Pacific A. T. Co.	1
Capt. Shoppe	1

Although wholly dependent on the aeroplanes for all stores, machinery and mail, the development of these goldfields is proceeding steadily and quickly. Large crushing and dredging plants have been and are being carried over the mountains and forests and

operation of the rich goldfields. But the cost of building a road is a proposition at which the Administration balks. Some of the companies are prepared to undertake the work; but the Administration, so far, will not give them the concessions they ask as a quid pro quo.

GUINEA AIRWAYS' ANNUAL REPORT

Guinea Airways Ltd. has published the following annual report:

With gross revenue of £23,222 for the year ended February 28, net profit is shown at £22,377. This compares with £21,567 for the previous year, and is arrived at after allowing £8,291 for depreciation. Four quarterly dividends have been paid, amounting to £20,400. A sum of £1,200 is transferred to general reserves, making it £15,300, and £170 is carried forward, against £180 brought into the account.

During the year the capital was increased to £60,000 by the issue of 20,000 shares at par to the proprietors of one new share for every two shares held. Since the closing of the balance-sheet, the directors state the liquid cash position of the company has been fully re-established by a further new share issue of £15,000 fully subscribed and by the collection of outstanding accounts.

The report is yearly, whereas formerly accounts have been rendered half-yearly. Capital on February 28 was £60,000. Heavy expenses including taxation, were on February 28, £12,212, against £14,618 a year previously. Building, aerodrome, plant and machinery were valued at £79,791, an increase of £48,222 on the 28th. There were many detours of £15,937, against £15,861, and cash had been reduced to £138 from £3,950.

PUBLICATIONS FOR SALE

RUTHERFORD'S PLANTER'S NOTE BOOK

A most comprehensive collection of facts and figures relating to all existing industries, with special reference to Tea, Rubber and Cocoa, as well as Engineering, Legal, Architectural, Medical, Agricultural, Veterinary, Insurance, etc.

The book is a standard work in its class and admitted to be a necessity for every planter, wherever he may be. Published by The Times of Ceylon, Colombo.

For sale by Pacific Publications Ltd., Union House, 211 George Street, Sydney.

Price: 28 Rupees (16/- Sterling; 37/6 Australian).

COCONUT PLANTER'S MANUAL

Compiled by late J. Ferguson, C.M.G., of Ceylon; and revised, rearranged and brought up to date (1925) by C. Irwin, B.A., Indian of Ceylon (Observer). A complete guide to the cultivation of the coconut.

Published by Ceylon Observer Press, Colombo.

Copies for sale by Pacific Publications Ltd., Union House, 211 George Street, Sydney.

Price: 18 Rupees (15/- Sterling; 19/6 Australian).

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5 SYMPTOMS OF TINEA OR TROPIC RINGWORM

- 1. ITCHING
- 2. REDNESS
- 3. SWELLING
- 4. CRACKING
- 5. BUBBLING

EXAMINE YOUR TOES

Perhaps you have inflammation, redness, or skin cracks between the toes, dry itching blisters, white thick skin which is always moist, or dry skin which becomes scaly, accompanied by an unpleasant and characteristic odour. These are all definite symptoms of TINEA or TROPIC RINGWORM. This disease is very prevalent in all Tropical or Semi-Tropical climates.

Highly Contagious

This disease is highly contagious and may spread to other parts of the body—scalp, ears, arms, hands, legs, etc.—if immediate steps are not taken to check same. To the many thousands who are suffering from these irritating skin diseases, "ANTINEA," the definite cure, will come as a blessing.

For Dhoobie Itch Use "Antinea"

"ANTINEA" is a specific preparation for Tinea or ringworm infections. The penetrative power of "ANTINEA" rapidly destroys the "Tinea" fungi, relieves discomfort, restores skin wholeness and ensures normal condition. "ANTINEA" also relieves "DHOOBIE ITCH," Ringworm, Perionychia, Ringworm of the Nails and other similar skin troubles. "ANTINEA" will not harm the living tissues. Obtainable from all Burns, Philp & Co. Ltd. Stores.

Or direct from
ANTINEA DRUG CO.
WINGELLO HOUSE,
ANGEL PLACE, SYDNEY
Postage, 3d. extra.

Schuta Barometers: 8 magnification; exceptionally large field, suitable for field and marine, 29.

Meteorological Instruments, Barometers, Rain Gauges, etc., Ships' Clocks, Compasses, Logs, Marine and Field Glasses. Repairs of all descriptions.

Opticians and Scientific Instrument Makers for over 40 years

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Agents for Australian, European and American Manufacturers, and Distributors of Every Description of Merchandise. Full and complete range of all stocks carried.

Agents for: Ford Cars, Trucks and Fordson Tractors, Dodge Brothers Cars, Graham Dodge Trucks, Bolinder Marine and Stationary Engines, Coates' Plymouth Gin, McCallums' Perfection Whisky, Rimmel's Perfumes, Houbigant's Perfumes and Powders, Carlton V.B. Beer, Goodyear Tyres.

Branches at LONDON, RABAU (New Britain), KAVIENG (New Ireland), MADANG (New Guinea), SALAMOA (New Guinea), TULAGI (Solomon Islands) and Other Pacific Islands

WE SPECIALISE IN SUPPLYING THE REQUIREMENTS OF ISLANDS RESIDENTS, PLANTERS AND TRADERS.

SMITH'S

We are Specialists in the supply of

Motor Engineering Requisites
Motor Accessories, etc.

A few main lines are:

"K.L.G." Sparking Plugs
(Car, Marine and Aviation)
"Beico" Piston Rings
(1,150 sizes in stock)
"CENTURY" Storage Batteries
for Car and Radio,
and
Motor Engineering Requisites
generally.

Let us have your enquiries.

SMITH, SONS & REES LIMITED
39-42 WENTWORTH AVE., SYDNEY

THE IDEAL COOKING APPARATUS FOR

TROPICAL **CHOWN** CLIMATES

COLD STORE SAFE

Special Advantages:

1. Collapsible—saves freight.
2. Water supply is absolutely dust-proof.
3. No lock to move or taps to shut off when opening door.
4. Bottom of door-cloth always in water.
5. Door and side-cloth instantly removable for washing.
6. Safe fitted with Patent Valves and adjustable float, guaranteeing no drying of side or front cloth, no overflow.
7. Uses 50 per cent. less water.
8. ONCE FILLED WITH WATER, SAFE WILL RUN FOR THREE DAYS WITHOUT ATTENTION.
9. Laminated green outside.

PRICE: Complete, packed in case:
No. 1, 36" x 15" x 17 1/2" high... £4 5 0
No. 2, 28" x 18" x 17 1/2" high... £5 0 0
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No. 1 packed weighs 46lbs. Cable Measures 51lb. No. 2 packed weighs 50lbs. Cable Measures 41lb. No. 3 packed weighs 38lbs. Cable Measures 31lb. C.I.F. delivered port of call. If not obtainable from your local storekeeper write us direct. Spare parts for this cooling chest always kept on hand. Illustrated Catalogue on request.

CHOWN BROS. & MULHOLLAND LTD.
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ALADDIN VASE LAMPS

Old legends may amuse you, but their magic enthalls.

New Aladdin models are equally enthralling, and the story the modern Aladdin has to tell is true.



ALADDIN VASE LAMP NO. 1241
(Each lamp packed in vacuum packed case)

ALADDIN INDUSTRIES LIMITED
16 Aladdin House
63 WILLIAM STREET, SYDNEY

THE COOK ISLANDS

Further Changes in Administration Staff—Fruit Season In Full Swing

RAROTONGA, May 28. CHANGES in the staff of the local administration continue. Mr. R. Heatley, Private Secretary to the Resident Commissioner, took his departure on May 23. In his official work, Mr. Heatley extended himself fully and the trip on which he is now embarked, through the United States and England, is well-earned. While in England Mr. Heatley purposes to take up flying—eventually to return to New Zealand with a pilot's certificate.

The transfer to New Zealand of Miss O. Mount, of the local teaching staff was marked by several pleasant little parties given by both Europeans and natives. Miss Mount left on May 25. Regret at her departure was felt by her many friends, particularly the school children and ex-pupils.

Mr. S. Heginbotham, superintendent of the local wireless station and the subsidiary group stations has received notice of transfer to New Zealand.

BIG ORANGE SHIPMENTS
Oranges are now coming forward in considerable quantities for shipment

to New Zealand. The Makura will take between 9,000 and 10,000 cases. The s.s. Kanna completed the first round of the islands of the lower group during the month. She left for Auckland on May 18. Her cargo comprised: Oranges, 9,250 cases; tomatoes, 77 cases; bananas, 65 cases; mandarins, 250 cases; and coconuts, 42 cases. Some 280 tons of copra are awaiting shipment at Rarotonga.

LUCKY COOK ISLANDS!
Miss Beatrice Grimshaw, the well-known novelist, recently spent two months here before proceeding to Tahiti, en route to the United States. Miss Grimshaw, who lives at Port Moresby (Papua), stressed the remarkable good fortune of this group in its immunity from the malaria mosquito.

OUTBREAK OF TYPHOID
A few cases of typhoid have occurred here. No European cases are reported so far. Hitherto the island has been generally free of typhoid, although native sanitation is always a weak spot in island communities.

The purity of the water has been definitely established and as there is no "fly" nuisance to speak of, the special measures taken by the authorities ought quickly to clean up the outbreak. The risk of visitors to the island becoming victims to the epidemic is practically nil.

NEW MEDICAL OFFICER
Dr. Christie, late chief medical officer, and Mrs. Christie, M.D., have returned to New Zealand to enter into private practice. Dr. Christie has been succeeded by Dr. Ellison, who returned to Rarotonga towards the beginning of the month, accompanied by his wife and family.

BOWLING CLUB WELL ESTABLISHED

The second annual general meeting of the Bowling Club was held on April 16. The Club entered its second year with a well laid out green, full plant and equipment, and a membership of 14, and above all a most friendly kind. When the trees and hedges which have been planted grow up, and the remaining details of the scheme have been completed, it is felt by the local bowlers that the green will be one of the most beautiful in the southern hemisphere. The Club is looking forward to the opportunity of entertaining teams from the Dominion and even as far afield as Australia.

The green was opened for the season's play on April 17, by Mr. Mitchell, the President. Some 60 visitors were present, including bowlers, their wives and friends and the local native residents of the islands.

IMPROVING PORT FACILITIES AT MANGAIA

Work in connection with the reef at Mangaia is proceeding steadily. The work consists of blasting passages through the reef and widening existing openings in the coral, which hitherto were not of much use for fruit loading purposes. Good crops of oranges are reported at Mangaia, also at Atiu and Mauke.

COASTAL SURVEY OF NORTHERN GROUP

Mr. Linton, of the Government Survey Department, Wellington, has arrived, en route to the Northern Group (Penrhyn, Rakahanga and Manihiki) to undertake the survey of the coast line of the islands of Penrhyn and Manihiki for Land Court purposes. The work is expected to occupy upwards of six months.

INTER-ISLAND SHIPPING

The schooner Thare Taporo proceeded north on May 6. Her itinerary is: Palmerston Island and the islands of Penrhyn, Rakahanga and Manihiki. The schooner Tapua is at present at Rarotonga, awaiting transhipment of a quantity of copra picked up from the island of Mangaia (Lower group).

PERSONAL

Mr. Hemus and Mr. Jagger, both of Auckland, are at present here in connection with business matters.

Mr. E. J. Newland, the newly-appointed Resident Agent at Atiu, has taken up duty.

RADIO IN THE ISLANDS

The enjoyment to be obtained from radio receiving sets throughout the Pacific Islands is quickly being realised by Islands residents, and there is a growing army of "listeners" in all groups.

It is unique that planters in the most isolated parts are in less than a minute able to transport themselves to civilization by the simple process of "tuning in."

There is no doubt that the popularity of radio. Testimony of this is provided in figures supplied by Amalgamated Wireless (A.W.) Ltd., the big Australian wireless organisation. Last year, during the month of March, Amalgamated Wireless sold 506 receivers. The company expects to dispose of 800 during March, 1930. Actually, 1,200 receivers were built and sold in March.

CONDITION OF COOK ISLANDS

Statements Challenged

(To the Editor.)

Sir.—In your issue of April there is an article with reference to "Notable Men of the Pacific." I desire to challenge your statements about the success of the more recent administrations.

The Cook Islands have steadily been going back and are now in a poor economic condition. It is true, the world-wide trade depression is felt here, but it is not fair to blame that for the present condition, which has been gradually coming for the last nine years.

The orange industry, which is one of the mainstays, is in a deplorable condition. There is not one decent plantation on the islands. The trees are subject to blights and diseases and are neither pruned, sprayed or cultivated adequately—in fact, are growing wild in an utterly neglected condition. This can be borne out by anyone seeing for themselves. A great deal is made out of the improvement in packing and grading this last few years. But what good will that be in a very short time, if the plantations are allowed to go to seed in such a neglected state. What would happen to the New Zealand meat export trade, even if its meat was well dressed and landed in England in good condition, if the breed of its cattle was neglected, and likewise the pasture?

It is so with the Cook Islands orange trade, for it is fast going out, due to my opinion, to the Administration not seeing that the plantations are kept in good order.

The Cook Islands have been asleep, while Australia has been gaining the New Zealand trade. Now that Australia has it, the Administration are beginning to wake up, and put their house in order. But only at one end—the other is left to go.

If the Cook Islands are "one of the best governed territories in the Pacific," they do not say much for some of the others. What about Tonga? Tonga can boast of a credit bank balance, whereas the Cook Islands are a drain on the New Zealand taxpayers to the tune of over £30,000 per year. Can this be called good Government, where the lands are fertile and everything grows in abundance?

It is not a great many months since the natives sent a largely signed petition to the Minister for the Cook Islands, in New Zealand, asking him to appoint Judge Carr, of Gisborne, N.Z., as Commissioner, in place of Judge Aspin. This petition was signed by four of the Islands Councils, two of whom are big chiefs.

The time is long past when a complete economic survey and private enquiry on all matters pertaining to these islands should be undertaken by a body of honest, competent, business men, on behalf of the New Zealand taxpayer, who has to find such a large sum of money each year.

I am, etc.

ISLANDS FACTS.

Rarotonga, May 24.

Mr. G. H. Murray, Director of Agriculture in New Guinea, paid a visit to Canberra recently, prior to proceeding abroad on furlough, and discussed various matters with Dr. Tillyard and Dr. Dickson, of the Scientific and Industrial Research Institute. Mr. Murray, who was in the Papuan service before taking up the position he holds in the Mandated Territory, proposes to spend most of his leave in increasing his knowledge in his particular sphere of duty. To this end he intends to visit the West Indies and discuss problems relating to tropical agriculture with the authorities there, and he will also see a number of scientific people in England in regard to agricultural matters generally.

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Mr. F. H. Harvey, an Australian planter in the New Hebrides, has been awarded by the French Government a silver honour medal of the first class for brave conduct ("belles actions") for his services in saving life during the volcanic eruption at Ambrym.

THURSDAY ISLAND SHELL

For Australian-Made Buttons

(To the Editor.)

A NEW industry recently commenced in Australia is the manufacture of pearl buttons from Thursday Island mother-of-pearl shell.

A factory has been operating in Sydney for some weeks and the enterprise has been now incorporated and a company formed with a capital of £25,000. Mr. James Burns, of Messrs. Burns, Phillips and Co. Ltd., is chairman.

Besides buttons, all kinds of mother-of-pearl articles and pearl shell inlay work will be manufactured. These will include sleeve links, earrings, slabs for clocks, pearl buckles, etc. The shell to be used will be genuine mother-of-pearl, fished by the Wyben Pearl Company, Thursday Island, Messrs. Burns, Phillips and Co. have been largely interested in this pearling concern for many years.

The Commonwealth Government early this month decided to give the necessary protection to the new industry. There had been a tendency for buttons made in the East, under Eastern conditions, to be dumped in large quantities in Australia. After the local company commenced to operate, prices of Eastern buttons were reduced, possibly with a view to checking the successful launching of the enterprise.

The imported buttons, marketed here as pearl-shell buttons, are generally made out of inferior shell. The Australian factory will manufacture buttons from mother-of-pearl and will produce a very superior article.

Mrs. C. H. Rogers, who was well-known in Fiji, passed away in Sydney early in May. She lived for many years in Levuka, being at one time proprietress of the Royal Hotel. Two years ago she went to Labasa to join her husband, who is attached to the staff of Messrs. Burns, Phillips and Co. Early this year Mrs. Rogers came south for medical advice.

Mr. W. Laurenceau, a resident of Samoa, died at the Apia Hospital last month. He had been suffering from pneumonia, and was returning to Apia, when he had a seizure, from which he did not recover. He was 52 years of age.

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CREDIT FACILITIES
IN NEW HEBRIDESDifficult Situation
COMPLEXITIES OF
EXCHANGE

Some months ago we received letters from residents of the New Hebrides, complaining about the lack of exchange facilities between the Condominium and Australia, and emphasizing the point that Australia cannot conveniently trade with the group (except through the Burns, Philp organization) because there is no way of transferring money and credits.

We asked for further particulars and a resident of the New Hebrides has very courteously sent the following article. It explains that it is not written in any spirit of hostility to Burns, Philp and Co. Ltd., particularly as the "big show" is carrying about half the planters in the South Seas through this period of economic stress—but he argues that if Australia wants to get any larger portion of the New Hebrides trade, better facilities for the transfer of credit must be provided.

It would be incorrect to say that we here in the New Hebrides are dependent upon the trading firms here for the transfer of money. We were, until a year or so ago. Since then, de Bechade has gone into liquidation, Ballandier's (owing I suppose to their financial position) will no longer give any drafts, and Burns, Philp absolutely refuse (although they have given drafts to certain French companies, I may not even send money to Sydney by their Makambo, for payment into my bank. We cannot receive nor send money through the post office here, I suppose because it is a Condominium Post Office. In any case, the Postmaster can refuse to accept more than £2 in silver. I cannot say that any attempt has been made to have a Money Order system established here. To do so would require co-operation between the British and French residents and, as the latter already have a Money Order system operated by their national government through the "Laperouse", they are not particularly interested in a Condominium Money Order office. The Britishers here are not numerous enough for their wishes to have any influence.

The British Resident Commissioner was asked once if a British system, similar to the French, could be estab-

lished here. His reply was that it would cost the purchaser 11 per cent. to get a Money Order. I do not know on what data he based his reply.

Through the French Post Office (on "Laperouse") one can obtain a Money Order payable in New Caledonia and dependencies (the New Hebrides being considered by the French authorities as a dependency of New Caledonia) at a charge of 1 per cent. For foreign countries the rate is slightly higher. One can even get a French Money Order payable in Australia, but it must go through Paris first!

Of course, this system is quite suitable for people making purchases in France, the U.K. or the Continent, or even in U.S.A.; but it would be too slow to wait for a Money Order to go to Paris and then back to Australia. Our only method of getting coin to Australia is to ship it by the "Laperouse". Up till recently it was forbidden by regulation to send coin out of the group; but this regulation has now been withdrawn. Now the traders manage who cannot get to the "Laperouse" I cannot say. Their only course is to do all their business with Burns, Philp.

There are certain British plantations (Girons) who sell their copra to Burns, Philp (Sydney). This copra is picked up by the Makambo and the proceeds from sale of same are paid into the Sydney banks of the people concerned. But in the case of independent traders they usually have a large surplus of coin, after buying produce, and it is often necessary for them to get this money to Sydney.

A trader could certainly open an account with the Bank of Indo China at Noumea and get drafts from them (the bank is on Sydney), but the trouble is to get French money locally and, when it is obtainable, one can then get 30 francs for an Australian pound, although the official exchange is over 90.

R.P. DRAFTS

Concerning the giving of drafts to French companies by Burns, Philp: The Malinao is now the only inter-island steamer trading here; and the local price for copra is about 1,100 francs. B.P.'s convert this at 125 francs and call it, say, £8.15/-. Thus they pay 1,100 francs to a Frenchman, but a Britisher has to be content with £8.15/-—but in Australian money, not sterling. There are certain French companies here which produce a lot of copra, and B.P., by paying an extra 100 francs, secure most of it; but they give these companies drafts. Naturally, they will say that if they didn't do so they wouldn't get the copra. Just say, but the fact remains that they give drafts to a French company but refuse them to a Britisher.

If B.P. were willing to pay the Britisher in French money he would be satisfied; but, because he is a Britisher he is expected to be content with

RABAU EN FETE

During Macdhu's Visit

From Our Own Correspondent.

RABAU, June 4.

NEARLY all of the inhabitants of Rabaul and district were in town for the arrival of the motor vessel Macdhu, and one wonders where all the motor cars came from.

Those of Burns, Philp & Co.'s steamers that were in harbour dressed ship for the occasion. The day was a brilliant one, but the intended rousing welcome was subdued out of respect for Mrs. Wisdom, the wife of the Administrator, who was on board very ill. Passengers were very kind in their praise of the comforts provided on the new vessel, which will supply a long-felt want in the improvement of our travelling conditions to and from Australia.

On Tuesday, May 26, the residents were the guests of Burns, Philp & Co. Ltd. to a dance and supper on board. There was ample space for dancing on the spacious decks, and the supper provided was well up to the traditions of the company.

Those who did not ship their copra by her? One planter here, for instance, would be very interested to know if, in the event of his sending copra by the Messageries Maritimes, would the Makambo still call to discharge goods from Sydney? Or, in the event of the Makambo only coming as far as Vila, would the Malinao be obliged to deliver the Makambo's cargo for out-ports? Could B.P. refuse cargo in Sydney for delivery by either the Makambo or Malinao on the ground that there is no copra to be had at that particular port, or for any other reason?

We understand that, according to her contract with the Commonwealth Government, the Makambo must call at four ports in the Group, but these ports are not specified. I suppose, if it came to a pinch, the planter could get his goods from Sydney by the Laperouse.

Company's Position

No Restriction or Limit

The substance of the above article was conveyed to the general manager of Messrs. Burns, Philp (South Seas)

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A fine, ornate Church, with a seating capacity of 400 has been completed at Honiara. The opening ceremony was performed by Mrs. Leman, who met the native ladies across the door with a native kaila.

There were many visitors at the function. A white delegation comprised the Chairman of the District, Rev. M. R. Gibson, and Mrs. Gibson, Rev. B. V. and Mrs. Grant, and Rev. J. W. Dixon.

Block by courtesy of The Mission Review.

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SYDNEY
UNDER THE DEPRESSION

To outsiders it is very difficult to realize or understand the effects of the depression on business conditions as they exist in Sydney to-day. For the past year it has been one long succession of failures and assignments, and one wonders where and where it is going to end.

There is an old saying, however, that "It's an ill wind that blows nobody any good," and as a result of these failures, there have been many wonderful bargains offered to the people of Sydney that have not been available to those not living there.

Realizing this, I have purchased and set on one table TWENTY BEAUTIFULLY FINISHED CONSOLE MODEL CABINET GRAMOPHONES, which are reserved for sale only to readers of this publication.

These magnificent machines are constructed of Mahogany and are fitted with Specially Designed Tonearms and New Patent Reproducing, with the Latest Trips Amplifier, giving Unusual Volume and Full Rich Tone.

The original price of these instruments was £35 each, but I am able to offer them to you at the low price of £12/10/-, and this price includes packing and freight paid to all main ports.

This seems a ridiculous offer to make, but I can assure you that it is a genuine offer and the Machines are Guaranteed New and in Perfect Order.

I intend to personally supervise the packing and despatch of each machine, to ensure that you receive it in thorough working order, and as there is only a limited quantity, send yours immediately, together with the cash.

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£8.15/-, and often less (paid in Australian money). The French trading firms expect the planter or trader when he sells them his produce, to take half the value in goods and half in cash, so what one gains on the price of the produce one loses on the goods.

FRENCH AND AUSTRALIAN PRICES

I mentioned three planters who sell their copra to Burns, Philp, Sydney and ship it by the Makambo. One of these is very dissatisfied with the arrangement, for the following reasons. Copra sent by the Makambo is valued in this way: The London price, as per quotation in The Sydney Morning Herald, is taken on the day of the steamer's arrival in Sydney (although the copra may have been dumped ashore at Vila) and charges deducted are 46 per ton for kiln-dried and 56/15/- per ton for smoke-dried copra. This works out as follows:

London price (say) £14 ton sterling;

less charges, 56/15/-; equals £7.5/- ton Australian money.

By shipping copra to Marseilles by the Messageries Maritimes steamer which takes freight for transhipment only, the return is:

Marseilles price (say) £14 Sterling, 1/750 5/6.

Freight, inland ports to Marseilles 24/12 1/2.

Belting commission, 2 1/2 per cent. — 43 1/2

64 1/2

Price of copra — 1,750 5/6

Less charges — 404 1/2

1,345 1/2

Equals (approx.) £18/14/6 3/4, or (at 90) £13/7/- Australian money.

The buying agent on the M.M. will advance you to 75 per cent. of the value of the copra, by draft. It is therefore argued, that in shipping copra by the Makambo the planter is not making a good deal.

MAKAMBO'S ITINERARY

The question then arises about getting goods from Australia. Presumably the Makambo would no longer call on

Lid., and he kindly supplied the following comment:

Your correspondent is not correct. He can ship as much coin as he likes, either to or from the New Hebrides. There is no limit as to the restriction or limit as far as Burns, Philp & Co. Ltd. are concerned.

Drafts are made available by the company throughout the group for domestic and other approved transactions at a maximum rate of 2 1/2 per cent. The bank rate from Fiji and Australia is 1 1/2 per cent. The local exchange and currency is a Condominium matter, and Burns, Philp & Co. Ltd. are just as much inconvenienced as your correspondent.

Copra prices are continually changing and competitive.

Burns, Philp & Co. will carry all the cargo and passengers they can get, and if it is insufficient for the Makambo, the Malinao will deliver it, even if it is only one package to a Britisher.

Pastor W. G. Turner, president of the Australian Union Conference of the Seventh Day Adventists, returned to Sydney from the New Hebrides by the Makambo. Pastor A. G. Stewart, vice-president of the Conference, was also a passenger by that steamer.

Dr. and Mrs. E. G. Bayers have returned to the Solomon Islands, after furlough in New Zealand.

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Carrots
In 1 lb. Tins
Beetroot
(Sliced) in 1 lb. Tins

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WATERLOO, N.S.W.

Sickness at Pt. Moresby Severe North-West Season

From Our Own Correspondent

PORT MORESBY, May 28.

LATELY there have been many cases of sickness in Port Moresby. An epidemic of influenza, colds, and dengue fever has swept through the town and the native villages in the district, causing great inconvenience. It is approaching the end of the North-west season, which nearly everyone agrees, has been on the whole the worst one for many years past. Heat, mosquitoes and fever have made the season pretty nearly unbearable, and it is a great relief to everyone that the south-east season has at last come in, with its cool and invigorating breezes.

MALARIA

This scourge of the Tropics is best inhibited and treated by the well-tried remedy which has been on the market for nearly 20 years.

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Obtainable from: W. R. Carpenter & Co. Ltd.; Charles Helps, Sargood Gardiner Ltd.; Nelson & Robertson, Elliott Bros. Ltd., and from many local storekeepers.

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THE LAST OF THE SOUTH SEAS PIRATES

Mortelmans Completes His "Penal Servitude for Life"

NOT long ago, there was released from a New South Wales prison an elderly Belgian named Joseph Mortelmans. He probably was the last man to commit an act of deliberate piracy in the South Seas. He was sentenced to penal servitude for life for piracy and murder; but after the lapse of more than twenty years, he was released from prison and, it is believed, returned to Belgium. The story of his remarkable crime is worth re-telling.

THE true facts of the story came to light almost by accident after the schooner, of which Mortelmans had taken possession, had gone ashore at Apemama in the Gilbert Islands. The pirate's companion, a young named Skerritt, managed to give certain information to a responsible person and, as a result, Mortelmans was arrested at Tarawa on a charge of piracy. He was later committed to the Supreme Court of Fiji and taken to Suva for trial.

At the time they were found wrecked on the reef, the pirate gave his name as John Taylor of Manchester, and that of his companion (Skerritt) as George Jackson, of London.

Skerritt, in his evidence at the Suva Court, said that he and Mortelmans had been shipmates in the barque Glenloch, which left South Shields in March, 1897, bound for San Diego. The vessel sprang a leak and was forced to return to Liverpool. They there left her and together signed the articles of a Peruvian cruiser, which had been just completed for the Peruvian Navy. Mortelmans was a leading steward, but was soon disgraced because of his incompetency, and reduced to the rank of ordinary seaman. Skerritt was messroom steward. In August, 1897, the cruiser arrived at Callao, and they were both paid off. Some time later, they found themselves shipmates in a little coasting schooner, Nueva Tigre.

The Nueva Tigre was a vessel of nearly forty tons register and sailed under the Peruvian flag. Though she was new, she had had fitted in her the wheel of the Fuchie, of Valparaiso, a vessel which had been broken up before the Nueva Tigre was built. She was employed in the coastal trade of Peru. Her captain was Nicholas Melia, an Italian who had been a petty officer in the Italian Navy, and the mate was another Italian, named Juan Boster. In addition to the Italians, two seamen only were employed. In November, 1897, those seamen were Mortelmans and Skerritt.

On November 14, 1897, the schooner sailed from Callao for Pisco with a cargo of sulphate of potassium and coke. She was never seen again in Callao, and Melia and Boster were never seen again alive or dead.

WHAT HAPPENED ON THE

NEWA TIGRE.
Skerritt told the Court that at 11 a.m. on the day after their departure from Callao, the Nueva Tigre was about 14 miles off the coast of Peru. Mortelmans was at the wheel and the mate was sitting on the deck preparing dinner. Skerritt was in the fore-cabin, and Melia, the captain, had turned in to sleep.

Suddenly, Skerritt was startled by a shriek. He rushed on deck and saw the mate running forward with blood streaming from the back of his head. Mortelmans was standing near the cabin hatch with a blood-stained chopper in his hand. Skerritt ran aft and saw the captain come up from his cabin. As he appeared Mortelmans struck him on the head with the chopper and he fell backwards into the cabin. Mortelmans followed him and sounds of a fierce struggle were heard. Then the captain emerged again and ran forward, followed by Mortelmans, who tried to strike him again with the chopper, but did not succeed.

Mortelmans then got a gun from the cabin, loaded it on deck, and told the captain to jump overboard or he would shoot. The captain, seizing the fore-hatch, jumped, taking the hatch with him. Mortelmans then tried to shoot him in the water, but the gun was old and rusty and missed fire.

In the meantime the mate had gone up the foremast. He was bleeding freely—the blood dropping on the sail and deck—and he was dazed. Mortelmans turned upon him. He partly ascended the rigging, pointed the gun at him and told him to jump. The mate appealed to him for mercy, but without success. He then attempted to slide down the jibstay. He grew faint, his hold relaxed and he fell into the sea. For a moment or two he struggled in the water, and then disappeared.

Naturally, Skerritt thought that he would be the next victim, but the pirate considered him too useful.

"THE SHIP IS MINE"

"Those two devils have gone. I have worked for it, and the ship is mine," exclaimed Mortelmans. He then sent Skerritt to clean up the deck and cabin, which were stained with blood. He later put Skerritt at the wheel while he ransacked the cabin. The ship's log and papers he threw overboard. The effects of his two victims he went through at leisure, throwing overboard what he thought worthless, and of no value, and setting

DEATH OF LADY HEDSTROM Well Known Fiji Resident

THE death occurred in Suva, on May 3 of Lady Hedstrom, wife of Sir Maynard Hedstrom. The deceased lady was born in Fiji and was the fourth daughter of the late Mr. Alexander Eastlake, one of the first stipendiary magistrates of the Colony. She was married in 1866 and leaves a family of five. She did not take a prominent part in public affairs but was a strong supporter of the Church of England. The funeral was largely attended. His Excellency, the Governor, was represented to Capt. M. Godley, A.D.C. There were many beautiful wreaths and floral tributes and Sir Maynard Hedstrom received messages of sympathy with him and his family from all parts of the world.

missed stays and failed to come about, and had struck the reef. He said he was the captain and Jackson was the crew, and that his schooner was the White Rose from Valparaiso, bound for Tahiti.

Taylor and Jackson were treated as shipwrecked mariners, and it was arranged that they should be taken to Tarawa in the Louise J. Kenny. It happened that the Louise J. Kenny was a trading schooner, and for the purposes of trade, the supercargo had much money in his possession. Taylor soon found this out and made plans to dispose of the white men and seize the vessel, and, but for "Jackson," he might have succeeded in his plan.

Ever since their arrival at Apemama, Jackson had tried to elude the pirate and tell the true story of the happenings on the White Rose. Taylor was aware of his intentions, and had told him that if he disclosed the occurrences, he would kill him. In spite of this, the youth got his chance and told the forward of the Louise. Kennedy reported this to the captain and Taylor was seized and placed in confinement, and then handed over to the police at Tarawa.

THE TRIAL AT SUVA.

The Supreme Court at Suva was crowded for the trial of Mortelmans. Skerritt was the main witness for the prosecution and the general outline of his evidence has been already given. He was corroborated by witnesses brought specially from Callao, who identified the various articles found on the White Rose, and swore to the departure of the vessel Nueva Tigre from Callao with these articles, as well as the Italian master and mate and Mortelmans and Skerritt on board. Evidence from the Louise Kennedy and the Laurel as to the arrival of the schooner at Apemama and the happenings there, completed the case.

There was a lengthy list of exhibits in court, including the missing captain's clothes, the wheel of the Fuchie, the spurious bill of sale, the makeshift Union Jack, and—perhaps what had more effect on the jury than anything else—the nameboard of the dinghy. On this the pirate had painted out the original name, Nueva Tigre, and superimposed the name White Rose. But time had defaced him. For, on the board stood out the old lettering, Nueva Tigre, with the utmost distinctness.

The pirate was convicted and received a sentence of penal servitude for life. This case, embodying as it does piracy on high seas in its most malicious form, probably will go on record in the annals of history as the last of its kind in the South Seas.

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PAPUAN NEWS

Trade Outlook Unfavourable—Success of New Industries—Disappointing Results from Tauri Goldfield.

PORT MORESBY, May 15.
THE position in Papua is serious, owing to the recent collapse of the rubber market, and general conditions will become unsatisfactory unless the value rises shortly.

Copra is again down, and there seems to be no likelihood in the near future of it reaching a satisfactory price. The fluctuations in the market are showing a slow but persistent downward trend.

If these recent conditions have come to stay the economic situation of Papua will need adjusting.

In most cases the salaries of white men have been severely reduced, and there have been reductions of the more highly paid native, yet very many natives are still commanding wages which are ridiculous in comparison with their actual values and their companies' financial position.

For several years previous to the present day slump, the wages of the more competent natives have been rising steadily, far in advance of the country's prosperity.

It is very satisfactory to know that, in spite of other setbacks, Papuan dedicated coconut and coffee are coming along steadily. "Elaboro" coffee from Mr. G. A. Landon's Elaboro estate, in the Sogeri district, in the hills north of Port Moresby, is now ready for export and for general local sale. This is reported to be an excellent "Robusta" coffee, both in flavour and aroma being exceptionally good.

The residents of Papua are now in the happy position of being able to support a few home industries—coconut, dedicated coconut, timber and millet. The progress of these may perhaps be an inducement for others to follow on similar or diverse lines, with the same success.

There is no news from the Tauri goldfield. Another party has returned, expressing the opinion, as others before them, that there is no payable gold, that the area is not worth prospecting. However, there are two parties still trying their luck, in spite of the field gradually being deserted.

TRIAL OF KUNI MURDERERS.
The trial of the four murderers of the Kuni mountain people was concluded in the Central Court on April 17, before His Honour Mr. Justice Murray. They were all found guilty and sentenced to death.

These sentences were considered in the Executive Council on April 21, when the following order was made:

"Sentence of death is carried out in the case of Orya and Kono. Sentence in the case of Buzi and Philip to be remitted to two years' imprisonment with hard labour. Time and place of execution to be fixed hereafter."

The Order of the Executive Council will be submitted to the Prime Minister of Australia.

The convicted natives are of the more educated type, and have been in touch with Europeans for many years, one being a domestic servant of late, and another an ex-Lance Corporal of Police.

The three murdered men came down from the hills, as is their custom, to trade, bringing with them their native wares and money. They were met by a party of Europeans, who were going down through the village and leaving Balaia at dusk, they were attacked and killed and their bodies buried in a scrub hen's nest, where they

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Enquiries are requested to give full particulars of requirements and purposes for which refractories are required.

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Oil and Colour Merchants, 73 Liverpool St., Sydney
Cable Address: "Charmoil," Sydney.

Anti-Mosquito War

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BRISBANE DOCTOR'S VALUABLE WORK

From Our Thursday Island Correspondent

TO attempt to eradicate or even control that common pest of tropical countries, the mosquito, would seem to be a herculean task when one considers the thousands of them roving at large, in the course of an evening, through most people's bungalows, inflicting torture on all and sundry.

And yet, thanks to the research of biologists and health workers, the problem does not appear to be so very difficult, where certain steps with regard to the habits of these pests have been made clear.

Be that as it may, the attempt to make a city like Brisbane, which has many square miles of swampy land in its vicinity, mosquito-free is being tackled, and is even showing signs of eventual success. If this ideal is attained, and the mosquitoes which carry the three principal mosquito-borne diseases—malaria, dengue and elephantiasis—are completely driven out of the Queensland capital, its citizens will have to thank Dr. Hamlyn Harris, D.Sc., of the Public Health Department of Queensland, who has already accomplished much in this direction.

But Dr. Harris is not wasting war against the creatures that breed in Brisbane only, for, by means of a series of clear diagrams and instructions, he is now bringing the mosquito under control to the notice of all Queenslanders.

"SPECIES CONTROL."
Much benefit would result if these diagrams were distributed throughout the Pacific, for no one who takes the trouble to read them could fail to either grasp the principles or to realise that mosquito control is a perfectly feasible suggestion which can be carried out by any householder.

The solution of the problem, as Dr. Harris remarks in one of his press articles on the subject, lies in what is called "SPECIES CONTROL."

He states: "Species control requires mosquitoes taken to a mouse, takes no cognizance of general principles, but deals with each species of mosquito on its own merits, makes a study of the habits of each, and then determines the attack."

From an examination of the diagrams, we find that the mosquitoes of Australia are divided into three main classes, those that do not bite—apparently they never visit Thursday Island—those whose bite is harmless from a disease-carrying point of view, and those who, when they bite, can and often do, transmit the germs of disease.

The significant fact about this classification is that it is only the last-named, the virulent carriers of malaria and dengue, that may be exterminated, and, in fact, have been exterminated. The biting pest that haunts from the swamps and is occasionally blown into the city by the wind, is harmless, except in its power to torment and exasperate its victims and does not attempt to enter houses as a rule.

We are therefore only concerned with the purely domestic variety, and the swamp biter may be left to his or rather her, swamp, with the knowledge that if she is vicious on her occasional visits to town, she will not start up an epidemic of dengue or other tropical plague.

All tin tanks or pools containing larva infested water should be emptied, or their surface covered with a thin film of kerosene or olive oil, and special attention paid to saturated heaps of vegetable or animal refuse.

It is by these methods that Dr. Harris is urging Brisbaneites to exterminate mosquitoes, not by vigilance to day or to-morrow but by everlastingly keeping at it, and the same measures could be adopted throughout the Pacific by the expenditure of a little energy.

THE POSITION ON THURSDAY IS.
On Thursday Island the problem is no less important. The three disease-bearing mosquitoes are all present there and are augmented from time to time by bush or swamp mosquitoes.

Every Anopheles is a potential malaria carrier, and our freedom from this disease up to the present is doubtless due to the fact that the mosquitoes themselves have hitherto escaped becoming infected. But how long can we expect to remain immune, when we have a host of Papuans from highly malarial districts living here, just at the time when the Anopheles is most active? Nor must we put the whole responsibility on the unfortunate New Guinea boys, when there are infected centres in our own islands, like Darnley and Pold, from whence malaria could easily be carried to local mosquitoes by island visitors.

It has been prophesied that Thursday Island's immunity from malaria will end in a serious epidemic one day, such as occurred out in the islands last year, but the danger of this might be averted by a little timely investigation and action by the local council.

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"Blue Bird" Loganberries, 1lb. tins, per tin	8/1	"Captain" Brand Crab, 6oz. tins, per tin	1/3
Old Gold Cocoa—4oz. tins, 6d. per tin; 8oz. tins, 11d. per tin; 16oz. tins, per tin	1/10	"Snow Cap" Pickles, 1lb. tins, per tin	9/1
Nestle's Cocoa—4oz. tins, 6d. per tin; 8oz. tins, 11d. per tin; 16 oz. tins	1/9	Gardside's Sweet Corn, 10 oz. tins, per tin	9/1
Mark Foy's Pure Cocoa, 3 lb. bags, per bag	1/10	Libby's Asparagus Tips, 10 oz. tins, per tin	1/5
Pure Ground Coffee, or Coffee Beans, per lb.	1/8	Kraft Brand Cheese—1lb. pkts., 11d.; 1lb. pkts., 6	
Mocha Coffee, Roasted Beans or Ground, per lb.	2/3	Colonial Brand Baked Beans, 4oz. tins, per tin	5/1
"Melba" Honey, 2lb. tins, per tin	1/2	Colonial Brand Concentrated Vegetable Soup, 1 lb. tins, per tin	6/1
"Seabrook's" Honey, 2lb. tins, per tin	1/8	Canned Vegetables, "Aunt Mary's", per tin	7/1
"Globe" Brand Sheep Tongues, 12oz. tins, per tin	1/0	Cabbage, 1lb. tins, per tin	7/1
"Agee" Brand Sheep Tongues in glass 1lb. jars, ea.	1/10	Carrots, 1lb. tins, per tin	7/1
"Agee" Brand Calves Tongues in glass 1lb. jars, ea.	2/4	Celery, 1lb. tins, per tin	8/1
Libby's Spaghetti, 1lb. tins, per tin	1/11	Green Peas, 1lb. tins, per tin	10/1
		Parsnips, 1lb. tins, per tin	7/1
		Spinach, 1lb. tins, per tin	7/1
		Turnips (Sweet), 1lb. tins, per tin	7/1
		Turnips (White), 1lb. tins, per tin	7/1

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LUCK OF THE MACDHUI

Mr. Snellgrove's Cat

We have pleasure in introducing a newcomer, who is likely to become well-known and popular in New Guinea.

When the M.V. Macdhui was en route to Australia, via Panama, she encountered appalling weather across the Atlantic. The most hardened seadogs lost interest in meals; and the B.P. marine



superintendent, Mr. W. G. Snellgrove, anxious that his new ship should show a good speed average, went up alone into the bows and apostrophised the god of all Scottish engineers.

"We have no luck," moaned the superstitious boatswain. "I have it," cried Mr. Snellgrove. "The ship is without a cat."

So at Panama, Mr. Snellgrove went ashore, cat-hunting. Fortune favoured him. A charming lady, Mrs. Clifford Payne, of Balboa, taking pity on his catless condition, sent aboard a basket and inside was the attractive representative of the feline race pictured above. Puss settled down aboard before the ship was through the Canal.

There was good weather all across the Pacific, and on the run to Sydney the Macdhui logged the splendid average of 18 knots.

The cat has now accommodated itself happily to the Macdhui's new island run. The boatswain sings in his bath.

COPRA SLUMP

Relief For Planters

MORATORIUM CONTINUES

Other Measures Under Consideration

OWING to the very serious fall in the price of copra—referred to on page 15—special steps have been taken to relieve New Guinea coconut planters.

The Federal Government (according to a special message which has reached us from Canberra) has decided to extend, for another year from June 30, the Moratorium on payments for "unimproved" plantations in New Guinea. It is probable that, during this period of relief, the authorities will give serious consideration to the question of relieving the plantations, in the light of their reduced earning power.

Meanwhile, a meeting of New Guinea planters, held early in the month, has urged the New Guinea Administration to reduce or suspend the export tax on copra of 15/- per ton. They suggested that the Administration, to make up the loss of revenue, should impose, instead, a further Customs duty on "luxury" articles, so that the burden of the reduced copra price may be spread more equally over the community. It has been pointed out, in support of the application, that other Pacific Administrations have virtually removed all export charges on copra. Papua has charged, practically nothing since copra fell below £20 per ton, and Solomon Islands and Fiji maintain a merely nominal 1 per cent. The matter is now receiving the close attention of the Federal authorities.

The position is a serious one, not only for the planters, but also for the various commercial houses which depend more or less on the huge copra trade. There cannot be much holding of stocks and storage of copra—it deteriorates too quickly. Generally speaking, copra, as it is produced must go forward promptly to the markets and the crushers, whatever the price, otherwise the percentage of acidity grows and depreciates its value very seriously. Therefore, the value of the copra available to-day—on the plantations, the wharves and in transit—is the current market price.

There is only one thing to do, and that is, reduce production. Our advice is that, all over the world, copra production is falling rapidly. So also is the production of other oil-seeds and of whale oil. The law of supply and demand is operating. The position will remedy itself.

In the meantime, the Administrations and the big trading firms must co-operate fully with the planters and the smaller traders in helping them

M.V. MAUI POMARE

May Revert to Private Enterprise

It is reported in Samoa and Fiji that private enterprise may take over the New Zealand Government motor vessel, Maui Pomare, to operate the present service between New Zealand, Niue and Samoa.

There has been much criticism of the service under State control, and the N.Z. Prime Minister has stated that his Government would be prepared to consider any reasonable offers for the taking over of the vessel.

Crushing Started

On New Guinea Goldfields
Second Stage of Development Is Opened

THE first ore-crushing plant in the Mandated Territory of New Guinea commenced operations last month. It is owned by Day Dawn (New Guinea) Ltd. Other companies will follow suit shortly. The second stage in the development of the rich New Guinea Goldfields has definitely opened.

The opening ceremony was performed by Mrs. V. L. Newberry, wife of the manager. At the commencement,



A photo of the Day Dawn (New Guinea) Ltd. plant, taken shortly before crushing commenced. The mill itself can be seen on the left. The entire machine is about 10 ft. away. All this machinery was transported from the coast by aeroplane.

two eight-hour shifts are being worked, but, next month, three shifts a day will be introduced, and then, it is expected, the mill will be treating 50 tons of ore per day. The installation is proving very satisfactory.

The transportation of the machinery from the coast to the field, which occupied four months, represented no mean achievement. Planes owned by Guinea Airways Ltd. and Pacific Aerial Transport Co. brought the engine, boiler and mill in sections up to Wau aerodrome, and from there natives and mules transported it to the site. Day Dawn is 4,500 feet above Wau, and the track, from all accounts, is rough in the extreme. The distance is about 12 miles. The heaviest weight carried by the "boys" was 1,000 pounds.

Mr. V. L. Newberry, the manager of Day Dawn, was responsible for the selection and erection of the plant, and much credit is due to him for the efficient manner in which the installation has been carried out.

over a lean time. There is plenty of evidence that this is being done, and in the right spirit.

In connection with this matter, strong representations have been made to the Australian-New Guinea authorities, concerning the provision in the Transfer of Land Control Ordinance that no person or firm may have an interest in land in New Guinea "which land is, in the opinion of the Administrator, of a value of more than £250,000." The effect of this is that the total value of the properties concerned is taken into consideration, instead of the total value of the firm's actual interest. The result is that some of the big firms operating in the Territory are finding it difficult to make further advances to New Guinea prospectors, just at a time when those advances are more urgently needed than ever before in the Territory's history. The whole subject has been recently before Mr. Chiffley, the Federal Minister who attends to Islands affairs; and he is considering a method of making the operation of the Ordinance somewhat less burdensome. Strong representations have also been made at Canberra and Rabaul concerning the operations of the German steamer Bremerhaven. It is possible that such foreign ships may be asked to conform to regulations similar to those in vogue in the Solomon, and restrict their calls to the main Customs ports only. But the out-competition of the Bremerhaven as a source of anxiety to the Australian trading firms is likely to disappear now, owing to the severe handicap imposed upon the Bremerhaven's methods by the new copra situation.

Sixteen Pages

Growth of The Pacific Islands Monthly

With this issue—its sixteenth—The Pacific Islands Monthly is entering its 16th year. Much additional reading matter is published, both in news and in special articles. The larger size, and the extra service given to our readers, have been made possible only by the steady, consistent support we have received from subscribers.

With the next issue (July) the Monthly will have completed its first year of life. Although it was established in the middle of the worst economic depression Australia has known, and at a time when an unprecedented price for copra and other tropical products created a spirit of pessimism throughout the South Seas, its circulation and its advertising connection have grown month by month. No other journal in this part of the world can claim such a record.

It is our aim to make The Pacific Islands Monthly of real service to the long-qualified, machinery-owning communities of the South and Central Pacific. The journal, therefore, has been conducted with a due sense of responsibility, so that its attention has been restricted with respect to the news, where decisions of importance to the Islands communities are made; and the increasing volume has been carried into the paper, so that it may give ever-growing service to its readers. In that respect, we have been fortunate in locating the services of a very competent corps of correspondents throughout the Islands, whose suggestions have been material in the sound establishment of the Monthly. We now have regular correspondents in Rabaul, Wau, Port Moresby, Port Vila, Norfolk Island, Suva, Nuku'alofa, Thursday Island, Harbin, and Tokio. Correspondents are wanted for Samoa and New Caledonia.



A photo of the Day Dawn (New Guinea) Ltd. plant, taken shortly before crushing commenced. The mill itself can be seen on the left. The entire machine is about 10 ft. away. All this machinery was transported from the coast by aeroplane.

N. GUINEA STAMPS

New Commemorative Issue

TO commemorate the completion of ten years of British occupation in New Guinea, the Australian Minister for Defence (Mr. Chiffley) is arranging for a special issue of stamps for that Territory. These will be ready in a month's time. Paradise will be pictured on them, and in the case of the "on service" stamps of this series, the letters "O.S." will be printed in block letters instead of the lighter lettering used on the Australian issues.

Caterpillars Trouble Fiji

Introduction of Starlings Proposed

A visitation of caterpillars is at present proving troublesome in Fiji. At a recent meeting of the Planters' Association at Suva, ways and means for ridding the colony of the pest were discussed. One member suggested that starlings be introduced, but other members doubted the wisdom of this course. It was feared that they might eat the parasites which have been introduced to combat leuana, spike moth, etc.

It was eventually decided to ask the Department of Agriculture to make enquiries as to possible results in the event of starlings being brought in.



Excavating a pit, by ground shelling, for a new dredge, on the Bulalo Goldfield, New Guinea.

ISLANDS SERVICES IMPROVED

New Guinea Gets Two Steamers a Month

MORINDA TO ESTABLISH SYDNEY-NORFOLK ISLAND-AUCKLAND SERVICE

AFTER lengthy negotiations between the Commonwealth Government and the contracting firm, Messrs. Burns, Philp and Co. Ltd., the rearrangement of Islands mail steamers has been now finalised. The new itinerary provides improved services to the Territories and involves a general change-over of vessels.

THE merging of the New Guinea and Papuan services, which was considered at one stage, has not been adopted. Instead, Papua retains an independent vessel—the Mataram—and New Guinea will be served by the new M.V. Macdhui and the Maritima.

The Maritima will maintain a monthly service and will call at practically the same ports as the Mataram, which has been diverted to the Solomon Islands.

The Maritima's route has been altered by the inclusion of the outposts of Namakau, Kara, Ramat, Ropre, Kimandan and Witu, and the omission of Tulagi (British Solomon Islands), Norfolk Island and Lord Howe Island. She will leave Sydney every five weeks.

Whereas, previously New Guinea had a regular three-weekly service, this has been improved, so that the Territory will have approximately two steamers each month. A further improvement, which is of particular interest to Rabaul residents, is that the southward trip—Rabaul to Sydney—by the Macdhui will take seven days, as compared with eight by the Mataram. Another alteration on the New Guinea service is the inclusion of Townsville as an optional port on the northward trip from Sydney.

Under the new itinerary the Papua schedule has not been altered. The steamer, however, has been changed. The Morinda made her last trip there in May and now takes over the New Guinea-New Hebrides run. The June trip will be made by the Mataram, and then the Mataram, from the Solomon Islands, comes on to this service. The Solomon Islands will be catered for by the Mataram, which will maintain

an improved service on the basis of every five and a half weeks, instead of six-weekly.

NORFOLK ISLAND-NEW ZEALAND LINK

An important alteration, which will be appreciated by Norfolk Island residents, is the extension of the Norfolk Island service to Auckland. Besides this innovation, the Islanders will benefit in other ways. Firstly, the old Makambo will be replaced by the Morinda and, secondly, a three-weekly service with Sydney will be provided, as against the two-weekly and four-weekly, maintained by the Makambo. The Maritima is to discontinue calling out by the southward trip from New Guinea but, in view of the improvements, this will be hardly missed.

With better vessels and the regular link with New Zealand, many tourists should be attracted to Norfolk Island and the future outlook for this Territory is distinctly improved. Another important phase is that the Norfolk Island planters will have a regular new outlet and be able to get their produce across to the New Zealand markets in three days. The Morinda, which will cross to New Zealand every alternate trip, will remain in Auckland two days before returning to Sydney via Norfolk and Lord Howe.

The New Hebrides service is still on a six-weekly basis and will be carried out by the Morinda.

The future movements of the Makambo are not known.

All the new schedules, with approximate sailing dates at intermediate ports, are published in detail on page 16 of this issue.

'PLANE MISSING

On N. Guinea Goldfields

HOPES of finding Pilot L. J. Trist, who has been missing since May 22, are now considered faint. The airman was flying a Guinea Airways plane over the rugged country in the Morobe goldfields, New Guinea, and so far, all search parties, both by land and air, have failed to locate the man.

According to Mr. C. J. Levison, one of the pioneers of the goldfields, who arrived in Sydney by the Mataram on June 15, Pilot Trist will have no trouble in obtaining sustenance in the event of his having escaped serious injury, as, at the time of the mishap, his cargo consisted of 1,500 lbs. of rice. There was also much tropical fruit to be obtained.

Pilot Trist is well known and popular in New Guinea. Before joining Guinea Airways staff he was manager for Air Gold Ltd., a goldfield transport company which has now ceased operations. Early last year he piloted a plane to the Wura River district on the Papuan border and had the distinction of being the first airman to make a landing in that locality. On that occasion he discovered an unknown lake.

Previous to taking up flying in New Guinea Mr. Trist was a member of the Royal Australian Air Force. He gained the rank of flight sergeant and was also a flying instructor at Point Cook. He was selected to accompany Air-Commodore Williams on a flight around the Pacific Islands in 1928.



It is not generally known that three clathras can find their way about in New Caledonia. This is a photo of a recent "hit" in a district in the centre of the big French colony.

LEAD MINING

Possibilities in Papua

From Our Own Correspondent

PORT MORESBY, May 28. MR. WARD WILLIAMS, the American mining engineer, who recently visited the Mokeo district, behind Yule Island, has taken out a mining lease at Bella Vista on the Oronge Road, but, as reported before, for gold, but for lead.

There is very little known of this new mining venture, but it is said Mr. Williams is returning shortly to Papua from America, and will then start operations up in that district.

It is fairly easy going into the mountains on the mainland from Yule Island, owing to the excellent road leading right into the heart of the country to the furthestmost mission station of the Sacred Heart. It was built by the Fathers and Brothers of the Mission, with the assistance later on of the Government. Pack horses were used and rest houses have been built on various sections of the road for camping by night or by day.

This road runs through magnificent country, and the natives, though primitive, have been for years now under the influence of the mission and are friendly and helpful as carriers.

AN official who has been in the service of a Pacific Islands Administration for over five years as Resident Agent, with a first-class record, in being retired as June 19, 1931, is a man of many talents. He holds an ordinary Master's Certificate, was 17 years in the service of one shipping company, and was in charge of several of their island stations for eight years. During that period he must have had an amount of first-class training. This man, who has an extensive practical knowledge of island conditions, and is capable of organising and directing any enterprise, would be a great asset to any administration with any administration of trading firms, with a view to an engagement, in any part of the Pacific, from the coast of New Guinea.

Letters to read place in
BRANDS TRADER,
c/o Pacific Publications,
Union House, 111 George Street,
SYDNEY.

Gerbault Leaving France On Second Pacific Cruise

ALAIN Gerbault, French tennis player and lone voyager, who visited many of the Pacific groups on his long cruise, a few years back, will shortly leave France for another voyage of the Pacific in his firecrest II, a new 10-ton ship.

Gerbault intends again to set out single-handed, but this time he will sail from the Mediterranean eastward, instead of westward.

DISTRACTED SAMOA

Recent Comment In This Journal

Hon. O. F. NELSON'S REPLY

(We have received the following letter from the Hon. O. F. Nelson, written in Auckland, N.Z., on 28th May, 1931. Reference is made elsewhere in this issue to the extraordinary fine of £5,000 recently imposed on Mr. Nelson's firm, in Samoa, by a New Zealand judge.)

UNDER the caption of "Distracted Samoa," in your issue of May 14, Mr. R. W. Robson, writing editorially on the subject of a fine of £5,000 recently imposed by the High Court, at Apia, on O. F. Nelson and Co. Ltd.—a company incorporated under the laws of Western Samoa—stated:

"I have no personal knowledge of the conduct of affairs in Samoa."

At the first opportunity, someone from this Journal, as part of our policy of giving service to the Pacific communities, will visit Samoa and try and sum up the situation there truthfully and fairly.

Therefore, this time that has been imposed on O. F. Nelson, with its suggestion of sheer savagery, gives a most unfortunate impression. No doubt O. F. Nelson is a very stubborn, pertinacious, difficult man. Probably he has been hopelessly embittered by his deportation—which surely was the stupidest thing ever carried out by a well-meaning, enlightened, fair-minded administration—and will not permit the dead past to bury its dead.

"Between the brutality of the Administration and the pig-headed obstinacy of O. F. Nelson and the Man, there is no room for compromise. Yet, in this situation, and compromise can this most unhappy state of affairs be ended."

As you admit having "no personal knowledge of the conduct of affairs in Samoa," it seems to me more in keeping with your professed "policy of giving service to the Pacific communities" had you—as you state in another part of the editorial—"left the whole subject severely alone," until after a representative of your Journal had visited the troubled territory and tried to sum up the situation there truthfully and fairly.

You state that I have perhaps become "hopelessly embittered by my deprivation and will not permit the dead past to bury its dead," but as I am still in enforced exile from my native country, I fail to understand how you can refer to this as the "dead past" when it is "the living present." You cannot possibly suggest that I should add "premature burial" of what is very much alive to the long list of allegations against me.

You contend that my "pig-headed obstinateness" is partly responsible for there being "no sign of compromise," but do not give one instance of that "pig-headed obstinateness." You have once before commented very derogatively on an article written by me, stating specifically the grievances of the Samoans and what they required the Government to give impartial consideration to. You must, therefore, be aware that I have, within the last seven months, addressed the Mandatory Government, in Wellington, on five or six occasions, pointing out clearly what I knew to be the views of the Samoan majority in regard to recent developments, and making definite constructive suggestions towards a rapprochement. On each of these occasions I have respectfully requested the Government for a reply on the matters at issue, but a formal acknowledgment was all I have received, thus proving the unwillingness of the Government to discuss these matters with me.

The unrest in Samoa has developed into a long-drawn struggle, involving many unfortunate and unhappy tragedies; so the demands of the Samoans must naturally include some which might appear to be unreasonable, but what possible compromise can be obtained when one side refuses to join issue? It is true that, whereas General Richardson at first refused to recognise the Mau, Colonel Allen invited the Mau to a conference, which they refused to attend unless equal conditions were allowed. But in this respect I refer only to my own position with the Government, and as you have taken leave to refer to me indiscriminately, I feel confident that your own sense of fairness will cause you to allow me to reply to some of your charges, through your columns. The Mandatory Government can well attend to your references to them—if they can find a defence.

In conclusion, I beg leave to state that your attempt to be fair, by criticising adversely what you consider the mistakes of both sides, might be very interesting to your readers, but you would certainly be "giving service to the Pacific communities" if you would, when discussing the situation in Western Samoa, offer some definite constructive suggestions of how that "conciliation and compromise" to which you refer can be brought about so that "this most unhappy state of affairs be ended."

COPRA INSPECTION

Good Work In New Guinea

GRADING AND BRANDING HAVE IMPROVED PRICE

From Our Own Correspondent

RABAU, June 1.

DURING the German regime of this Territory, the large selling firms carried out a system of inspecting and grading their copra with very satisfactory results to all concerned. Under this system, the planter was paid for his produce according to grade and quality. But, at that time, happier conditions appear to have existed in the copra industry.

Labour troubles were practically non-existent, and production costs were much less than at present. There was not the competition with whale and other oils and, even with the much lower prices ruling for copra before the war, the plantations were good paying propositions.

Copra was placed in four grades or varieties:

- Kilo dried.
- Sun plantation
- Trade
- Smoke dried.

A plantation which made a high standard of copra was allotted a special mark, and this copra was always shipped on a separate Bill of Lading and under the specially allotted mark.

Upon expropriation and the change over of plantations to the new owners, many of whom were inexperienced, the quality deteriorated and there was much trouble with overseas buyers on this account.

The Australian firms then handling the business made strenuous efforts to rectify the trouble about quality, and their travelling plantation inspectors were always ready with their experienced advice for plantation managers and owners. The Planters' Association, themselves alive to the position, took the matter up amongst their members and commenced an agitation for Government inspection.

COMMENCEMENT OF COMPULSORY INSPECTION

The Administration, always ready to lend its helping hand, went into the matter thoroughly, and in January, 1929, commenced a system of inspection, which has greatly benefited the planters of the Territory.

The system is working satisfactorily and the Copra Ordinance gives the Department of Agriculture more control over exports of copra than it had and is resulting in a generally higher grade of copra. The Department does not, as yet, fix standard samples of copra abroad.

The Administration has now five copra inspectors appointed and attached to the Department of Agriculture. They are stationed at Rabaul.

Kavieng, Madang, Kieta; travelling in special.

It is compulsory that all copra exported from the Territory be inspected by the appointed officers, who issue certificates as under:

Hot air dried copra.
Plantation sun dried.
Rabaul sun dried (commonly known as trade copra).

Smoke-dried copra.
Uniform markings are encouraged but not compulsory, consequently hot air copra is marked in green ink, plantation sun in black, trade copra either in blue marking ink, or "O X" in black, and smoke dried in red. Overseas buyers have become conversant with the markings and it simplifies business.

Inspection of copra consists of opening not less than 10 per cent. of the bags, and in the case of copra which has been rejected and the owner allowed to recondition, not less than 50 per cent. of the bags so opened.

THE ADVANTAGES

Since the advent of Government inspection, the importation of second-hand bags has been prohibited, thus giving our goods a better appearance and also doing away with the wastage caused by torn bags, which had not been repaired.

It has been found, since Government inspection commenced, that there has been a big falling-off in the quantity of smoke dried copra submitted in favour of hot air dried. This is mainly on account of the very heavy rainfall, which is so unfavourable to the making of sun dried copra which will pass the inspectors.

It is also found that greater care has been taken in handling and shipping from outposts to places of concentration by inter-island steamers. An copra found by the Government Inspector as unfit for shipment, if very bad, is destroyed; but if in the Inspector's opinion, it could be reconditioned, the owner is allowed to take it away, recondition it and again submit it for further inspection.

During the first year of Government inspection quite a large percentage of the copra submitted was rejected and had to be reconditioned; but now the percentage is very small indeed.

The result of the Government inspection of copra exported has had a twofold effect. It has caused an all-round improvement in quality and, on the overseas market, copra shipped from this Territory is quoted separately as Rabaul copra, at 8/- per ton higher than the ordinary South Seas copra, which does not carry a Government Certificate.

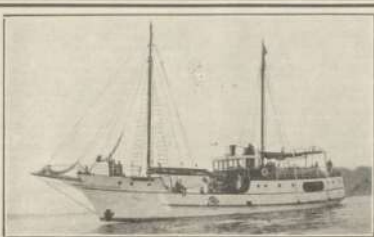
The Administration, realising that present prices are not a highly remunerative proposition to the planter, have not made any charge for the copra inspection.

A Government safe on Norfolk Island was broken open during Bounty Day celebrations, and £500 stolen. No clues had been obtained as to the culprit up to June 10.

The output of dry rubber from the plantation of the Kaitaki Para Rubber Estates Ltd., Papua, for May was 31,123 lb.

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Rev. James Chalmers—Missionary and Explorer

Tribute to the Work Of A Great Man

By Our Thursday Island Correspondent

THE anniversary of the death of Rev. James Chalmers—who was affectionately known throughout the Pacific as "Tamate"—occurred on April 8. It was on that day, in the year 1901, that this well-loved pioneer missionary was murdered in Papua.

THAT Chalmers was an exceptional man cannot be denied. He had that firmness of character, tempered by broadmindedness and kindness, which would have made him successful in any career. But, as a pioneer missionary in New Guinea, which was then an unknown and savage country, his fame became world-wide.

Chalmers' early years in the Pacific were spent in Samoa and Rarotonga, and it was not till 1877 that he made his way to New Guinea, inspired with the idea of Christianising and civilising the natives there. Of this early period of his life little need be said, but a characteristic account of his dealings with the famous Bully Hayes may be quoted from one of his letters home.

Hayes was chartered to take Chalmers and his party from Apia to Rarotonga, and of the "Terror of the South Seas" the missionary gives this little picture.

"Hayes seemed to take to me during the frequent meetings we had on shore, and before going on board for good I met him one afternoon and said to him:—

"Captain Hayes, I hope you will have an objection to our having morning and evening service aboard," only those who like to come need attend."

"Certainly not. My ship is a missionary ship now, and I hope you will feel it so. All on board will attend those services."

"Only if they are inclined," I replied. "We were well treated on board. Hayes was a perfect host and a thorough gentleman. His wife and children were on board. Hayes several times lost his temper, and did very queer things, acting under the influence of passion more like a madman than a sane man. Much of his past life he related to me at table; especially such things as he had done to cheat Government."

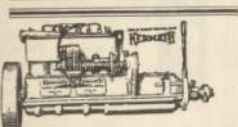
One gathers from this account that Mr. Hayes was not above impressing on his passenger what a terrible fellow he could be at times.

"Tamate" was to become well known in Torres Straits, and he made many visits to Thursday Island. His first appearance in these parts was on September 30, 1877. He was accompanied by Somerset, accompanied by his first wife, and was met there by the pioneer priest of the island missions—the Rev. Mr. Macfarlane.

It is interesting to note that this was the year of the change over of the Government station from Somerset to Thursday Island, and during that month of September there must have been a great coming and going between the old station and the new. But of this momentous period, of so much interest to Thursday Island residents, Chalmers makes no mention.

"TAMATE'S" WORK IN NEW GUINEA.

From 1877 onward, with frequent intervals spent elsewhere, Chalmers devoted himself to the self-imposed task among the natives of New Guinea, where he was associated with Dr.



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AUSTRALIA



"TAMATE."

Lawes and, later, on the civil side, with Mr. Romilly and Sir Peter Serresleley. There was hardly a portion of the Papuan coast that Chalmers did not eventually explore and help to civilise in his 24 years' work in New Guinea.

He opened his first station at the eastern end of Papua, among people who were quite ready to kill him had his own personal bravery and influence not won him their respect. His final task was the more difficult work of evangelising the west, that area of huge river deltas where Nature places every obstacle in the way of travel and where the Papuan himself marks the acme of savagery, superstition and cannibalism. No one who reads the account of his life there could fail to admire his physical courage and utter fearlessness in dealing with natives, nor to grasp the underlying truth that these qualities came from his implicit belief in the help of a Higher Power.

With all his undoubted piety, no layman found Chalmers anything but broadminded and helpful in any deserving cause. That he was opposed to strong drink, and that one of his aims was to protect natives against the knowledge and use of it, was to be expected of one of his calling.

But on Thursday Island, during a visit in the nineties, he showed that among men of his own race, who could be trusted in such matters, he did not abate a little conviviality of a harmless nature. A well known resident of Thursday Island tells of his first meeting with "Tamate." It was at the Metropole Hotel, and "Tamate" was sitting over a likely-looking jug of liquor in company with the then R.N.C. at Daru. He was asked to come and join the celebration by the missionary, who poured him out a liberal glassful from the jug, and watched him closely as he took his first sip. He contained champagne.

This picture of a noble-hearted man offering his friends the noblest of all wines, trifling as it is, seems to throw a light on his character that hours of sermonising would have failed to reproduce.

ANNEXATION OF NEW GUINEA.

Chalmers took no active part in the annexation of the country; he had so conspicuously adopted as his own, his view being that the natives were better off left to themselves; but he certainly conceded that if some form of government were necessary, it should be British. Once the authorities embarked on the annexation, it was his co-operation that helped more than any other influence to bring the matter to completion.

Commodore Erskine, in his official despatch sent home from Sydney in December, 1884, fully and heartily recognises the great services rendered by Lawes and Chalmers. It need scarcely be said that the Government paid no attention to the Commodore's suggestion that some official recognition of their services would be made.

The Commodore's report states:—
"It will readily be seen that it would have been impossible for me to have carried out this programme without the assistance of the Rev. Messrs. Chalmers and Lawes, whose acquaintance with the people and knowledge of their habits are well known and acknowledged."

They have been ready night and day to assist me in every possible way they have spared no pains in translating and explaining to me the native pronunciations and addresses I have made, and in collecting the chiefs, who, but for them, would never have come near the ship. I have been but in admiration of the influence they command over these savage but intelligent people."

"TAMATE" AS AN EXPLORER.

Chalmers was constantly asked by the Australian Geographical Societies, both in Sydney and Melbourne, to undertake the leadership of an expedition to explore the great mountain ranges in the interior of Papua. That he would have dearly loved to do so

is quite evident from his letters, but his missionary work was so exacting that he never found time to lay it aside for the more exciting role of explorer.

In January 1881, he wrote as follows:—

"I have another application from the A.C.S.I. but I cannot at present accept. Our real mission was serious and the present I begin new stations next season, as I am making a further trip into the interior. If I can make an exploring trip or two between I shall, but my real work must be first."

During the nineties, he was stationed on the Fly River, where he had great initial difficulties owing to the hostility or indifference of the natives. His headquarters on Kiwai Island were at Sagovani, a village that, from his own account, he came, saw and slowly conquered, for when he left it "Tamate's" name was something to conjure with, not only at the station, but over the whole Fly River delta.

From there he moved to Daru, where his health began to fail, and he was frequently ill though he struggled on with his work as only a hero like "Tamate" would. Frequent references even at this period were made to his fighting qualities and his fondness for a scrap.

His idea of a tonic was a good old combat in which he always took the part of an oppressor of wrong. In '88, shortly after a serious illness, he rescued a native girl from her persecutors by rushing into the combat single-handed, although the natives were showing fight and arrows were flying in all directions around him.

But "Tamate" had the heart of a lion—not even his detractors denied that.

DEATH OF "TAMATE."

In March, 1901, the annual committee meetings of the New Guinea Mission were held at Daru, and on April 4, after his colleagues had returned to their own stations, we find the sick and weary man's last entry in his diary.

Later on that same day he started on his last journey in the mission schooner "Nive," his objective being the island of Goaribar, the first step in the eastward extension of the mission. The Nive anchored off the coast of Dopima on Easter Sunday night and immediately a crowd of natives came swimming out in their canoes to see "Tamate."

These Goaribar people were, however, very truculent at the time and held that particular corner of Papua in a sort of subjective jealousy, and made them not a little jealous of the prestige of the white missionary; they were, in fact, just the people to resent his presence at their village.

Their conduct on the schooner being very unbecoming, "Tamate" could not induce them to depart till morning came when he decided to go ashore with them. He was accompanied by his young colleague—the Rev. Oliver Tomkins—and both men were murdered shortly after entering the "dobi," or long house, where the warriors of a Papuan village have their headquarters.

In the meantime those left on the Nive overpowered the crew and plundered the stores. Later on, the Nive was allowed to depart, and she remained in the vicinity in the hope that Chalmers would signal that he wanted to get away. They finally came to the conclusion that the two white men had been murdered.

PUNITIVE EXPEDITION VISITS GOARIBARI.

News of the tragedy was slow in reaching the authorities, and the first intimation was conveyed in a letter written by the Rev. H. M. Danvers, which brought Sir William MacGregor hurrying down to the Gulf in the Merle England, where he arrived at the scene of the crime early in May. Punishment of the natives from the villages of Dopima, Turure and others implicated was carried out in due course. The Governor gave orders that no family houses were to be touched, but all the docks and canoes were destroyed, and by this means the prestige of the Goaribar among their neighbours was ended for ever. During the attack on the villages 24 natives were killed and three wounded.

The Parua, with an officer and ten men from the garrison of Thursday Island, was sent over by the Queensland Government, in case Sir William needed help, and when the punitive expedition had concluded their labours the Governor addressed the men, thanking them "Not only for your ready assistance, but for the humane way you have carried out my orders."

Sir William MacGregor's final words on this occasion will bear repeating, and with this tribute to the life, work and death of the great missionary we may conclude this article. The skulls of both heroes killed on Goaribar were subsequently discovered, and these were buried at Daru by the late Mr. Baxter Riley, one of "Tamate's" successors.

Sir William's words have proved to be true in all essentials:—
"Mr. Chalmers came to New Guinea in the interests of peace, and he gave his life for that purpose. I believe that we have seen the last serious fighting in British New Guinea. The news of this expedition will spread, and will, I trust, put an effective check on massacres and fighting of any serious nature. That he be so, and I trust it will, will serve to crown the life-work of that noble man."

References have been taken from the excellent biography of James Chalmers, written and edited by the Rev. Richard Lovell, M.A., published by the Religious Tract Society, London.

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Deaf, Dumb and Blind (No. 5) Art
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Dear Sir
Enclosed is _____ skillings,
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name and address. Please send the
tickets, and a result slip, when the
Art Union is drawn.

Name

Address (in full)

FIJI'S KICK

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PREFERENCE FOR BRITAIN,
N. Z., AND CANADA

THE Legislative Council of Fiji, at its opening session on June 1, passed into law an amendment of its Customs Tariff, which places a definite and direct handicap upon the importation into Fiji of Australian goods.

Previously, the Fiji Customs tariff carried two rates—a British preference rate, which applied to the products of the British Empire generally, and a general rate. This tariff gave a preference of roughly 10 per cent to the products of the British Empire.

Under the new law, the Fijian Government has created a new rate, so that its tariff now provides three duties—a rate for scheduled countries, a British preference rate and a general rate. Generally speaking, the rate for scheduled countries is 20 per cent, and valorem, the British preference rate is 30 per cent, and the general rate is 40 per cent.

The "scheduled countries" are the United Kingdom, Canada, New Zealand and Hongkong.

The British preference rate applies, of course, to all other British countries. Australia is excluded from the scheduled countries and included simply as a British Dominion. Australian goods, therefore must pay the British preference rate.

The items to which the new conditions apply are 12 in all. Except where otherwise stated the percentage rate is ad valorem:

Articles.	British Preference Rate	General Rate
Alc. beer, porter, cider, berry, hop and other beers when containing more than 20 per cent proof spirit, in wood or at, per gallon . . .	4/-	6/-
Alc. beer, porter, cider, berry, hop and other beers when containing more than 2 per cent proof spirit bottled, per gallon . . .	3/-	5/-
Bacon and ham . . .	30%	40%
Biscuits, plain . . .	30%	40%
Biscuits, sweet . . .	30%	40%
Cham . . .	30%	40%
Confectionery, per lb. . .	10%	20%
And in addition . . .	10%	20%
Flax and hemp . . .	30%	40%
Fish . . .	30%	40%
Fruit, dried . . .	30%	40%
Fruit, fresh . . .	30%	40%
Golden syrup, trade . . .	30%	40%
Onions, yellow, fat . . .	30%	40%
Hay and chaff . . .	30%	40%
Hops, per lb. . .	10%	20%
Java, coffee . . .	30%	40%
Lard, dripping . . .	30%	40%
Powder, cake . . .	30%	40%
Soup, tinned, and sand- wich . . .	10	20
Soup, not otherwise enum. Vegetables, fresh . . .	30%	40%
	Free	10%

In regard to all other items the old tariff applies, in which Australia is on the same basis as other British countries.

But it will be seen that so far as the particular items enumerated above are concerned, the four scheduled countries have a preference over Australia, ranging from 10 per cent, in the case of foodstuffs, to 20 and 30 per cent in the case of liquors.

The new tariff, of course, has been framed as a direct retaliation against Australia, for Australia's short-sighted policy in keeping out Fiji products, particularly bananas. Australia, in order to give "protection" of doubtful value to a comparatively few fruit growers, is now in danger of losing part of an extremely valuable market for her foodstuffs and manufactured articles. It is not surprising—the only surprising thing is that Fiji has held its hand so long.

The next move is up to the Australian Government. In the House of Representatives Mr. Frouse recently directed the attention of the Attorney-General (Mr. Brennan), who at the time was representing the Prime Minister, to the fact that the Fiji Government had excluded Australia from preferential treatment in regard to numerous articles. "Will the Minister," he asked, "take steps to maintain trade with Fiji, and ascertain the causes which have led to the exclusion of the Commonwealth from preferential treatment?"

Mr. Brennan replied that the question was one that should be dealt with by the Department of Markets and the Department of Trade and Customs. He asked for notice of the question. There the matter has rested.

Miss Lina Jones, of the New Zealand Methodist Missionary Society, arrived from the Solomon Islands by the last Mataram. She is on her way to the Dominion on furlough.

NEW GUINEA NEWS

Much Building Activity—Round of Social Functions

From Our Own Correspondent.

RABAU, June 4

AFTER a period of slackness there appears to be fresh activity looming in the near future for building in and about Rabaul. The Public Works Department are proceeding with their plans and specifications for the native labour houses and other essential buildings in connection with the proposed native labour compound at Rapaigidi. It is hoped that the Treasurer will be able to make sufficient money available to carry out this eminently desirable scheme.

NEW PREMISES FOR RABAU CLUB.

The Bay Loo Co. Ltd., the contractors for the new clubrooms for the Rabaul Club are pushing this work ahead rapidly and expect to have the work completed in about six weeks' time.

The president and committee expect to hold their next annual meeting in the new rooms during June. The cost of the new club rooms is nearly £4,000.

OTHER NEW WORKS.

There seems to be a consolidation and good grouping of buildings and proposed works taking place amongst the various business interests here, instead of the scattered methods of the past. The Bay Loo Co. Ltd. have just completed a very fine bungalow as quarters for one of the married staff of the Vacuum Oil Co. Ltd. at their depot in Malaguna Road. In the past the Vacuum Oil Co.'s office was in portion of the manager's residence, and to give better control and supervision of the depot, complete new offices are being built. This company is also having a new oil drum store built near the present depot.

Last year, owing to rapidly increasing business in this territory, Messrs. W. H. Carpenter & Co. Ltd. secured 23 hectares of land at Tobo, about 23 miles from Rabaul and on the other side of the harbour. This firm, at a cost of over £80,000, built their own wharf, which has a depth of 30 feet of water at low tide at the pier head.

A copra shed was built with a storage capacity of 2,750 tons of copra, and 290 tons of fresh water is stored in tanks built alongside the shed. A new bungalow was built for the chief clerk and concrete roads and approaches were put in.

A contract has now been let to extend the copra wharf an additional 40 feet, with two new dolphins. Two native labour houses, each capable of housing 100 boys, are also included in the new contract, and we understand the contract price for these additions is about £4,000. These new labour houses will be another step towards minimising the risk of assaults by natives on white women, as it will mean another 200 natives removed from the town area of Rabaul.

COPRA EXPORTS.

	1930.	1931.
January . . .	2,927 tons; 5,822 tons	
February . . .	2,263 tons; 4,908 tons	
March . . .	2,263 tons; 5,528 tons	
April . . .	3,476 tons; 1,871 tons	
May . . .	6,702 tons; 2,256 tons	

SOCIAL ITEMS.

On Friday, May 8, the Rabaul Swimming Club held a very successful first annual ball at the Rabaul Hotel.

Miss Hunter, the Administrator, was present and presented trophies to the winners of events at the recent Changamundy Carnival. A very enjoyable evening was spent and the guests did not disperse until the small hours of the morning.

On May 12 Mr. and Mrs. Cardew leased their house for a dance, held to raise a new organ for the Church of England. This house particularly lends itself to a function of this nature, and the grounds had been tastefully decorated and lighted. Great credit is due to Mrs. Cardew and her many lady friends for the organisation of such a successful function. His Honour the Administrator attended.

On Saturday, May 16, at the residence of His Honour Judge Phillips the old boys of the Associated Public Schools of Victoria had their third annual boat race dinner. His Honour the Administrator, His Honour Chief

Judge Wainman, and Judge Phillips were present. During the evening Judge Phillips spoke of the late Mr. E. V. Hays, who had assisted so ably in the formation of the annual function, and those present joined in a tribute of respect to his memory. Mr. W. L. Heron, as representative of the Melbourne Grammar School, gave his school badge as a pair of miniature oars, where it will remain until next year.

About a dozen of the members of Rabaul gave a very brilliant ball on May 20 in the Regent Theatre, to which about 100 guests had been invited. A most enjoyable evening was spent.

Namamua was very gay on the night of May 28, when a dinner party was given at the residence of Mr. and Mrs. J. A. Savary to celebrate the debut of their daughter, Miss Aime Savary, at the bachelors' ball. Among the guests were Mr. and Mrs. T. C. Backhouse, Mr. and Mrs. O. O. Rogan, Mrs. E. T. Brennan, Messrs. O. R. Roberts, R. D. Martin, R. P. Bell and P. A. George. After dinner the party proceeded to the Regent Theatre. Miss Savary wore a charming white tulle frock of white satin, and a shell pink chiffon velvet was trimmed with white tulle. She carried an early Victorian pony of pink roses, fringed and garlanded. Mrs. Savary was gowned in a very distinctive frock of jade green chiffon and tulle.

The staff of Messrs. W. H. Carpenter & Co. Ltd. gave a complimentary dinner at the Rabaul Hotel on April 13 to Mr. and Mrs. W. H. Carpenter and Mr. J. A. Carpenter, after which an address was made for dancing in the recently opened W.H.C. clubroom. The evening was most enjoyable, and Messrs. W. H. and J. A. Carpenter proposed the toast of their staff.

In an address to the staff Mr. J. A. Carpenter made a very able speech on the necessity of loyalty and team work in any large organization, and made mention of the fact that in spite of the present conditions prevailing throughout the world, it was the general policy of the firm that there should be no reduction in the salaries of their employees.

Mr. Phillips, the popular store manager, responded.

NORFOLK IS. TRADE

Figures For April

THE following comparative figures showing Norfolk Island trade for April, 1930, and April, 1931, are provided by courtesy of Capt. Stopford, Collector of Customs:

IMPORTS.		
Month.	From N.I.	From N.E.
April, 1930 . . .	£2,412 15 0	200
April, 1931 . . .	£1,868 5 0	£1,277 15 0
EXPORTS.		
Month.	To N.I.	To N.E.
April, 1930 . . .	£2,412 15 0	200
April, 1931 . . .	£2,784 15 0	£1,432 15 0

Economical Chip Heaters

Swan's Chip Heaters are cheaper in every way, both in first cost and in upkeep. Hot water for bathing instantly available at practically no expense or trouble. There is nothing to get out of order. No particular fuel to obtain. Ideal for Island conditions.

Swans No. 1 . . . £1 4 6 . . . £3 15 0
Swans No. 2 . . . 1 2 9 . . . 2 0
Elastic . . . 2 2 3 . . . 8 13 3
Little Wonder . . . 16 6 . . . 5 0
Cleveland . . . 2 12 6 . . . 6 0
Cleveland, with shower . . . 5 12 6 . . . 7 5 0

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F. Russell, Nouméa, N. Caledonia.

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5 PER CENT DISCOUNT FOR CASH SETTLEMENT

We will supply either separator or churn separately on following prices:—

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Separator—Size 1 - - £10/10/-

Churn—Size 00-H - - £3/12/6
Churn—Size 0-A - - £4/10/-
Churn—Size 1-B - - £5/10/-

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You save by purchasing the Dairy (Separator and Churn combined).

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305 Sussex Street, Sydney

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NOTES FROM FIJI

Well-known Priest's Tragic Death

From Our Own Correspondent.

SUVA, May 22. Of all priests in Fiji, few were more popular and better esteemed than the Rev. Father Trillet. He had been in the Colony for some 40 years and, besides being parish priest, was for some years principal of the Catholic Training College for catechists at Cavacai, on the island of Ovalau. Some six years ago he was transferred to the Materiel mission, on Viti Levu Bay. There he devoted his best endeavours to encouraging his natives in agriculture and, as a result, he was able to place for two years agricultural exhibits in the Suva Show, which were generally regarded as the chief attraction, or nearly so.

The public was, therefore, greatly shocked to hear of his tragic death. A native passing the house about 9 p.m. found him lying unconscious in flames on the verandah. The alarm was quickly raised and the body, which was badly charred, taken to a place of safety. In spite of the fearful burns life had not left his body and every effort was made to save him, but in vain. Ere passing away he was heard to whisper something, but his words could not be understood, and so he left behind him a mystery as to the cause of the mishap. He is believed to have been carrying a lamp when a heart attack caught him and, as he fell, the lamp broke and spread the flames around him. The Mission received the sympathy of all sections in his loss.

ZANE GREY'S VISIT

To the world-wide army who have read Zane Grey's novels, the chance of meeting the great novelist is one that appeals, and it was quite a gala day in Suva when his beautiful yacht, Fisherman, ran through the reef passage. She arrived on Sunday just as the shadows were creeping up over the mountains across the Bay, and pratique was not given until Monday morning. He is believed to have been carrying a lamp when a heart attack caught him and, as he fell, the lamp broke and spread the flames around him. The Mission received the sympathy of all sections in his loss.

THE FIJI "BISLEY"

The Fiji "Bisley" has recently finished, after a most successful gathering. The chief feature was the fine shooting and the good spirit of sportsmanship shown throughout the meeting. All sections—European, Pitian and Indian—proved themselves brothers of the range in every sense. The chief event, of course, was "The Fiji King's" conditions including shooting at 200, 300, 500 and 600 yards. The prize went to Lieut. Hollis Crompton, who scored 192 out of a possible of 200. The winner is a successful young barrister and the son of Mr. R. Crompton, K.C. C.B.E., who donated the handsome cup which is the main prize, although the Government added £25 to the winner's trophy. The shooting was very good in this event. At 200 yards, no less than four made the "possible." At the last range five men had only two points between them, namely R. Crompton, Lieut. Hollis Crompton, W. Butler and R. Christoffersen. Perhaps the most exciting event outside "The King's" was the "Revolver-deliberate." In this event, Christoffersen and R. D. Roberts tied with 88, using a service 45. In shooting off Crompton and Christoffersen again tied and even when they made yet another attempt the points remained equal. Finally they divided the prize.

R. Lucena won the "Agreement" and D. Edwin the "Rifle," and W. Beddors the "Revolver-snap," and he won with

8 hits on the moving target. The Nandi team won the "Marks Ties." His Excellency, the Governor, presented the trophies on the Sunday afternoon, on the Parade Ground, in the presence of a number of interested spectators of both sexes and all races.

PERSONAL

A number of visitors from overseas have recently arrived, many of them being distinguished scientists. Fiji attracting the scientific for several reasons, the chief being probably the interesting question of race origin and migration. The most recent visitor is Dr. D. S. Davidson, a noted American anthropologist, who is passing through after spending some considerable time among the Australian aborigines and who is anxious to know something about the Polynesian. He is securing skulls and other evidences of the race for future study. For this purpose he has been visiting several of the oldest and most warlike strongholds of the past, trying to obtain as much first-hand evidence as possible.

Lady Braddon, wife of Sir Henry Braddon, of Sydney, arrived by the Sierra. Mrs. Morris' visit on this occasion, where she has been cordially welcomed by local ladies. It is reported that she may remain here over the winter months—those delightful months when Suva is at its very best.

Mrs. P. A. Morris, wife of Mr. P. A. Morris, the Sydney director of Morris, Hedderford Ltd., also came by the Sierra. Mrs. Morris' visit on this occasion is saddened by the fact that since she was here last her sister, Lady Hedderford, has passed away.

A notable arrival was the Hon. A. W. Seymour, Colonial Secretary, with his wife and family. They have been on vacation and it was understood that Mr. Seymour was not returning to the Colony. His place was filled during his absence by the Hon. Islay McOwan, C.M.G., who returns to his substantive post of Secretary of Native Affairs.

Sir George Fuller and Lady Fuller renewed acquaintance with friends in Suva during the short stay of the Aoratu, in which they were returning to their home in New South Wales, after a strenuous three years' stay in London. Sir George was Agent-General for the Mother State. Both looked remarkably well.

The many friends of Mr. Sam K. Ellis, M.B.E., the well-known Suva Solicitor, will be glad to know that he is recovering after a long illness and hopes to be again seen in his office before long. Mr. Ellis is President of the Returned Sailors and Soldiers' Association of F.I.J.

His Excellency, the Governor, has a strenuous time. He is most attentive to his public duties and shows a charming impartiality to all races, treating them alike in connection with their racial functions. The last occasion was his appearance at the opening of the soccer competition, on Saturday last, of the Indian League Association. There was a large attendance and His Excellency presented a Challenge Cup for the competition, which includes five clubs. The Indian ladies have taken to the game with great zest and if their science is a little "thin" at times, their zeal leaves no cause for reproach.

A rather unusual visitor is Zimmy, wonderful man with no legs, who is so driven a swimmer. His progress through the streets is like a royal progress, the natives being particularly struck with wonder as to how he can get along. He is giving displays of swimming in the Municipal Baths and proposes to try to secure the world's record in endurance swimming. The Suva Baths, according to Arne Borg, who made his 600 yards record here, are specially suited to such record efforts, as the sea water is much more buoyant than in cooler countries.

GLOOMY VIEW OF COPRA POSITION

MAJOR P. R. HEWITT, manager of Lever's Pacific Plantations Ltd., in the Solomon Islands, considers the condition of the Pacific copra trade practically hopeless, according to an interview recently published in The Sydney Morning Herald.

Major Hewitt, who has been in the Islands for over 20 years, said that there had been a steady decline in the copra trade during the past four years and at the present time many of the smaller traders were unable to carry on operations.

He thought that some help might be given to the copra trade if greater capital was introduced.

The new mission schooner, John Williams, will visit Suva next year, according to Mr. "Tom" Bowling, mate of the old John Williams, who returned to Suva by the Ventura on June 11, after six months on the new ship as pilot. The new John Williams is even a better seaman than her predecessor, according to Mr. Bowling.

Cocoa Seeds Wanted

For Trial on Thursday Island

From Our Own Correspondent.

THURSDAY IS., May 30. An enthusiast here the other day asked where he could obtain a few cocoa seeds for trial, though he was warned that both climate and soil were unsuitable. Could any reader supply a few seeds per medium of the Editor? There is no danger of starting any serious competition in this part of the world.

Some years ago a titled Londoner, writing out to a friend on Thursday Island asked, "What do you DO on Thursday Island? Is it cocoa?" Apparently he had never heard of pear shell!

THE 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 board, 6/-; paper cover, 4/-.

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Taraulins specially made for tropical climates. Let next Spring find this part of your equipment ready. Have West make your Sails, Awnings and Upholstery. Tents and every class of canvas work a speciality. If it's in canvas, rope or wire, we make it to any specification.

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We have the following high grade products, carrying the reputation of this old-established English Firm:—

POWDER SHEEP DIP.—For the destruction of external parasites on sheep.

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MILK OIL FLUID.—For general disinfection of premises, Ships, Launches, etc.

HEALING OIL.—For the antiseptic treatment of cuts, wounds, etc. on humans and animals.

ARSINETTE.—For the destruction of all leaf-eating insects infesting trees and plants.

KATAKILLA.—For the destruction of all sucking insects infesting trees and plants.

ALBOLEUM.—For the destruction of all Scale insects infesting trees and plants.

PULVEX.—A non-poisonous dusting Powder for the destruction of Fleas, Lice and other parasites on Dogs, Cats, Poultry, etc.

KUR-MANGE.—For curing parasitic Mange and Skin diseases in Dogs, Horses, etc.

FLY KILLER.—For killing House Flies and Mosquitoes.

BOILER COMPOUND.—For removing and preventing rust, scale and corrosion in boiler pipes, etc.

Enquiries in respect of the above are invited from Planters, Cattle Owners, Storekeepers and all Island Residents.

William Cooper & Nephews (Australia) Limited

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ZERVON PAIN POWDERS
are a wonderful
PAIN KILLER
safe, sure, speedy.
TRY THEM FOR
DENGUE and MALARIA
1/2 lb and 2 1/2 a box
all chemists, or
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LOBERG'S PHARMACY
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"SIMPLEX"

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**Chemical
Fire Extinguishers**

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ready—easy to use—operate
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water yet non-damaging.

Price from £2/10/-, F.O.B. Sydney

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Send now for full details

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Fire Protection Engineers since 1889
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teeth by means of my well known method
of "Self Taken Impressions." Cut out this
advertisement, attach your name and address
and post to me for full particulars.

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202 PITT STREET -
SYDNEY, AUSTRALIA

News from Norfolk Island

Improved Shipping Service—Influx of Settlers and
Tourists Expected—Hopeful Future

From Our Own Correspondent

NORFOLK ISLAND, June 1.
WELL! The Morinda is coming on
our run at last—her first sailing
scheduled for June 25—and not
only are we to see her regularly at
Norfolk Island, but, every alternate
trip she is to continue on to Auckland,
New Zealand, returning thence, we
trust, loaded to the gunwales with hope-
ful and anticipatory visitors.

Settlers, too, are coming to Norfolk.
Mr. Blake, our most prominent builder,
tells me that he has been so inundated
with demands for plantations and pro-
perties that he has taken a partner
and is extending his business to in-
clude a land and estate agency.

He assures me that these are not
the airy and unsubstantial inquiries
with which all residents of desirable
tropical isles are familiar; written, ap-
parently, by dreamers and idlers who,
with no real intention of emigration,
but with spare time and a pen in their
hands, decide that they might just as
well write to some distant stranger and
amuse themselves thereafter with
building up a fanciful existence based
upon information received.

Nor do they come from romantically minded
dead-beats who see themselves magi-
cally transported to a lush land where
life is one grand, sweet song and where
beneath our non-existent coconut
palms they shall dream their days
away—living and loving without money
and without price.

No, these are solid citizens who,
thwarted hitherto for want of trans-
port and with months in which to
make up their minds while their home-
land trembled beneath their feet, are
firmly decided to realize their local
investments and come away to where
our little isle stands stable in the sea;
where the sun shines all the year round,
the rains come in their appointed sea-
son, and there is time for play as well
as for work.

VALE, MAKAMBO
And more yet. Not only is the
Morinda coming, but the Makambo is
going. We can hardly believe it, but

**Norfolk Island
M. B. Blake, Builder**

PLANS DRAWN AND ANY TYPE
OF BUILDING ERECTED

All Building Material Imported.

Large, Well Equipped Workshop.

First-class Joinery and Furniture
turned out.

the timetable, drawn up and distrib-
uted, guarantees that it is a solid
fact.

So many times have we been assured
that after a specific date her smoke
would cease to blot our sky, so many
times . . . again and again and then
jealously . . . have we been constrained
to accept her for a further period,
that we had begun to consider her an
unavoidable fact or phenomenon of
nature, destined to rise and set upon
us as inevitably as dawn and dusk.

But she is going. The New Hebrides
have already waved a glad farewell
and after this very next passage to
Norfolk we shall also, for the last
time, see her sink into the west with
the setting sun. And then, so contrary
is the human heart, it is quite likely
there will be found many who say with
a sigh, "Well, there goes the old Mac-
ambo, she wasn't a bad old ship, after
all, and we shall be lucky if the Morinda
serves us as well." But they won't really mean it, and we
won't really have to have her
back on any consideration.

GOLFING FACILITIES.

We are busy making a
second golf course, situated
in the centre of the island,
in "Nobbs Paddock," where
our recent race meetings
took place. Its possibilities
struck the eye of golf en-
thusiasts on that occasion
and arrangements were
made almost instantly to
take it over.

It will relieve the conges-
tion at the Kingston course,
where, when the Morinda
nearly 100 members, all
playing on the same two
courses a week, and will prove
an additional attraction for
the boarding houses nearby. Over 50
members are already enrolled, and are
coming in every day, and a mag-
nificent opening is anticipated on King's
Birthday, June 3.

THEATRICAL ENTERTAINMENT

On June 23 (the birthday of the
Prince of Wales) Mr. Jarvis, our young
English actor, is presenting "The Ched-
Upstairs," a thriller written and acted
all over Australia by Leon Gordon,
who is now writing scenarios in Holly-
wood.

Mr. Jarvis was in Gordon's com-
pany for 18 months and became so
well acquainted with the play that,
failing to obtain the script in time, he
wrote it out from memory. A big house
is certain.

MAOPA MISSING

Believed Wrecked Near
Labasa

'PLANE SEARCH FAILS

THE auxiliary ketch, Maopa, owned
by Burns, Philip (about 200 tons),
Ld., which sailed from Labasa,
P.N.I. on May 13 for Lauitoka, loaded
with a cargo of logs, is reported miss-
ing.

The trip between these ports should
have occupied about two days, but, so
far so good of the vessel, crew or cargo
has been seen, except that at the end
of last month, Captain O'Brien of the
Yasawa, reported that one of his
"boys" had found a drum of fuel oil
and a gallon tin of lubricant, the
brands of which were the same as those
carried by the missing vessel.

A search by Captain Penton, in his
plane, along the various coastlines
and over all northern reefs, has failed
to reveal any trace of the wreckage
or the ketch.

The personnel of the Maopa is Cap-
tain Anania, with six Fijians, and one
European, Mr. Swann, the engineer.

The ketch recently came down from
the Solomon Islands under Captain
Culloden, who had the most difficult
task of bringing her to P.N.I. owing to
bad weather, which smashed the bul-
works and broke the topmast, necessi-
tating a return to Tulagi. Later she
was forced to shelter under Tanna, and
then run into Port Vila. Besides this,
owing to a leak, the tank caught fire
and nearly ended things for all; only
the plucky conduct of the engineer and
all hands saved the boat on that occa-
sion.

It is now believed that the Maopa
has foundered, as she had very heavy
seas after leaving Labasa, with a semi-
stable. Logs are an awkward cargo to
handle in rough weather.

Two missionaries, recently from the
New Hebrides, told the Sydney press
of tribal customs still practised on
Malakula. These include the burying
of children alive and cannibalism. Mo-
thers frankly admitted that they had
filled their children by burying them
alive when they became a nuisance.
The missionaries discovered that canni-
balism, which was involved in the tra-
ditional rites of tribes was also prac-
tised, though it was confined to a few
occasions when there was no white
surveillance.

IN EASTERN POLYNESIA

Tahiti Feels the Copra
Slump

PAPEETE, May 31

THE arrival of the United States
cruiser, Chicago, on May 11,
created somewhat of a stir in
Papeete. She is the latest thing in war
vessels and is now on her maiden voy-
age, during which many new features
will be subjected to observation and
experiment. She carries a complement
of about 750 officers and men, also four
planes, which, for some unknown rea-
son, were not permitted to fly and
provide the expected treat for native
inhabitants.

During the five days of the Chicago's
stay in port, Papeete recovered some-
thing of its erstwhile gaiety. The na-
tives flocked into town from outlying
districts and entered wholeheartedly
into the prevailing mood of enjoyment.



A party crossing the Karawai River, New Britain, on the way to the Baining Mountains.
Sketch by courtesy of The Mission Press.

which they invariably seem capable of
in the matter of liquor, everyone re-
marked upon the good behaviour of
the open air "bar public" organ-
ized by the municipality of Papeete.
This commenced at about 8 p.m. and
ended up, in true Papeete style, with
wreaths and coffee at the morning
market.

Though Tahiti is a wide-open place
in the matter of liquor, everyone re-
marked upon the good behaviour of
the American "Gobs" ashore; indeed
a case of downright drunkenness was
extremely rare during the whole of
their stay here. I fancy that our
visitors will not easily forget the good
time they had in Papeete, while, for
our part, we have seldom had occasion
to regret the departure of a visiting
warship as sincerely as we do this one.

LOW COPRA PRICES CAUSE SLUMP

A deadly dullness reigns along the
Papeete waterfront, consequent upon
another drop in copra values. To-day's
price is 60 centimes per kilo on the
beach, the equivalent of a little less
than a £5 note per ton. Such a situa-
tion has been scarcely known before
since copra prices entered the market
as a stable commodity.

The Tahiti producers have been al-
ways fortunate in being able to sell
locally at round £5 to £6 per ton below
the London price, which left little or
no margin for the merchants who took
all the risk of weight shrinkage and
price fluctuations. In fact, the buying
of copra here has been so keen right
along that the planters probably get
a more favourable deal in Tahiti than
in any other part of the Pacific. Out-
side islands with another freight to
pay before their copra can reach the
main lines of communication, must
surely be in a bad way just now.

Prominent individuals interested in
Island economies, as well as the Govern-
ment, are greatly concerned over
this copra situation, as indeed they
may well be, seeing that everything
here is practically dependent upon
this one article of commerce. But no
alternative crop has been yet discov-
ered that can be produced and ex-
ported at a profit. Obviously, with
land values as high as they are in
these islands, and labour charges four
to eight times as much as in other
tropical countries, we can scarcely hope
to compete successfully on the world's
markets with places like Africa, India
and Ceylon. New Zealand places a
heavy duty against French fruit, and
America will not allow it in at any
price, so there is no chance whatever
of a fruit industry being developed.

TAHITI'S TOURIST ATTRACTIONS

But Tahiti has some assets of greater
potential value from an economic
standpoint than its output of tropical
products. It possesses a superb cli-
mate—for a tropical one the best in
the world—is inhabited by a race of
people who are ready at any minute
to drop whatever they may be en-
gaged upon and go skydiving, and can
show an unequalled range of gorgeous
and colourful scenery.

These are the assets that should be
exploited if it is desired to improve
our conditions in an economic sense.
But whether we should be any happier
with thousands of tourists on the beach
is an open question.

Morris Hedstrom Ltd.

Last Year's Profit

Company's Internal Strength

THE net profit made by Messrs.
Morris Hedstrom Ltd., of P.N.I.,
Samoa and Tonga, for the year
ended March 31 last, was £49,141;
which, considering the circumstances,
compares very favourably with
£70,375 in 1930, and £73,661 in 1929.
The ordinary dividend has been reduc-
ed from 8 to 6 per cent.

Balance sheet figures show the wis-
dom with which this big trading con-
cern is conducted. £41,025 of distribut-
able funds was brought forward from
last year, so that the 8 per cent. rate
could have been maintained without
a strain. Instead the dividend is re-
duced, and £45,799 is carried into the
current year's account. Further, the
directors are taking £20,000 out of the
healthy general reserve (which had
been built up to £100,000) and using it
to write about 23 per cent. off the book

value of plantations (£89,051). This is
in addition to £15,000 written off last
year.

The company's chief liabilities are
£740,000 of capital (£219,000 prefer-
ence), £47,898 to the banks (down by
£20,000 compared with last year),
£20,500 due to depositors, and £50,000
due to creditors. The main assets com-
prise plantations £89,051; lands and
buildings £267,537; merchandise
£171,346 (down £24,000 compared with
1930), and £63,000 compared with 1929);
produce £55,243 (about half of what it
was in 1929); due by branches and sub-
sidiary companies £142,233 (down by
£20,000 compared with last year); de-
bts £105,748; and shares and mort-
gages £205,154. Amounts due by debtors
have grown by £17,000 in the year—
obviously, signs of the time through
which we are passing.

Sir Maynard Hedstrom, in address-
ing shareholders at the annual meet-
ing at Suva, alluding to the economic
situation, said that in March, 1929, the
company sold South Sea sun-dried copra
in bags on the Continental market
at £27 per ton; in March, 1929, similar
quality at £22/10/- per ton; in March,
1930, £20/15/- per ton; and in March,
1931, at £14/15/- per ton. Since then
the price had reached lower levels. In
1929 the copra exported from P.N.I.
amounted to 35,220 tons; in 1930 the
export amounted to 23,802 tons; in 1931,
owing to damage done by hurricanes,
it is expected that the export will be
less than 20,000 tons.

"Prospects for the coming year, he
said, were not very favourable. The
spending power of the copra districts
had been greatly reduced both by the
smaller production and the substan-
tial reduction in the market value. In
the sugar districts the crop had been
reduced, but the Colonial Sugar Refin-
ing Co. Ltd. had maintained the for-
mer price for the raw product, so that
the effect of the low prices ruling for
the manufactured article had not been
felt by the primary producer.

It is reported that no less than 800
letters were received recently in Aus-
tralia in response to an advertisement
for a married couple to run the Club
at Kavieng, in New Guinea.

**BEECRAFT
ENGINES**

**HEAVY DUTY
5 and 10 h.p.**

**MEDIUM SPEED
3-4 h.p.**

**W. R. BEECRAFT
THE SPIT
MOSMAN N.S.W.**

LUCKY MOTHER

Wins £1000 Prize

National Library of Australia

Shipping Services in The Pacific

Sydney-New Guinea Service.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Brinsford	June 24	July 11	July 25				
Brinsford	June 28	July 15	July 29				
Brinsford	July 2	July 19	Aug. 2				
Brinsford	July 6	July 23	Aug. 6				
Brinsford	July 10	July 27	Aug. 10				
Brinsford	July 14	July 31	Aug. 14				
Brinsford	July 18	Aug. 4	Aug. 18				
Brinsford	July 22	Aug. 8	Aug. 22				
Brinsford	July 26	Aug. 12	Aug. 26				
Brinsford	July 30	Aug. 16	Aug. 30				
Brinsford	Aug. 3	Aug. 20	Aug. 3				
Brinsford	Aug. 7	Aug. 24	Aug. 7				
Brinsford	Aug. 11	Aug. 28	Aug. 11				
Brinsford	Aug. 15	Aug. 31	Aug. 15				
Brinsford	Aug. 19	Sept. 5	Aug. 19				
Brinsford	Aug. 23	Sept. 9	Aug. 23				
Brinsford	Aug. 27	Sept. 13	Aug. 27				
Brinsford	Aug. 31	Sept. 17	Aug. 31				
Brinsford	Sept. 4	Sept. 21	Sept. 4				
Brinsford	Sept. 8	Sept. 25	Sept. 8				
Brinsford	Sept. 12	Sept. 29	Sept. 12				
Brinsford	Sept. 16	Oct. 3	Sept. 16				
Brinsford	Sept. 20	Oct. 7	Sept. 20				
Brinsford	Sept. 24	Oct. 11	Sept. 24				
Brinsford	Sept. 28	Oct. 15	Sept. 28				
Brinsford	Oct. 2	Oct. 19	Oct. 2				
Brinsford	Oct. 6	Oct. 23	Oct. 6				
Brinsford	Oct. 10	Oct. 27	Oct. 10				
Brinsford	Oct. 14	Nov. 1	Oct. 14				
Brinsford	Oct. 18	Nov. 5	Oct. 18				
Brinsford	Oct. 22	Nov. 9	Oct. 22				
Brinsford	Oct. 26	Nov. 13	Oct. 26				
Brinsford	Oct. 30	Nov. 17	Oct. 30				
Brinsford	Nov. 3	Nov. 21	Nov. 3				
Brinsford	Nov. 7	Nov. 25	Nov. 7				
Brinsford	Nov. 11	Dec. 3	Nov. 11				
Brinsford	Nov. 15	Dec. 7	Nov. 15				
Brinsford	Nov. 19	Dec. 11	Nov. 19				
Brinsford	Nov. 23	Dec. 15	Nov. 23				
Brinsford	Nov. 27	Dec. 19	Nov. 27				
Brinsford	Dec. 1	Dec. 23	Dec. 1				
Brinsford	Dec. 5	Dec. 27	Dec. 5				
Brinsford	Dec. 9	Jan. 1	Dec. 9				
Brinsford	Dec. 13	Jan. 5	Dec. 13				
Brinsford	Dec. 17	Jan. 9	Dec. 17				
Brinsford	Dec. 21	Jan. 13	Dec. 21				
Brinsford	Dec. 25	Jan. 17	Dec. 25				
Brinsford	Dec. 29	Jan. 21	Dec. 29				
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Brinsford	Jan. 10	Feb. 2	Jan. 10				
Brinsford	Jan. 14	Feb. 6	Jan. 14				
Brinsford	Jan. 18	Feb. 10	Jan. 18				
Brinsford	Jan. 22	Feb. 14	Jan. 22				
Brinsford	Jan. 26	Feb. 18	Jan. 26				
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Brinsford	Feb. 3	Feb. 26	Feb. 3				
Brinsford	Feb. 7	Mar. 2	Feb. 7				
Brinsford	Feb. 11	Mar. 6	Feb. 11				
Brinsford	Feb. 15	Mar. 10	Feb. 15				
Brinsford	Feb. 19	Mar. 14	Feb. 19				
Brinsford	Feb. 23	Mar. 18	Feb. 23				
Brinsford	Feb. 27	Mar. 22	Feb. 27				
Brinsford	Mar. 3	Mar. 26	Mar. 3				
Brinsford	Mar. 7	Mar. 30	Mar. 7				
Brinsford	Mar. 11	Apr. 3	Mar. 11				
Brinsford	Mar. 15	Apr. 7	Mar. 15				
Brinsford	Mar. 19	Apr. 11	Mar. 19				
Brinsford	Mar. 23	Apr. 15	Mar. 23				
Brinsford	Mar. 27	Apr. 19	Mar. 27				
Brinsford	Mar. 31	Apr. 23	Mar. 31				
Brinsford	Apr. 4	Apr. 27	Apr. 4				
Brinsford	Apr. 8	May 1	Apr. 8				
Brinsford	Apr. 12	May 5	Apr. 12				
Brinsford	Apr. 16	May 9	Apr. 16				
Brinsford	Apr. 20	May 13	Apr. 20				
Brinsford	Apr. 24	May 17	Apr. 24				
Brinsford	Apr. 28	May 21	Apr. 28				
Brinsford	May 2	May 25	May 2				
Brinsford	May 6	May 29	May 6				
Brinsford	May 10	Jun. 2	May 10				
Brinsford	May 14	Jun. 6	May 14				
Brinsford	May 18	Jun. 10	May 18				
Brinsford	May 22	Jun. 14	May 22				
Brinsford	May 26	Jun. 18	May 26				
Brinsford	May 30	Jun. 22	May 30				
Brinsford	Jun. 3	Jun. 26	Jun. 3				
Brinsford	Jun. 7	Jun. 30	Jun. 7				
Brinsford	Jun. 11	Jul. 4	Jun. 11				
Brinsford	Jun. 15	Jul. 8	Jun. 15				
Brinsford	Jun. 19	Jul. 12	Jun. 19				
Brinsford	Jun. 23	Jul. 16	Jun. 23				
Brinsford	Jun. 27	Jul. 20	Jun. 27				
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Brinsford	Jul. 5	Jul. 28	Jul. 5				
Brinsford	Jul. 9	Aug. 1	Jul. 9				
Brinsford	Jul. 13	Aug. 5	Jul. 13				
Brinsford	Jul. 17	Aug. 9	Jul. 17				
Brinsford	Jul. 21	Aug. 13	Jul. 21				
Brinsford	Jul. 25	Aug. 17	Jul. 25				
Brinsford	Jul. 29	Aug. 21	Jul. 29				
Brinsford	Aug. 2	Aug. 25	Aug. 2				
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Brinsford	Aug. 10	Sep. 2	Aug. 10				
Brinsford	Aug. 14	Sep. 6	Aug. 14				
Brinsford	Aug. 18	Sep. 10	Aug. 18				
Brinsford	Aug. 22	Sep. 14	Aug. 22				
Brinsford	Aug. 26	Sep. 18	Aug. 26				
Brinsford	Aug. 30	Sep. 22	Aug. 30				
Brinsford	Sep. 3	Sep. 26	Sep. 3				
Brinsford	Sep. 7	Sep. 30	Sep. 7				
Brinsford	Sep. 11	Oct. 4	Sep. 11				
Brinsford	Sep. 15	Oct. 8	Sep. 15				
Brinsford	Sep. 19	Oct. 12	Sep. 19				
Brinsford	Sep. 23	Oct. 16	Sep. 23				
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Brinsford	Oct. 5	Oct. 28	Oct. 5				
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Brinsford	Oct. 17	Nov. 9	Oct. 17				
Brinsford	Oct. 21	Nov. 13	Oct. 21				
Brinsford	Oct. 25	Nov. 17	Oct. 25				
Brinsford	Oct. 29	Nov. 21	Oct. 29				
Brinsford	Nov. 2	Nov. 25	Nov. 2				
Brinsford	Nov. 6	Nov. 29	Nov. 6				
Brinsford	Nov. 10	Dec. 3	Nov. 10				
Brinsford	Nov. 14	Dec. 7	Nov. 14				
Brinsford	Nov. 18	Dec. 11	Nov. 18				
Brinsford	Nov. 22	Dec. 15	Nov. 22				
Brinsford	Nov. 26	Dec. 19	Nov. 26				
Brinsford	Dec. 1	Dec. 23	Dec. 1				
Brinsford	Dec. 5	Dec. 27	Dec. 5				
Brinsford	Dec. 9	Jan. 1	Dec. 9				
Brinsford	Dec. 13	Jan. 5	Dec. 13				
Brinsford	Dec. 17	Jan. 9	Dec. 17				
Brinsford	Dec. 21	Jan. 13	Dec. 21				
Brinsford	Dec. 25	Jan. 17	Dec. 25				
Brinsford	Dec. 29	Jan. 21	Dec. 29				
Brinsford	Jan. 2	Jan. 25	Jan. 2				
Brinsford	Jan. 6	Jan. 29	Jan. 6				
Brinsford	Jan. 10	Feb. 2	Jan. 10				
Brinsford	Jan. 14	Feb. 6	Jan. 14				
Brinsford	Jan. 18	Feb. 10	Jan. 18				
Brinsford	Jan. 22	Feb. 14	Jan. 22				
Brinsford	Jan. 26	Feb. 18	Jan. 26				
Brinsford	Jan. 30	Feb. 22	Jan. 30				
Brinsford	Feb. 3	Feb. 26	Feb. 3				
Brinsford	Feb. 7	Mar. 2	Feb. 7				
Brinsford	Feb. 11	Mar. 6	Feb. 11				
Brinsford	Feb. 15	Mar. 10	Feb. 15				
Brinsford	Feb. 19	Mar. 14	Feb. 19				
Brinsford	Feb. 23	Mar. 18	Feb. 23				
Brinsford	Feb. 27	Mar. 22	Feb. 27				
Brinsford	Mar. 3	Mar. 26	Mar. 3				
Brinsford	Mar. 7	Mar. 30	Mar. 7				
Brinsford	Mar. 11	Apr. 3	Mar. 11				
Brinsford	Mar. 15	Apr. 7	Mar. 15				
Brinsford	Mar. 19	Apr. 11	Mar. 19				
Brinsford	Mar. 23	Apr. 15	Mar. 23				
Brinsford	Mar. 27	Apr. 19	Mar. 27				
Brinsford	Mar. 31	Apr. 23	Mar. 31				
Brinsford	Apr. 4	Apr. 27	Apr. 4				
Brinsford	Apr. 8	May 1	Apr. 8				
Brinsford	Apr. 12	May 5	Apr. 12				
Brinsford	Apr. 16	May 9	Apr. 16				
Brinsford	Apr. 20	May 13	Apr. 20				
Brinsford	Apr. 24	May 17	Apr. 24				
Brinsford	Apr. 28	May 21	Apr. 28				
Brinsford	May 2	May 25	May 2				
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Brinsford	May 10	Jun. 2	May 10				
Brinsford	May 14	Jun. 6	May 14				
Brinsford	May 18	Jun. 10	May 18				
Brinsford	May 22	Jun. 14	May 22				
Brinsford	May 26	Jun. 18	May 26				
Brinsford	May 30	Jun. 22	May 30				
Brinsford	Jun. 3	Jun. 26	Jun. 3				
Brinsford	Jun. 7	Jun. 30	Jun. 7				
Brinsford	Jun. 11	Jul. 4	Jun. 11				
Brinsford	Jun. 15	Jul. 8	Jun. 15				
Brinsford	Jun. 19	Jul. 12	Jun. 19				
Brinsford	Jun. 23	Jul. 16	Jun. 23				
Brinsford	Jun. 27	Jul. 20	Jun. 27				
Brinsford	Jul. 1	Jul. 24	Jul. 1				
Brinsford	Jul. 5	Jul. 28	Jul. 5				
Brinsford	Jul. 9	Aug. 1	Jul. 9				
Brinsford	Jul. 13	Aug. 5	Jul. 13				
Brinsford	Jul. 17	Aug. 9	Jul. 17				
Brinsford	Jul. 21	Aug. 13	Jul. 21				
Brinsford	Jul. 25	Aug. 17	Jul. 25				
Brinsford	Jul. 29	Aug. 21	Jul. 29				
Brinsford	Aug. 2	Aug. 25	Aug. 2				
Brinsford	Aug. 6	Aug. 29	Aug. 6				
Brinsford	Aug. 10	Sep. 2	Aug. 10				
Brinsford	Aug. 14	Sep. 6	Aug. 14				
Brinsford	Aug. 18	Sep. 10	Aug. 18				
Brinsford	Aug. 22	Sep. 14	Aug. 22				
Brinsford	Aug. 26	Sep. 18	Aug. 26				
Brinsford	Aug. 30	Sep. 22	Aug. 30				
Brinsford	Sep. 3	Sep. 26	Sep. 3				
Brinsford	Sep. 7	Sep. 30	Sep. 7				
Brinsford	Sep. 11	Oct. 4	Sep. 11				
Brinsford	Sep. 15	Oct. 8	Sep. 15				
Brinsford	Sep. 19	Oct. 12	Sep. 19				
Brinsford	Sep. 23	Oct. 16	Sep. 23				