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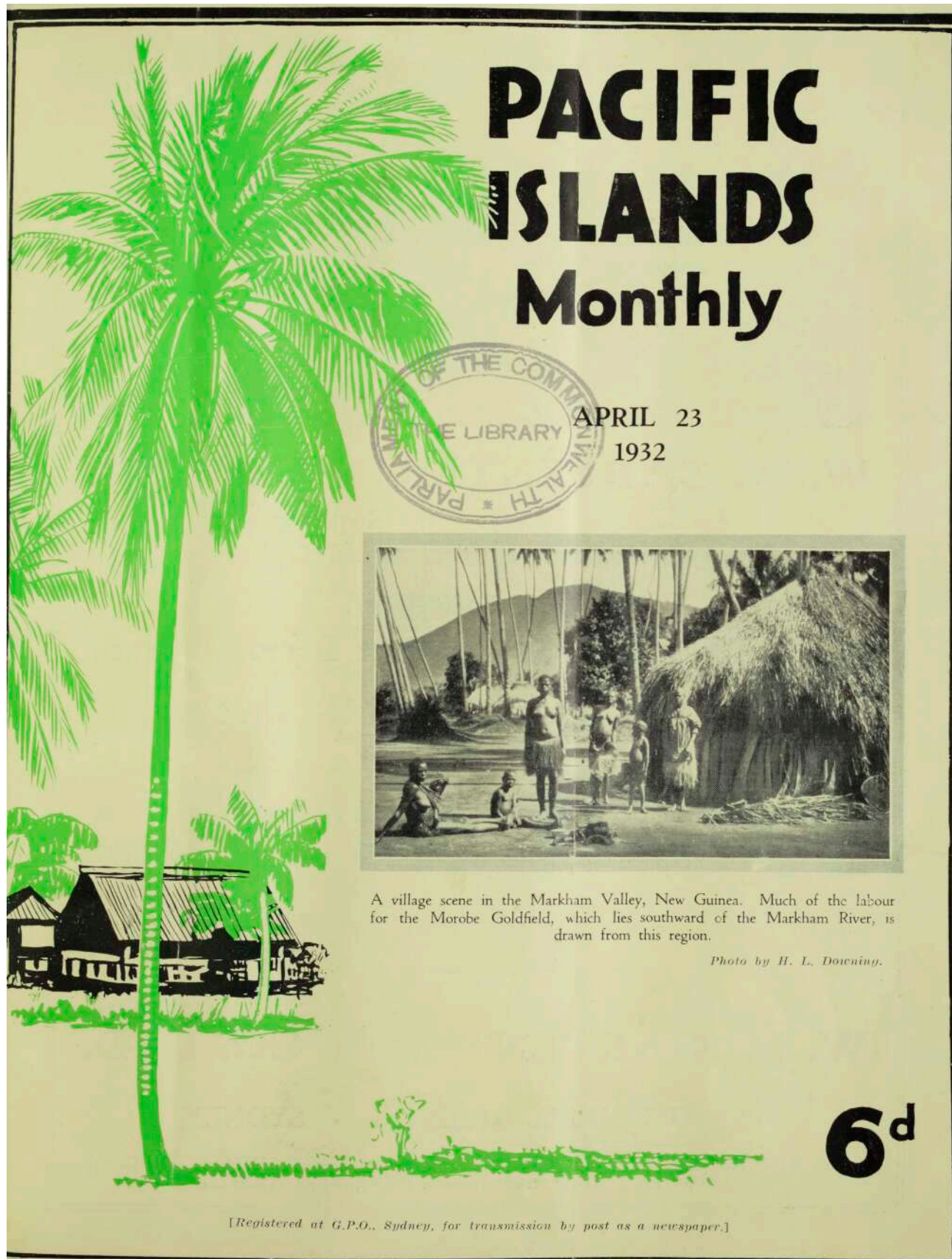
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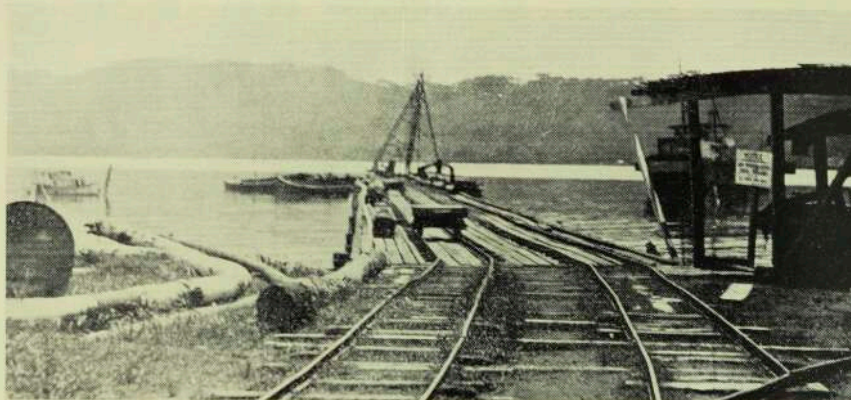
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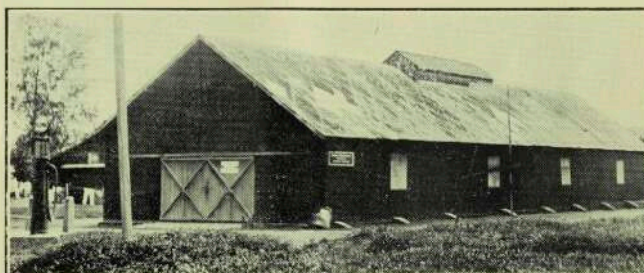
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April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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SHOULD WE CONTROL FURTHER ASIATIC IMMIGRATION IN SOUTH PACIFIC?

SLOWLY, surely, the indigenous races are disappearing from the Pacific.

The Polynesians—the cleverest and most attractive brown-skinned people in the world—are but a remnant now of what they were when Cook came among them. They are gone from the Marquesas; they are going from Tahiti and the Cook Islands; they are outnumbered already by Japanese and Chinese in Hawaii; they show vigorous life, but no increase in numbers in Samoa, Tonga and the Ellice Islands. The introduction of European "culture" was Polynesia's death-knell.

The more primitive, negroid Melaneseans still swarm in their respective territories. But, wherever European settlement has penetrated and established close contact with the social life of these people, their numbers are slowly dwindling—New Hebrides, New Caledonia and the Solomons, for example.

That the time will come—particularly in the Polynesian islands—when these native peoples will have disappeared, and we must look for some other race to settle on their vacant lands, is unhappily a mat-

ter of scientific demonstration and simple calculation. All who love the South Seas hope, even yet, that these charming Polynesian races will adapt themselves, like the Maoris of New Zealand, to European conditions and regain their racial virility; but, hoping for the best, we fear the worst.

We shall be soon confronted in the Pacific territories, with a period of expansion, progress and development—that seems inevitable. Within the past decade or two, radio and the internal combustion engine have destroyed the Islands' deadly isolation—deadly or desirable, according to the point of view; while advances in tropical medicine have made even towns like Rabaul, close up under the Equator, safe for European residence. The era of the sea-plane as a medium of inter-island communication is about to open. It remains only for the world to realise—as it surely will—that life in these Territories can be attractive and comfortable; that they are immensely rich and can produce almost everything; that, for the most part, plantation labour is cheap and house servants plentiful; and that the Islands

are free from the crushing taxation of more advanced and enlightened countries—and then the rush will start. All of the southerly groups are “white man’s country”—Fiji, where stay-at-home Europeans live to a ripe old age, has proved that; and white settlement is quite practicable and successful as far north as Kavieng, in New Ireland.

Between Papua, in the west, and the longly, fertile Marquesas, in the east, there is room and there soon will be opportunity, for tens of thousands of settlers. Soon the nations will be over their economic sickness. All over the world men already are abandoning the surplus secondary industries that were brought into false existence by the post-war period of forced over-production, and are turning back to the soil and to primary production. This vast, amazing, world-wide re-adjustment of economic values will take another year or two. When it is over, new markets for foodstuffs and raw material will develop, or old ones re-appear. The world will begin to trade again. Then, the “discovery” of the Pacific Islands will come, as certainly as the sunrise. It will be the responsibility of Islands administrators to direct that settlement and development on sound lines.

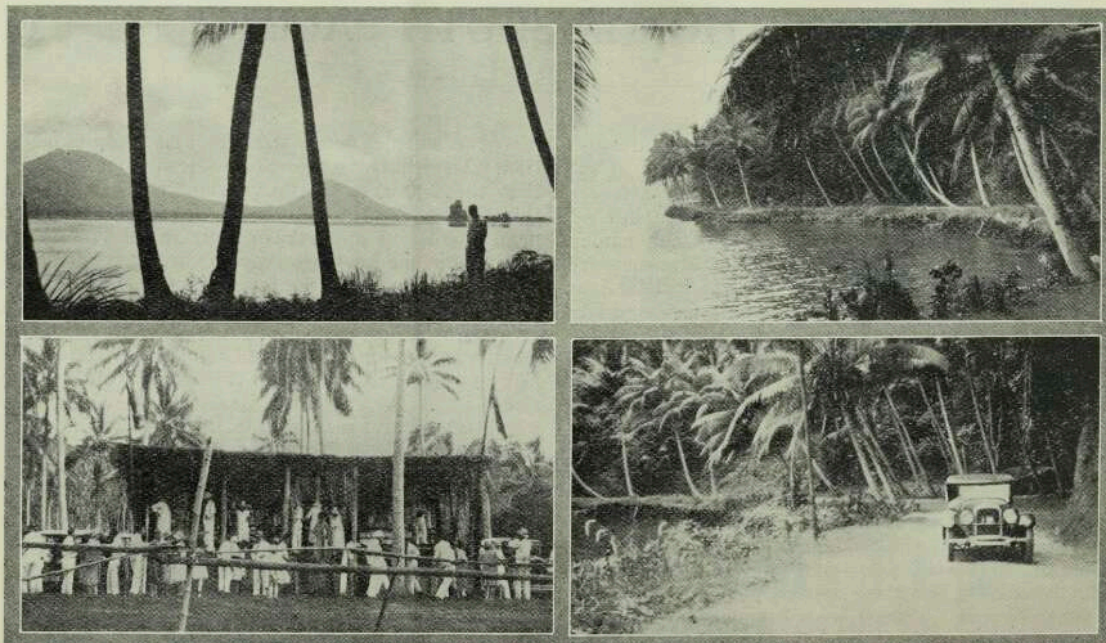
Therefore, this is the time to consider the future of the indigenous races of the Pacific; and, if they have no future, to decide who shall take their place. There will be vastly increased white settlement, but these great, fertile lands cannot be brought to due

fruitfulness by whites alone. Even if the Polynesians remain, in reduced numbers, there must be a social and industrial sub-stratum of coloured people to provide labour, servants, peasantry—for the Polynesians provide no dependable labour supply and never will.

What is to be the character of this immigration? Is it to be Asiatic and, if so, will it be Indian, or Chinese, or Javanese, or what? Will it be under strict indenture, as in the case of Chinese coolies brought to Samoa and Tonkinese brought to New Hebrides? Or should limited land settlement be promoted, as in Fiji, where nearly 100,000 Indians have been introduced? Or should there be haphazard immigration, as in Hawaii and Tahiti, where Japanese and Chinese have come in and inter-married freely with the Polynesians?

These are matters of tremendous importance to the future of the Pacific. Many men in the South Seas have definite, valuable opinions to offer, based on experience and vision. Unfortunately, they remain inarticulate, simply because there is no medium to give them voice. If only the Pacific Administrators—British, French, Dutch, American, Japanese, Australian, New Zealand—could get together in some sort of conference, to exchange views concerning only the one subject of future immigration and settlement, the effect on the future of the Pacific might be profound.—R.W.R.

ISLANDS VIGNETTES: New Guinea and the Solomons.



April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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"OLD BILL" OF PAPUA.**A Goldfields Memory.**

By Moni.

THE Great War was at its height when I landed in Port Moresby.

I had no work in view there. I took a room at the Moresby Hotel. The town was dead, and the residents seemed to be suffering from chronic malaria or bad beer—the effects of which are similar in the Islands.

I sought work at several places. The Government told us that it had jobs only for soldiers, and the business people gave work only to natives. I was assured that an old man of 67, like me, would be better out of the Territory.

I would soon show these people about the old man, I thought. I heard about the Yodda goldfield, and I decided to "waltz Matilda" there. When I reached the Owen Stanley range, about 7,000 feet high, some bush natives, thinking I was mad and might bring them bad luck, took my swag, and escorted me to the Government station at Kokoda, where I was hospitably received. The magistrate seemed also to conclude that I was an escaped lunatic when I told him of my lone journey without carriers or firearms. Anyway, he was a good chap, and made me have a bath and a good meal, which I needed badly. After a rest of three days, I felt no harm from my 76 miles' journey over the mountains.

I felt fit to try my luck on the Yodda goldfields, 7 miles from the Kokoda station. The magistrate provided me with some food and carriers.

On arrival at Yodda, I went to the first house of native material. Two miners were seated at a table, with some bottles of rum and two tin pannikins at hand. They were singing, with all their might—

"Drink and the devil have done for the rest:
Yo ho! ho! and a bottle of rum."

I was heartily welcomed, and invited to stay "as long as I liked." After the rum was finished, we finished the party on paregoric, and felt bad for three days.

When we were all well again, "Old Bill," the finest digger I have ever met in the bush, gave me four natives, and showed me a place where I might "find grub."

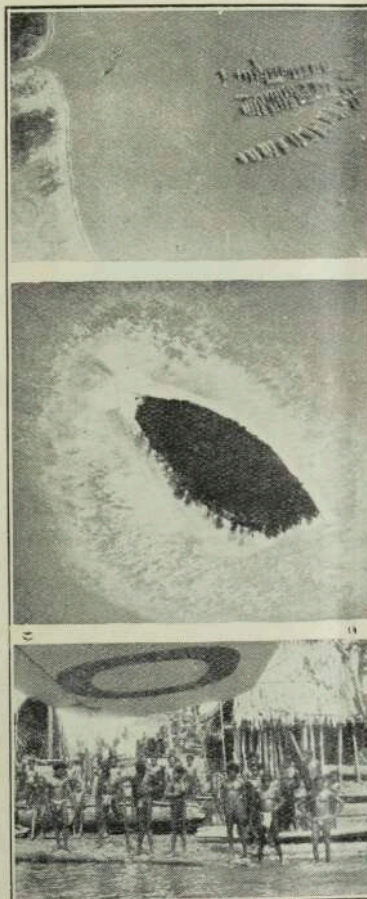
The first few weeks I made wages, and eventually I saved enough to go on to Edie Creek, in New Guinea, when it broke out. I did well.

Some few months ago, I met "Old Bill" again. He still believes in rum, and sings the old song from "Treasure Island." I joined him again, drank to his future in O.P. rum, and sang in my best voice "Yo ho!"

The world is better for rum, if it keeps alive and happy such grand old pioneers as "Bill."

AN AVIATOR IN NEW GUINEA.

Here are three out of scores of interesting photographs taken by Captain P. H. Moody during a recent wander through Papua and New Guinea, in his aeroplane, "Puss in Boots."



Top.—These are the roofs of a marine village in Papua, near Port Moresby, as seen from the air by Captain Moody. The coastal natives originally built their villages in this fashion as protection from their mountain enemies.

Middle.—This quaint object is one of the Duke of York Islands, not far from Rabaul, as seen from the air by Captain Moody's camera. The ocean is breaking on the coral reef which surrounds the island.

Bottom. — Reception committee of Fly River natives (Papua) lining the bank to receive Captain Moody. The dubu (communal house) in the background was half full of human and crocodile skulls.

POLYNESIA.

THE white man comes to the coral islands of the Pacific—perhaps only as a visitor.

Gladly he leaves behind him the city with its clang of steel; its roar of traffic; the welter of toil. He brings the complexes of highly civilised man.

At first, he mixes company only with the white men. He shuns the brown man, as one of lower caste.

The simple island music pleases his ear. He gazes upon the Hula-Hula dancers. Somewhere in the dim recesses of his mind a mysterious note is struck—a response to the rhythm and movement of the dance. The slumbering embers of desire are fanned. The fibre of the white man weakens.

A change comes over him. He tarries awhile.

He goes to bathe in the lagoon. The moonlight scenes entrance him.

Softly the music of the guitar and the melody of song float upon the air. The fragrant scent of tropical flowers whispers to him of love.

The white man masters a word or two of the brown man's tongue. He learns the love words.

He lingers awhile longer.

The brown bodies of virile women meet his gaze on every hand. Women smile upon him. . . . A spell is cast over the white man.

He stays longer than he intended.

There is simple food to be had almost without toil — coconut and banana; taro and kumara and breadfruit. The lagoon is abundant of fish.

He tastes of the enchanted Fei—the fruit which is said to enter into the soul and to chain the visitor for ever to the South Seas. Visions of the Lotus-eater come to him.

The white man dreams of a freer life.

"Why," he asks, "should I go back to toil?"

Civilisation, with its endless drudgery, is a bondage; a cheat in disguise, stealing from man his freedom and rest. To hell with civilisation and its implacable screw upon the body and soul!

"I shall break with my tribe; go my own way. I shall stay."

So the white man builds for himself a house of Purau saplings, thatched with the plaited fronds of coconut palm. He frees himself of the conventions of civilisation. He lives apart—his desires satisfied. No longer he strives for a place in the ranks of "Society."

"Gone native!" say the other white men.

—D.

NEW ADMINISTRATOR FOR ROMANTIC NORFOLK ISLAND.

CAPTAIN CHARLES ROBERT PINNEY, M.C., lately of the Papuan public service and son-in-law of Sir Herbert Murray, Lieut.-Governor of Papua, has been appointed Administrator of Norfolk Island, in succession to Colonel A. J. Bennett, C.M.G., D.S.O., V.D., whose three years' term is about to expire.

We are indebted to Mr. A. J. Vogan, F.R.G.S., for the following article about Norfolk Island and its new Governor.

Qui ne peut revenir,
Tourment de ma pensée
Que n'ay-je, ou te perdant, perdu
Le souvenir!—(Old French Romance.)

THAT remarkable S-shaped curve, the scar of old-world crust-fractures, of elevated plutonic—and foliated—rock islands innumerable, that unscrolls itself from the "Palm-limit line" of lat. 30 north on the Chinese coast, through the Philippines, New Guinea, New Caledonia, and under-seas to New Zealand has, perhaps, the most romantic history of any portion of our wonderful world.

It was from one cruelly beautiful harbourage, of jagged reef and feathery selveged sand, to another that, in the long-past years, the Asian immigrants brought their sun-worshipping civilisation, born in the far northern plateaux, into the sparsely-peopled, negrito Pacific. Here it was that the curious mixing of Dravidian and Sinaic blood gave birth to the Malays (and their cousins the Maoris) who navigated the oceans, from their original jumping-off place, the Sindhu (Indus) river, from the Mozambique and Malaygascar (by a clerical error, permanently "Madagascar" on our maps) to Japan; and southwards to New Guinea for gold, red-and-gold feathers, pearls and women-slaves, as their old maps show.

Here, in this nest of "Isles of Eden," populated by anything but angels, originated that profession beloved of all small-boys the Piracy of the Sulu Group. Even our own County of Cumberland (Sydney) still carries on its triassic-sandstone littoral the intensely interesting symbolism of these fearless navigators—which many have photographed and prated of; but few have troubled to study.

Down-under fair New Zealand points the rather attenuated toe of her fashionably high-heeled bootie towards the north-west. If some enormous Big Bertha of the future was fired off in line with the famous Ninety Mile beach of this North Cape—which Colonel Bell, that Father of the Northland, has made world-famous—the shell, after travelling about 550 miles, would reach the subject of this impressionist sketch—that most romantic spot, perhaps, of this romantic line of scarred peaks: the old wreckage of what was once the connecting link between our new lands of political experiment, and that place of Man's first burgeoning ideas of Civilisation, and of that mind-discipline which is Religion.

In using that modernly misunderstood word "Romance" we give it its original value, which our earliest example, that curiously neglected "Song of Roland," established. Romance has little to do with that lop-lolly faineant, inert folly which our modern decadents find attractive in the sex-problem, "literary-cocktails" of American film-authors.

Romance is the Song of Achievement—the paeon of Chanticleer; the clear rally of the horn when success ends the hunt; the pibroch of the returning

raiders. Behind our delight in Wallace's super-human detectives, and in the immortal doctor's Red-lamp stories is this ingrained, and very human, recognition of the fact that doing is Life—that love of Struggle, which makes even crime less objectionable than lassitude. "Women," wrote the greatest of French authors, "women will forgive anything but monotony!" For, in spite of what dear old ladies of both sexes will keep on saying, peace is found on the Earth only at the dead, white Poles. Even there, one has his polar-bears; and perhaps the ex-German Emperor was justified in being irritated with Shackleton, when that brave spirit dared to contradict Majesty concerning the presence of these animals in Antarctica.

Here in Norfolk Island we have romances galore, crowding upon each



Captain C. R. Pinney, M.C., who has been appointed Administrator of Norfolk Island.

April 23, 1932.

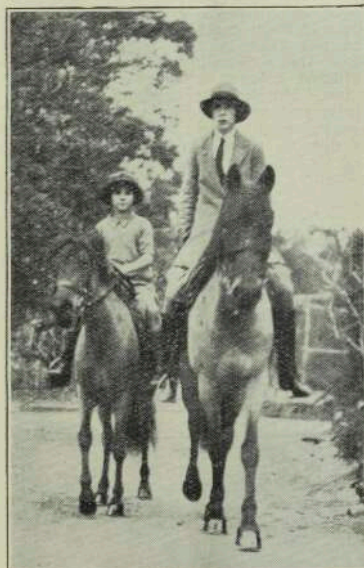
THE PACIFIC ISLANDS MONTHLY

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other's heels—Struggles; horrors of bleak convict days; North American whaler episodes; the great Bishop Selwyn's quarter of a century of Mission endeavour; the rendezvous of latter-day Pacific pirates and cut-throats—the last of whom still resides (in the odour of sanctity) in New Zealand; and hardy ruffians who gave moonshine poison for stolen pearls and returned New Caledonian "libres" and "recidivistes" to their wives and their relations," in spite of an exasperated gendarmerie.

Then again, to the westward, as if fencing off her island-bashfulness from the uncouth, familiarity of her huge, hot neighbour Australia, are the terrible, nightmare reefs and shoals of the Elizabeth and the Middleton, "where horror broods and mem'ry faints in dread," over countless sea-tragedies.

So it is most fitting that the Lyons government should have appointed for



Mrs. C. R. Pinney and her daughter Maura. ("Maura" is a Papuan word meaning "fairy" or "sprite.")

so truly romantic a spot a new Administrator with a most delightfully interesting and heroic past.

Captain Charles Robert Pinney, M.C., late Secretary for Lands and Director of Mines and Agriculture in Papua, was born in Ripponlea in Victoria, where his mother still lives—his father being dead. He has three brothers—one in business in Victoria.

Although I have known him so long I have never heard anything of what I am now going to relate; and probably the new Administrator (who is still up north) may not like my giving the public what, like the typical Australian military hero he is, he never refers to in any way. I have discovered a letter signed by the great General Sir William Birdwood, directed to Captain Pinney. It says:—

"This is a letter to congratulate you most heartily upon the presentation to you of the Military Cross, in recognition of your good work

WAU TO SYDNEY IN SEVEN DAYS.

THE "Maedhui," which arrived in Sydney on March 29, brought mail from the New Guinea goldfields posted there on March 22. Generally letters from the goldfields take some 13 days to reach Sydney.

The fast service on this occasion is explained by the fact that a goldfields' plane, instead of flying from Wau to Salamaua with the mail, took it to Pt. Moresby, connecting with the south-bound "Maedhui."

Included in the mail were full accounts of the opening of the first dredge on the Bulolo, which historic event took place on March 21.

during the operations near Zonnebecke, on 26th of October. I know that you displayed great gallantry and skill in leading the attack in Decline Copse, and, although you were subjected to a severe shell-fire in forming up, you took the position without a hitch, and held it against a subsequent counter attack. Thank you so much for your good service!"

Captain Pinney was with the 6th Battalion, A.I.F., and went in 1914 to the Great War, where he was wounded twice and took part in the Gallipoli affair—which, like the Charge of Balaclava, was at once an exhibition of supreme courage and endurance by soldiers and the muddled reasonings of over-fed politicians at Home.

"It was a dark and stormy night, when two travellers might have been despoiled" (here my appropriate quotation must end) crossing the torpedo-infested Channel towards war-distracted England in the year 1916. One of these was the daughter of our honoured Lieut.-Governor of Papua, since then created a Knight-Commander, Sir J. H. P. Murray; she was leaving school to attend the wedding of her uncle, Major Murray, D.S.O., M.C., etc. The other passenger was Captain Pinney, aforesaid, who had received a command from the King to come and be congratulated by his Majesty at Buckingham Palace.

There were other passengers, no doubt; but, with the license of the raconteur, they remain in doubt whilst the "fiery light that beats upon a throne," or other prominently official position, touches the centre of the stage. I would like to dwell on the first meeting; and those that followed. But the threatening blue-pencil precludes me from saying more than that the wedding took place on January 30, 1918; and the happy pair returned to Australia in 1920. There are two children: one, Maura Desmond, who is devoted to her pony; and Peter, whose tastes lie, as is normal at his age, more towards a life among Sulu professionals, perhaps, than in any other known direction.

The new Administrator is a particularly able bushman and mountaineer; and took the first woman to cross New Guinea—famous Miss Philippa Bridges, of Devonshire, authoress of "A Walk About Papua"—from Port Moresby to Buna Bay—a great feat of endurance for them both.

Captain Pinney will take charge in Norfolk Island early next month; and, probably, Mrs. Pinney (who is devoted to horticulture) will reach Norfolk Island a month later.

"FIJI BANANAS!"

A Pitt Street Incident

"Best Fiji bananas! Eighteenpence a dozen! Here you are!"

A thin man in a grey suit stopped and eyed the fruit-barrow. Then he eyed the barrow-man.

"Ave some Fiji bananas, boss?" said that unrepentant individual.

"Who says they are Fiji bananas?" demanded the man in grey.

"I do. They're just landed. Got 'em meself at the fruit markets this mornin'" replied the fruit-seller, belligerently.

"You're a liar!" said the man in grey. "Those are not Fiji bananas. There are no Fiji bananas coming into Sydney now."

"Wot the 'ell do you know about it?" demanded the barrowman.

"I know all about it," snapped the man in grey. "My name is Hennings, and I come from Suva and I have a good deal to do with the banana trade; and if you don't stop selling that stuff as Fiji bananas I'll get the police after you."

"Oh, all right, 'ave it your own way," growled the barrow-man.

And as Mr. F. W. Hennings went on up Pitt Street, with the pleasant consciousness of a good deed well done, he was pursued by a defiant shout of: "Ere you are! Guinea gold bananas! Only a bob a dozen!"

The little incident was related by Mr. Hennings himself to The Pacific Islands Monthly.

It is a fact that, although the Australian tariff on oversea bananas and the absence of direct shipping have cut the Fijian bananas almost entirely out of the Australian market, one may find fruit-sellers in Sydney any day offering "Fiji bananas" at sixpence per dozen above the average price.

The explanation, of course, is that the older generation of banana-eaters know that the South Sea Islands product has a delicate and flavour that are absent from the Australian-grown article, and they are willing to pay 50 per cent. more for the South Seas product. Unfortunately, there is little difference in appearance between the Australian and the Fiji article; with the result that unscrupulous sellers are guilty of the trickery described above.

The Fijian banana has been off the Australian market for some years now, as a result of the tariff, and the special qualities of the fruit are unknown to the younger generations here. This is a circumstance deplored by Fijian banana-growers, who still hope that the Australian trade may be restored.

In the meantime, an opinion worthy of consideration is that held by many people—namely, that Fijian bananas could be sold profitably in Australia, in spite of the tariff, by well-organised sales effort and publicity, simply because a large section of fruit-eaters are prepared to pay more for good quality bananas.

The exchange position at present is an obstacle to an effort of that kind.

If Fiji is to be represented at Ottawa, she should, by a little tariff bargaining, try to make a better arrangement with Australia.

TROPICALITIES

THIS really happened.

Two traders and recruiters arrived in the port of Gizo (Solomon Islands) and stocked up their vessel with both dry and liquid provisions, preparatory to going on a recruiting trip. After sampling the liquid provisions, to see if they were "fresh stock," they discovered that they had omitted to buy benzine, of which necessary commodity they had none. They returned to the store and asked for several cases—only to be told by the manager that their credit was overdrawn and none could be supplied. Argument and appeal were in vain. After serious consultation, the two placed themselves outside the manager's office and began to whistle, neither melodiously nor in tune.

The irate manager: "What are you whistling like that for?"

The benzineless ones: "Wind, of course!"

There was a short respite for refreshments to lubricate dry throats—then back to the office, to whistle for another hour.

The manager, savagely: "What are you still whistling for?"

The persistent ones: "More wind!"

"Oh, go inside and get your benzine!" cried the desperate manager, and slammed his office door.

Later, the benzined, alcoholic and victorious partners put out to sea.

WE were guilty, in the March issue, of a discourtesy towards that well-known Pacific traveller and enthusiastic photographer, Mr. A. J. Vogan, F.R.G.S. Mr. Vogan, at the cost of considerable personal trouble, supplied us with the photographs of Bourail (the New Caledonian town partly destroyed by the hurricane) and of Nukulaui Island, Fiji—that beautiful picture which was reproduced on the front cover. The least we could do was to acknowledge those photographs as coming from Mr. Vogan—but, through editorial inadvertence, this was not done. The omission is now remedied, though belatedly. Mr. Vogan is not only a well-known writer on economic and scientific subjects—he is also an old pressman, with a trained eye for news values in photographs. That particular eye has been put to good use in the South Seas.

THE editor of this journal acknowledges, frankly and bitterly, that he was caught napping. There came to his hand a series of photographs, from an American agency, and labelled "Village Scenes in the Ellice Islands." He selected one picture of merit, and it was placed on the front cover of the February issue. He had written reams about the Ellice Islands, at different times, and he ought to have known that no photograph showing mountains in the background could possibly come from that group. None of the Ellice Islands rises more than a few feet above the sea. Yet the error was not noticed until a reproachful note came in from Mr. A. S. Fraser, of the motor ship "Ralum," at Tarawa, pointing out that neither kava bowls nor mountains—shown in the picture—were to be found in the Ellice group,

which Mr. Fraser has frequently visited. On further examination we are inclined to think the photograph was taken in Samoa or Hawaii.

A CORRESPONDENT who signs himself "Tulagi Tippler," writes bitterly:—

Drinks in the Solomon Island hostels still remain at Rolls-Royce prices, in spite of the fact that Ford salaries pay for them. To make matters worse, glasses are small and are filled—or not filled—in a manner well calculated to exclude waste by spilling—and break a man's heart. This reminds me of the Englishman who had dined at a fashionable "slimming" restaurant. "What did you have for dinner?" asked a friend. "Steak," he replied. "How did you find it?" "Oh, quite easily! I took up a Brussels sprout and there it was. What!"

THURSDAY ISLAND is throwing out its collective chest and puffing with municipal pride at the fact that it now has electric light. Possibly the most remarkable thing about this innovation is that the new power-house has been installed completely free from debt, a thing which must make Southern aldermen perplexed by the worries of having to find interest charges on debenture issues, roll their eyes in envious amazement. Most of the credit belongs to the Mayor, Alderman A. Corran, who has battled indefatigably for this high-water mark of civic progress, and many T.I. housewives, formerly caught between the Scylla of the Alien Immigration Restriction Act and the Charybdis of the kerosene stove, now call him blessed. The jetty, along which one formerly felt one's way in the murk of a tropical night at imminent risk of a sudden plunge into the tepid waters of Port Kennedy, has become a meeting-place which the enthusiastic residents in moments of an excess of exuberance, are now wont to liken to the Promenade des Anglais at Nice. Most of all have the baths benefited and nowadays Islandites are able to enjoy those erratic tides which have a habit of rolling in unexpectedly in complete defiance of the erudite calculations of the Hydrographic Survey. Even the flying foxes have been supplied with a new method of committing suicide and generally Thursday Island may be said definitely to have advanced.—Linda Burkitt.

THE "colonel's lady and Bridget O'Grady" met recently in Torres Straits. Separated from the mainland by only three miles of sea, the island of Saibai is a tiny segment of New Guinea but just as completely isolated from the outside world as though it were some remote mountain village up in the central ranges. The women on Saibai which is under Queensland rule so seldom see white visitors that when a party of four of us landed there recently from Thursday Island they were captivated by the smooth texture of the skins of those of their own sex. They insisted on running their hands over our arms, while the writer, who was clad in shirt and shorts, took their interest especially. There was much

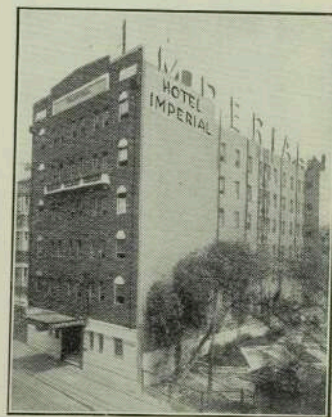
tittering and many sidelong remarks in the local dialect, possibly not altogether of a complimentary nature, for the New Guinea native sees nothing more beautiful in a white skin than a European woman sees in a dusky epidermis. But with those innate good manners which are so characteristic of the natives of New Guinea, they managed to give the appearance of admiration to what, in all probability, was only wonderment that any women could get along all right with such thin and fine skins.—Linda Burkitt.

IN some groups—and, notably, in the Solomons—the natives eagerly purchase "flash calico"—that is, gaily decorated strips of cotton cloth for use as lava-lavas. Recently, Mr. Ken Bolton, of McLeod and Bolton Ltd., was in the Solomons, and his calculating eye noted that the supply of "flash calico" was a monopoly of the Chinese stores, and that as much as 7/- was paid for a vivid specimen. Back in Sydney, Mr. Bolton launched himself upon certain factories, and discovered that it was possible to produce these lava-lavas in bulk, with brilliant colours, at a mass production price. He made arrangements accordingly, and now "Bolton's Flash Calicos" are going out into the Pacific in scores of dozens, at a c.i.f. price that brings joy to the hearts of the small traders. Advance, Australia!

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THE PACIFIC ISLANDS MONTHLY

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flight ever undertaken from Australia, excluding mail flights to England.

"We found the residents of the Islands genuinely interested in aviation," says Captain Moody, "and several transport schemes were discussed, to be advanced further when the depression has passed. Undoubtedly, the time will come when the aeroplane will speed up the communications in these islands and become an accepted means of transport."

Captain Moody has supplied us with a most interesting series of photographs, some of which are published herewith.

RESULTS AT BULOLO.

"I am thoroughly satisfied with the results being obtained by the dredge," said Mr. C. A. Banks, managing director of Placer Development Ltd. and Bulolo Gold Dredging Ltd., on his arrival in Sydney from New Guinea after attending the opening of the No. 1 Bulolo dredge last month.

He stated that the bullion recovered is from 65 to 70 per cent. fine gold.

Goldfields Executives.

Among the arrivals by the "Montoro," which reached Sydney on April 19, were Mr. and Mrs. C. A. Banks and Mr. L. V. Waterhouse. Mr. Banks is managing director of Placer Development Ltd. and Bulolo Gold Dredging Ltd., and Mr. Waterhouse is a technical director of those companies. Mr. T. D. Harris, general manager of both Placer and Bulolo, was also a passenger. On reaching Sydney, he immediately left on the "Sonoma" on a hurried visit to San Francisco. Mr. F. W. R. Godden, field engineer for Placer, came South by the "Montoro" on furlough.

INTER-ISLAND SHIPS.

Services Re-arranged.

REFERENCE was made in last issue to a probable re-arrangement of the Inter-Island services controlled by Messrs. Burns, Philp (S.S.) Co. Ltd. The Company's contract with the Fijian Government, to maintain a fortnightly inter-island service, has expired. As a result, the "Makatea" has been withdrawn altogether; the "Makoa" has been transferred to Samoa, to carry on a service in that and adjoining groups; and the "Malake" will continue to provide a service in Fiji.

The "Raium," which was recently brought from New Guinea to Suva and re-conditioned, is to carry on a regular service in the Gilbert and Ellice groups, with Tarawa as headquarters.

Fuller particulars will be found in our shipping columns.

KNOWN FOR 60 YEARS.

The Sydney Meat Preserving Co. Ltd. have been packing canned meats at their Auburn (New South Wales) Works for 60 years. The brand, which is renowned for its quality, is well-known to Island traders. In addition to the Island pack, they specialise in fancy meats for European use, such as Chicken in Jelly, Rabbit in Jelly, Tripe in Milk, Sheep and Ox Tongues, and various other lines. A cordial invitation is extended to visitors to Sydney to inspect the works and see the meats being packed.

GOLD PROSPECTING.

Ion Idriess's New Book.

We have received a copy of the enlarged edition of Ion Idriess's book, "Prospecting for Gold: Alluvial—Reefing—Opals." It should be of greatly added interest to the New Guinea miners, as it comprises reef-mining from the "dolly-pot to the stamper battery."

As New Guinea looks to be a reefing field as well as alluvial, and as practically all the men over there are alluvial, a book which specialises in reefing as well should be of particular interest to them. There are chapters on reefing, the erecting of a 5-head stamper battery, amalgamation, treatment of plates, cleaning up, retorting, right to the smelting of the gold. The chapters on the erection of a stamper battery, should alone be of interest to mining men operating in a country under pioneer conditions. It explains how they can erect their own battery, whereas it is generally thought that the erection of a battery is a job only capable of being performed by engineers. The battery described, by the way, is at present operating in the Coramba district, N.S.W., where it was erected single-handed by "Lige" Henderson, a well-known identity in the N.S.W. mining world.

In this enlarged edition there are chapters describing opal mining (light and black) from the prospecting, working, gouging, classing, facing, valuing, to the selling.

CAMPAIGN AGAINST YAWS.

Generous Assistance of Rockefeller Foundation.

From Our Own Correspondent.

APIA, March 31.

DR. S. M. LAMBERT, the well-known medical representative of the Rockefeller Foundation, who has paid several visits to Samoa, arrived a few weeks ago to start a widespread and energetic campaign against yaws—a disease prevalent amongst the Samoans.

Dr. Lambert conducted a successful campaign for the eradication of hookworm in Samoa several years ago, which—as is the case with the present yaws campaign—was made possible through the liberal financial support of the Rockefeller Foundation.

The scheme, as expounded by Dr. Lambert in an appeal to the natives, is to give mass treatment free of charge, not only to children but also to adults.

As Dr. Lambert explains further: "Yaws is the greatest cause of infant mortality, as well as of general sickness among the native races of the Pacific."

The campaign will be conducted in co-operation with the Chief Medical Officer of the Samoan Administration, Dr. E. Hunt, the Administration bearing half the expenses with the Rockefeller Foundation. It is hoped that, as in other South Sea islands, the dread disease will be, if not wholly eradicated, at least diminished to a degree when it can be handled easily.



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CAPTAIN MOODY FLIES 20,000 MILES— AERIAL TOUR IN NEW GUINEA.

IT is inevitable that the seaplane will play an important part in the future development of the Pacific Islands groups and territories. It is the obvious vehicle of communication between islands scattered over comparatively calm seas, in a region where coal and petrol are necessarily costly. The low prices of Islands products, with restricted spending power, are retarding this form of enterprise for the present; but when economic stability returns there is going to be a remarkable demand for aeroplanes and seaplanes for the Pacific.

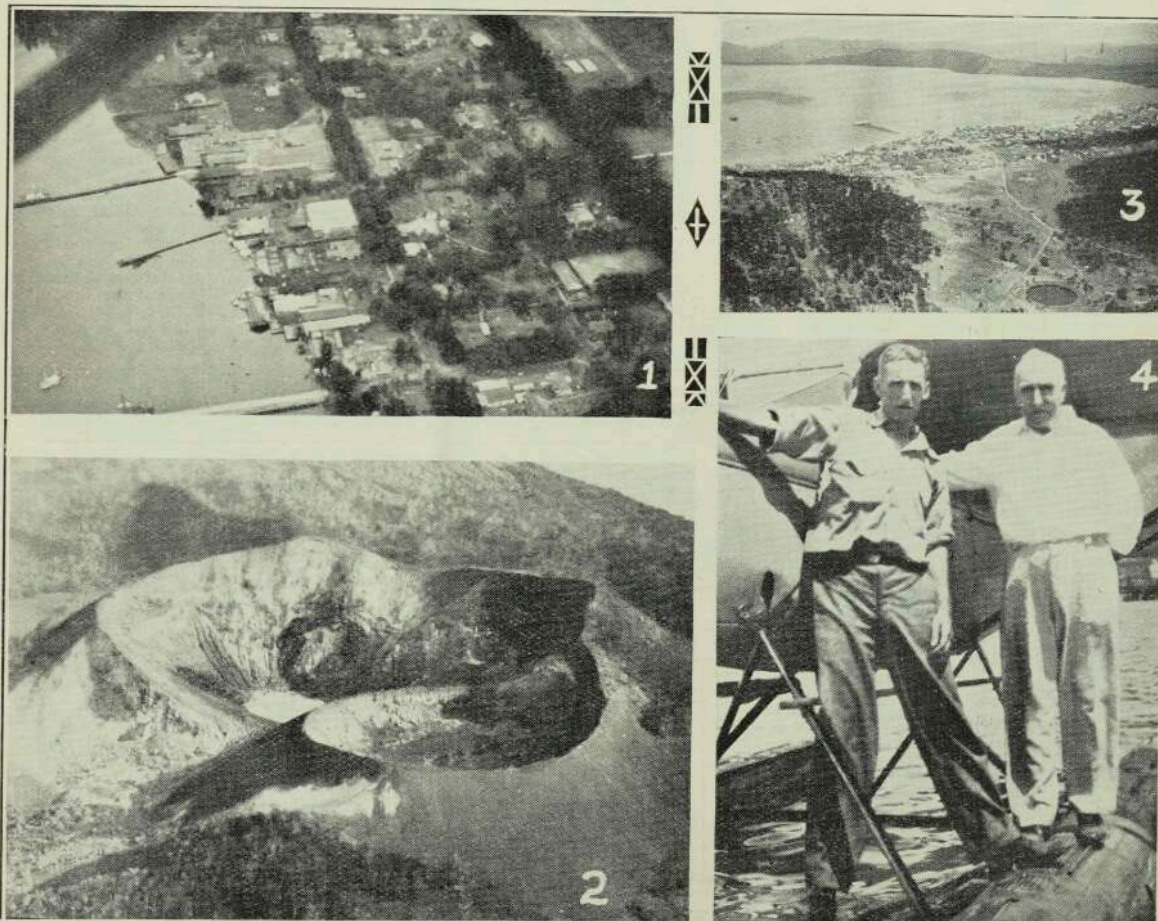
IN view of these things, the recent aerial tour of Papua and New Guinea, made by Captain P. H. Moody, a well-known Sydney pilot, is full of interest. Captain Moody, for a time, did pioneer work in the air transport service between Lae and the Bulolo goldfield. Unfortunately, through an accident, the Ryan monoplane he was flying crashed into Huon Gulf, and was lost; and he returned to Australia.

A few months ago, Captain Moody fitted floats to a De Havilland aeroplane—which thereupon acquired the name of "Puss in Boots"—and headed north to demonstrate the value of a seaplane to the Papuan and New

Guinea communities. He had a remarkable tour—including Daru, Kerema, Port Moresby, Dedele, Samarai, Normanby Island, Tufi, Mambari, Salamaua, Finschhafen, Iboki, Talasea, Pondo, Rabaul, and several plantations in New Ireland.

Captain Moody did valuable work in introducing his 'plane as a method of quick, cheap communication. He spent a month at Rabaul, and a fortnight at Port Moresby and Samarai; and at each centre the 'plane was freely hired for trips to outlying islands and plantations. The receipts were quite considerable; but the promoter reported no profit, because of the heavy damage done to the 'plane by the humid, tropical climate, making expensive re-conditioning necessary.

From the time he left Brisbane, until he returned, Captain Moody flew 20,000 miles—probably the biggest commercial



PHOTOGRAPHS OF CAPTAIN MOODY AND HIS AEROPLANE, PUSS-IN-BOOTS, ON THEIR RECENT 20,000 MILES TOUR IN THE NORTHERN ISLANDS. 1.—A portion of Rabaul, chief town of New Guinea, showing the avenues of mango trees, the Government wharves, and the big stores of Messrs. Burns, Philp & Co., Ltd., and W. R. Carpenter & Co., Ltd. 2.—Looking from the aeroplane into a small crater in New Britain, near Rabaul. This crater smokes occasionally. 3.—Thursday Island, with Prince of Wales Island in background. The town's water supply is seen in the foreground; while the world's smallest golf-links may be seen in the middle foreground. 4.—Chief Judge Wanliss, of New Guinea, about to take the air with Captain Moody. The Judge is a keen airman, and made several flights over Rabaul. On one occasion, from 4000 feet, he could see the mountain, "The Father," 100 miles away.

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DEATH OF D. M. FORSYTH

Well-known New Guinea Planter.

NEWS of the death in Sydney of Mr. D. M. Forsyth—a prominent resident of New Guinea—will be received with great regret throughout the Territory. Mr. Forsyth, during his ten years there, had made many friends, to all of whom he was popularly known as "Dad." Of late, he had done invaluable work in the interests of the returned soldier settlers. He took a keen, helpful interest in public affairs.

Injuries received at the war had seriously undermined Mr. Forsyth's health, and he recently came to Sydney from Rabaul to consult a specialist. He was operated on at a private hospital, but never recovered, his death occurring on March 31.

Mr. Forsyth, who was about 55 years old, was a native of New Zealand. For some time he was an accountant attached to an insurance company in the Dominion, and later came to Australia. With the outbreak of War he enlisted and, while serving in France as a Lieutenant with the 19th Battalion, A.I.F., he was severely wounded.

He arrived in Rabaul in 1922 and joined the Expropriation Board as accountant. Subsequently, he resigned from the Board and became secretary of the New Guinea Club, Rabaul. Subsequently, he established himself as a public accountant in the town. When the coconut plantations were offered for sale by the Board, Mr. Forsyth acquired Muschu Plantation, on the mainland of New Guinea, between Aitape and Madang. Latterly, with Mr. N. O'Dwyer, he took up Gaviti Plantation, in the Baining District of New Britain. He also acquired Galtum Plantation in the same district. Incidentally, the product of Mr. Forsyth's Gaviti Plantation was recently selected by the New Guinea Department of Agriculture to go to a special exhibition in London, as a first-class sample of hot-air (Chula) dried copra.

Last year, as President of the New Guinea Returned Soldiers' League, Mr. Forsyth visited Australia to seek from the Federal Government some further relief for planters, on account of the low price of copra. His efforts were successful, for last June the Federal authorities announced that the moratorium for payments on "expropriated" plantations would be extended for another year.

Mr. Forsyth is survived by his wife, who is also well-known in the Territory.

The remains were cremated at Rookwood. Among those present were the Federal Minister for Health (Mr. Marr), Colonel W. McKenzie, Colonel A. W. Hyman, Lieut.-Colonel H. B. Taylor, Major W. J. Sherbon, Captain A. E. Dent, Captain W. P. C. Andrew, and Messrs. A. T. Carpenter, G. A. Gill, H. J. Aylward, R. G. Horniman, and R. Verney.

CRICKET BALL THROWING

Where Natives Excel.

IN the February issue, our Cook Islands correspondent mentioned that at a recent sports meeting at Rarotonga a native created a local record by throwing a cricket ball 105 yards, and our correspondent wondered how this compared with competitions elsewhere.

Mr. B. G. Challis, of Salamaua, New Guinea, has kindly supplied us with interesting information on the subject. The world's record throw is 140 yards 2 feet, and it was established by R. Percival on Durham Sands racecourse, in 1884. An Australian aboriginal, King Billy, is credited with a throw of 140 yards.

Natives seem to specialise at this kind of sport, for Mr. Challis considers that one of the best cricket-ball throwers in the world to-day is a New Ireland schoolboy named Lauki, who attends the Government native school at Rabaul. This boy, at the annual sports meeting last December threw a ball 126 yards.

A similar event for Europeans at the Caledonian sports meeting at Rabaul on last New Year's day was won with a throw of 104 yards.

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PRICE OF COPRA AND EXCHANGE.

THE controversy concerning the price paid for copra by the big firms in Rabaul, compared with what is considered the fair Rabaul parity of the London price, still goes on, but does not add much enlightenment to the situation.

For instance, we have received the following letter from Mr. W. M. Middleton, of Madang, N.G.:-

Sir,—While not wishing to enter the controversy in regard to copra prices, I would like to submit a few figures in answer to the article on copra marketing and exchange, appearing in your March issue.

"BREMERHAVEN" SHIPMENT.

(London Costs and Depreciation as per an Account Sales, 12/10/31.)		£	s.	d.
London S.S. price		16	10	0
Less freight	£3 12 0			
Less other London charges 4%				
Depreciation 3%	1 3 2			
		4	15	2
		£11	14	10
Add exchange 25%		2	18	8
		£14	13	6
Less export duty		0	7	6
		£14	6	0
Less interest 2½ months at 6% on beach price, £12		0	3	0
		14	3	0

LOCAL BEACH PRICE.

London S.S. price	16	10	0
Less Rabaul parity	3	10	0
	13	0	0
Less freight Rabaul	1	10	0
	11	10	0
Plus 10/- "bonus" (temporary)	0	10	0
	£12	0	0

The cost figures are taken from an account sales for copra shipped by myself per s.s. "Bremerhaven," and other sales have shown similar results.

This shipment was from an outport, and the present freight to Europe 77/- just about equals the direct rate obtained by the companies according to your article, i.e., £2/10/-, plus the inter-island freight.

This consignment also realised a few shillings per ton more than the quoted London price on the date sold, which would partly account for the difference between the Rabaul and South Sea quote which the local companies work on.

I am, etc.,
W. M. MIDDLETON.

Mr. Middleton's list of charges is open to challenge. He says, in his letter, that freight is 77/- per ton, but charges 72/- in his list. He allows only 3 per cent. for loss of weight; the average loss is 6½ per cent. He converts to Australian currency at the full 25 per cent., it should be done at 22½ per cent. for Rabaul. He allows nothing for insurance and interest while in store. If these things are taken into account, the price to the

N.G. shipper is nearer to £13 than £14 per ton. The difference between "Bremerhaven" prices (according to the above figures) and Rabaul prices is about equal to the cost of freight between the outports and Rabaul.

It may pay to ship per "Bremerhaven" on a rising market, but it is distinctly risky on a falling or irregular market. The big firms, buying on the spot, take all the risks of the market and exchange; maintain inter-island shipping services and storage facilities; and pay Australian rates of wages. Therefore, they are entitled to a fair rate of profit on the copra they handle.

Our inquiries indicate that the companies trading in New Guinea have given the utmost concessions possible to the planters; they will go no further. They say also that there is no restriction against shipping by the German steamer; if planters wish to ship direct, they may do so.

It is noted, however, that the number of shippers from New Guinea by the "Bremerhaven" tends definitely to decrease rather than grow. There must be some reason for this.

COPRA PRICES IN NEW GUINEA.

By Gordon Thomas.

THE article, "Copra Recovers," which appeared in the November issue of the P.I.M., certainly gave one facts worthy of consideration; and, armed with this issue, I bearded the manager of one of the big firms in Rabaul for the purpose of ascertaining by what arithmetical process I became possessed of £8/1/6 on the beach in Buka for a ton of smoked copra when the London price was £14/10/- for a ton of kiln-dried copra.

I knew, beforehand, that by the simple process of subtraction, multiplication and addition it would be an easy matter to baffle me with figures. Even had I only received £6/1/6, no doubt his task would have been equally as light, and I would have departed satisfied—momentarily—that the Big Firm was handling my copra purely for philanthropic purposes. However, curiosity prompted me to enquire, so, armed with pencil and paper, I jotted down his method of arriving at copra prices which his firm was able to pay.

The result of my enquiries read thus:-

Copra, London	£14	10	0
Parity, based on "Bremerhaven" charges	5	1	3
	£9	8	9
Plus 25% London exchange	2	7	3
	£11	16	0
Local handling charges	0	16	3
	10	19	9
Freight Buka/Rabaul	1	10	0
	9	9	9
Less £1 smoked copra	1	0	0
	8	9	9
Price paid	8	1	6
Profit to firm	0	8	3

The parity charges consist of:-

Export duty	0	7	8
Freight, etc.	5	16	9
5% shrinkage	0	14	6
Interest	0	2	6
	£5	1	3

and the local handling charges are made up as follows:-

Handling	s.	d.
Storage	4	6
Insurance	1	6
Shrinkage, 2½%	3	0
	7	3
	16	3

There is, therefore, a considerable difference (£2/7/6) between the £3/10/- as mentioned by the writer in the November P.I.M., to cover freight, etc., and the £5/1/3 which, I was told, was the charge levied by the "Bremerhaven" and which was used as a basis by the big firms to arrive at their parity. The handling charges (16/3) refer to produce concentrated in Rabaul for transshipment. Therefore, presuming the producer lands his copra in Rabaul he must deduct at least £5/17/6 from the London price of £14/10/-. And if he happens to be situated about a hundred miles or so from Rabaul (as I am) he must deduct a further £1/10/- for inter-island freight charged by the local big firms. It is this additional inter-island freight which has made the "Bremerhaven" popular, as this item is not borne by shippers by that vessel.

To me, the charges made by the big firms appear large when one realises that freight from Rabaul to European ports is only £3/5/-, and the export of 7/6 brings it to £3/12/6, whereas the incidentals which are added bring the parity up to £5/17/6—surely a hefty item to be added in these hard times.

Of course, business is business, admittedly; but the big firms should not lose sight of the fact that, owing to the representations made to the Federal Government by the R.S. and S.I.L.A. and the Planters and Traders' Association, whereby a moratorium has been granted in respect of quarterly instalments on expropriated properties, the big firms have benefited considerably thereby.

One good turn deserves another. The big firms in Rabaul will recognise that if they make it too hard for the planters in times of stress is but forcing the planter to give his custom elsewhere when better times arrive.

EDITORIAL NOTE: Mr. Thomas's figures bear out, substantially, the figures which we published in the February and March issues, which Mr. Thomas had not seen when he wrote his article. The most careful analysis makes it clear that the Big Firms take at least £2 per ton as their margin for safety and profit. Some critics think this is too much; others recognise that, with prices and exchanges swinging constantly, the Big Firms must guard themselves very carefully. It all comes down, eventually, to a matter of trading practice and individual opinion.

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April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

13

AUTHOR OF "WHITE SHADOWS" IS DEAD.

Picturesque Career of Frederick O'Brien.

Written for *The Pacific Islands Monthly* by Dr. G. H. Vernon, who was with O'Brien in Tahiti in 1914, and who appears as a character in one of O'Brien's books.

FREDERICK O'BRIEN, author, traveler and lover of the South Seas, died at his home in Sausalito, near San Francisco, on January 9, and a striking figure in Californian literary circles, as well as an authority on Polynesia, has disappeared.

As a writer, O'Brien did not spring into fame till fairly late in life. His first and most famous book, "White Shadows in the South Seas," was practically finished before the War, but its publication was delayed till 1921. It earned immediate recognition. His theory that the Marquesans were closely related to the Aryan stock, from which we ourselves have sprung, was intriguing enough to attract attention. But the real worth of the book lies in its broad humanity and the clear-seeing manner in which he has drawn this picture of a dying race. His other South Sea works, "Mystic Isles" and "Atolls of the Sun" are equally well known and admired.

O'Brien's own description of himself was "half priest, half pagan." Those who had the privilege of knowing him could easily discern the "pagan" element in his character—if by that he referred to his love of South Sea life and people, and his unconventional intercourse with them. He was a lover of nature, of sunshine, of individual liberty, and of all the trivialities that make up the charm of life in the Pacific, which so many worthy travellers in those delectable islands entirely miss. He was beloved by the natives wherever he went. Thus, surely, a man who brought lightheartedness, laughter and sympathy into the rather sombre life of the Marquesans deserved the self-bestowed title of "priest."

O'Brien was a most entertaining companion. He had been everywhere; he knew everyone. He prophesied with perfect accuracy the crestfallen return of a party of Americans in Tahiti from a week-end in Moorea, where they had gone to seek hospitality from a certain Scottish hotelkeeper. "They will come back hungry," he said—and they did. "Mac" was well-known to starve any clients whose presence did not please him, as any old-hand in Tahiti knows. No one but O'Brien in these later days could have extracted all the information that is found in "Mystic Isles." Those comprehensive notes on the Ariois, the ancient religion of Tahiti, the codes and castes of former days, and all the old legends and customs could only have been confided by natives to one whom they regarded as a trusted friend.

It is not so very long ago that Mr. J. B. Priestly was bemoaning in an English literary magazine the fact that "The Great Book" of the South Seas had never been written. Probably it never will be written now, for the old spirit of Polynesia has gone, and gone for ever. No living writer can live that life to-day, and to recall it now would be only to record history, not living fact. Even R.L.S., in spite of "Vailima

Letters" and "In the South Seas"—books full of sympathy and tenderness towards his adopted land—failed to produce the epic such a subject is entitled to. Like Stevenson, O'Brien had a special gift in interpreting island life and in his company one quickly learned that he held in his hands the keys to the heart of Polynesia.

Great as has been the influence of the British, we must turn to a French writer to find the master book of the Pacific. Perhaps this is because the Gallic outlook on life approaches more closely Polynesian ideals than does the sterner code of the Anglo-Saxon. In "Le Mariage de Loti," an almost perfect picture of Tahitian life has been attained, intimate, passionate and sympathetic, yet tinged with French cynicism; it demonstrates so clearly that undercurrent of sadness that attends all relationship between Europe and Polynesia, and which, indeed, surrounds the native himself from the cradle to the grave. No story of the South Seas can touch the heart like Loti's. Still, O'Brien had the knowledge and the temperament to have approached it, had he set himself the task.

True to his instincts to the last, O'Brien left instructions that his funeral rites should be of the simplest. His body was cremated and his ashes cast by the hands of one of his greatest friends over the waters of the Pacific.

* * *

A REBEL TO CONVENTION.

O'Brien succumbed to a heart ailment at his home in Sausalito (says an American correspondent). He had been ill for several weeks but his recovery had been anticipated. A relapse was suffered, and O'Brien died the next day with two of his closest friends at his bedside.

O'Brien was 62 years of age at the time of his death. He was born in Baltimore and at an early age ran away to sea. From then on, a series of adventures made his life a thrilling episode.

Always a rebel to convention, he jumped the ship and at an age when most youths of 18 are starting college, he plunged into an exploration trip into the interior of Brazil.

On his return to America, parental control got the best of him for a while and he worked for a year as a law clerk. He soon gave it up, however, and resumed his wanderings over the face of the earth.

He participated in General Coxey's army march from California to Washington and then took up newspaper work. He was employed on many metropolitan newspapers and was war correspondent during the Russo-Japanese war.

The material he gathered in the South Seas was later to make him nationally known when he wrote his "White Shadows." The book became a best seller, was translated into many languages and was screened as an epic.

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for any of these lines will have our careful attention. Prices will be quoted free of Australian Customs' Duty, in original cases.

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ABOUT ISLANDS PEOPLE.

MR. F. N. ASHLEY, Resident Commissioner in the Solomon Islands Protectorate, is expected to arrive in Sydney in June. It is reported that Mr. Ashley's term in the Solomons will expire shortly and that he returns to London. He succeeded Mr. R. R. Kane some 3 years ago. It is expected that Mr. N. S. B. Kidson will take charge as Acting Resident Commissioner.

MR. F. R. JOLLEY, formerly in charge of expropriated estates in New Guinea, and later managing director of the Melanesia Company, has returned to Sydney, to take up his permanent residence there—probably at Clifton Gardens.

CAPTAIN C. R. PINNEY, who has been appointed Administrator and Chief Magistrate of Norfolk Island, from May 1, at a salary of £800 per annum and allowances, is at present Commissioner for Lands, Director of Agriculture, and Director of Mines in the Territory of Papua. He is also a member of the Executive and Legislative Councils of Papua.

MR. O. E. NELSON, of Samoa, after a brief visit to Sydney, left for New Zealand by the "Niagara," on March 31.

MR. J. M. WILSON, the Collector of Customs at Suva, returned to Fiji by the "Niagara" on March 31.

MR. L. REYNAUD, who recently arrived in Sydney from France, sailed for Noumea on April 2 by the "Laperouse" to take up the post of private secretary to the Governor of New Caledonia.

MR. J. COCHET, general manager of Messageries Maritimes in Australia, has returned to Sydney after a tour of inspection in New Caledonia.

MR. F. R. CAWLEY, resident magistrate, Delta Division, Papua, arrived in Sydney early in April on short leave of absence.

MR. R. T. JOLLEY, who has been managing plantations in the Solomon Islands for San Christoval Estates Ltd., arrived in Sydney by the "Templar" early in April, and has gone on to the firm's headquarters in Melbourne.

CAPTAIN W. BROOKE-HOWARD, who was a passenger to Sydney early in April by the "Comorin," is travelling to New Caledonia and other parts of the South Seas on business.

MR. H. L. DOWNING, of the New Guinea Administrative service, returned to duty on the Morobe goldfields by the "Macdhui," after short leave in Sydney. It was a "busman's holiday" for this enthusiastic amateur photographer: his excellent New Guinea photographs have been seen lately in most of Australia's leading publications.

MR. H. A. ROSS, formerly Government storekeeper in Papua, now retired, sailed early in April from Sydney for London, where he will reside in future.

MR. R. F. THOMSON, well-known in connection with the Solomon Islands Administration, who had been spending some time in Australia, returned to the group recently.

MR. F. P. ARCHER, a well-known and successful New Guinea planter, who had been spending short leave in Australia, left Sydney by the "Tanda" on April 13 for Queensland. He returns to his plantations at Buka, New Guinea, early in May.

MR. TOM NEVITT, a well-known resident of Papua, returned to the Territory by the "Macdhui," early in April, after a short visit to Australia.

DR. G. H. VERNON.—A medical man with a wide diversity of pursuits is Dr. G. H. Vernon, medical officer at the Thursday Island Hospital. Dr. Vernon is not one of those dilettante who take all knowledge for their province but is a keen student of everything which captures his attention. A physician of some distinction professionally, his interests extend to subjects as far apart as geographical exploration and anthropology. Between his various researches he still finds time to indulge in his favourite sport of sailing and there are few islands in the Straits which he has not visited at one time or another. Like most of those who have lived for a few years in the Paradise that is Australia's tropical North, he has now come to look upon those parts as his permanent home. A former member of the A.I.F., he is a keen sportsman and lends his practical assistance to every form of sport which flourishes on Thursday Island, the Aquatic Club having always the first claim upon him. Dr. Vernon's lean, sun-tanned figure is as well known amongst the other islands of the Straits, where he spends every available moment of his leave, as it is on Thursday Island. In the midst of all these varied interests, he dabbles in music, painting and writing, reads everything new as it comes from the publishers, all of which contribute to lighten somewhat the life which is the lot of a bachelor in the Tropics.—"Tinea."

MR. GEOFFREY E. CLIFT, of Ruanuu Estates, Guadalcanal, British Solomon Islands, returned from Sydney to the Solomons by the last "Mataram." 18 Bold Caps 13½ ems

A ROMANCE THAT FELL FLAT!

From Our Own Correspondent.

PAPEETE, March 24.

EVERYONE in the Islands remembers the romantic story of old William Masters, who obtained a concession for the island of Palmerston, where he ruled as absolute autocrat for years, and whose numerous children populated the island.

His grandson, Jimmy Masters, now mate of the "Tiare Taporo," has much of his father's blood in him.

He recounted to the writer how, a few years ago, he became enamoured of a young lady in Penrhyn. The parents objecting, Jimmy simply borrowed a whaleboat belonging to the local trading company, loaded it up with drinking-nuts, put the girl on board one dark night, and set out for Manihiki. After about 40 days at sea, they fetched up in the Gilberts, where Jimmy and the girl were arrested for stealing a boat, and sent back to Rarotonga.

Jimmy served nine months; the girl married a better provider; and Jimmy has just lately finished paying the company for the boat!

All of which goes to show that South Sea romance has fallen upon evil days.

It seems to me that any really up-to-date movie company would have immediately contracted Jimmy for at least a hundred a week, made a Penrhyn princess out of the girl, and sent them both on a lecture tour through the Larger Centres of Culture with lantern slides illustrating "Home Life on a Coconut a Day," or "Love's Labour Lost."

Anyway, Jimmy had a great laugh over it while telling us the story and, as he bit the tops off half-a-dozen bottles of beer, remarked that he sure was lucky that the girl married another man.

Jimmy is not yet "cinematised."

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CORRESPONDENCE SOLICITED.

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

15

DOUGLAS FAIRBANKS IN
TAHITI.

Making a South Seas Film.

From Our Own Correspondent.

PAPEETE, March 24.
DOUGLAS FAIRBANKS, and the other important people in the new South Sea picture to be filmed in Tahiti, arrived here on the s.s. "Makura," at the end of February and proceeded immediately to the residence of the late Mr. Murnau, which Mr. Fairbanks has leased for several months.

A few days later the yacht "Invader" came into port with the remainder of the company and equipment, which included several monkeys and parrots, to be used in the film. The monkeys have been removed to the Murnau house, as they will have to act in the film with Mr. Fairbanks, and it is necessary for him to establish friendly relations with them by daily contact, so that he will be able to control them in the picture.

The Company has established a studio here and are taking advantage of every bright day "shooting" on various locations about the Island.

Every morning and evening, now, one can see big Buicks dashing through town, loaded with the pick of our local young ladies clothed in grass skirts and armed with ukeleles and peanuts. These are all future movie stars, bent on crashing Hollywood and the Folies, as did our fair Anna, better known as Rere, the star of Murnau's picture "Tabu." Since her rise to Broadway fame, almost anything is likely to happen.

One very amusing result of the movie business in Tahiti is the sudden enormous increase in the Tahitian vocabulary. "O Kay," "Hamaneggs," "Let's go," "Off the lot," and other equally intelligent and highly technical terms are now being used with quite a professional air by our local boys and girls. In another hundred years a learned paper could be written about this, for some Polynesian Museum.

NEW CALEDONIA.

Appointment of New
Governor.

WE are informed that M. Bonnetcarri has been appointed Governor of New Caledonia, in succession to M. Guyon, whose term has expired.

M. Guyon was a very successful and popular Governor, and there was a strong move made recently in New Caledonia to extend his term of office.

WHAT A THIRST!

From Our Own Correspondent.

PAPEETE, March 24.
SOME 36,000 cases of assorted liquor were landed in Papeete during the past month, partly from the French Messageries vessels and partly from the direct steamer from Vancouver.

All of this cargo, which includes about 15,000 cases of Scotch whisky, is destined for transhipment to the west coast of Mexico, Panama, Central America, etc. We respectfully doff our hats to the indicated capacities of our Latin-American cousins.

COPRA PRICES IN N.G.

[To the Editor.]

Sir,—In the current number of the P.I.M., on page 4, Mr. W. R. Carpenter makes comparison between the price paid for copra in Rabaul and that netted by shippers per s.s. "Bremerhaven." I take it the "Bremerhaven" picks up the copra at the plantation and saves the planter the freight between his plantation and Rabaul and, in that way, creates a balance in favour of "Bremerhaven" shippers of, say, 15/- or £1 per ton.

I am, etc.,

ANDROS.

Queensland,
March 25, 1932.

Mr. G. C. Hogan, Crown Solicitor at Rabaul, was a passenger by the "Macdhui," which arrived in Sydney from New Guinea on March 29.

Turn Waste Into Profit
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CLYDE SIMPLEX
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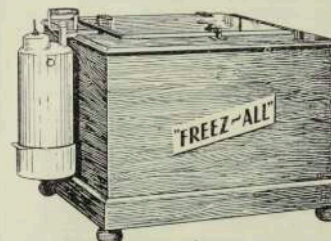
The great boon, refrigeration, has been brought within the reach of every home by the manufacturers of

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Its beautifully porcelain-lined cabinet will hold a whole carcase of mutton cut into joints; half a box of butter, as well as drinks. It also makes 16 dainty Ice Cubes.

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THURSDAY IS. NOTES.*From Our Own Correspondent.***THURSDAY IS., April 10.**

A FIRST consignment of Murray Island sardines, specially prepared for the Eastern market, left here during the month by the "Marella" for Java. The quantity was small, but quality from all accounts excellent, the fish being well dried, clean and soft, and free from any odour.

SYNTHETIC RUBBER.

Will there ever be an end to the discovery of new synthetic products which threaten the great natural industries of the tropics? We fear this is too much to expect from the scientists who thereby justify their existence. Natural rubber, at present being sold at a cost far below that of production, can now be undersold by a new synthetic article manufactured by the du Pont company out of limestone, coal, salt and water. During the process, acetylene is formed from the first two ingredients, and, after chemical treatment and the addition of hydrogen chloride, the new material "Duprene" is produced. The discovery is regarded as of great importance in its land of origin, the U.S.A., where there is always a fear that in case of war, supplies of natural rubber might be blocked.

The manufacturers of Duprene are only making modest claims for the usefulness of the product, and at its present stage it will be chiefly employed as an adjunct to the natural article, replacing it perhaps where a cheaper and inferior material will suffice.

PRODUCE MARKETS.

The amount of pearl shell required from Thursday Island for the year is 460 tons, which is an increase of 110 tons on 1931. This encouraging expansion

is no doubt due to the efforts of the Gerdau Company of New York to popularise the use of M.O.P. in new directions. A contract for this amount has been signed by the combined pearlery.

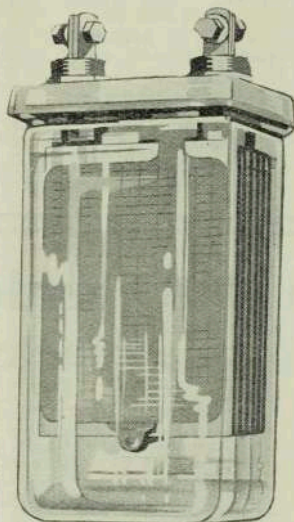
Beche-de-mer prices remain at a very low and uncertain figure, owing to

the disturbed state of the Chinese markets. Just at present, beche-de-mer fishing must be a precarious game, but prices may improve at any moment.

Trochus stocks are depleted, none of the new season's shell having come in yet. Good prices, £55 to £60, are being offered.

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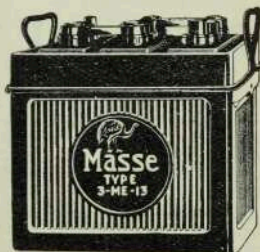
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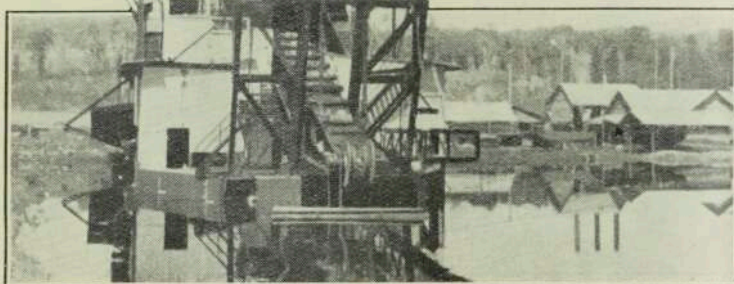
VINCENTS APC

FIVE POWDERS AND TABLETS in packets of 12 and 24 1/6 and 2/6

NEW ERA IS OPENED IN NEW GUINEA.

History was made in New Guinea on March 21, when the first of the Bulolo Company's big dredges was set in motion by the Administrator (General Wisdom). Within a few days, the dredge was winning rich gold.

A notable feature is that the whole of this heavy machinery was transported to the field by aeroplane.



Photograph of new dredge, ready to commence operations.

THE opening of the No. 1 Bulolo dredge, in New Guinea, an event second only in importance to the finding of the Morobe goldfields, took place on March 21. A large number of residents of the goldfields accepted the general invitation of Placer Development, Ltd., and Bulolo Gold Dredging, Ltd., to attend the function.

His Honour, the Administrator, Brig.-Gen. E. A. Wisdom, who had arrived at Salamaua on March 10, and since then had been inspecting the goldfields, was present at Bulolo, to perform the official opening.

Mr. C. A. Banks, managing director of both Placer and Bulolo, formerly welcomed the Administrator.

"I think," said Mr. Banks, "we are exceedingly fortunate in having General Wisdom with us to-day, to open this dredge and start it on what we believe, and what I think he hopes, is going to be a long and successful life."

"Before asking His Honour to open the dredge, and my wife to christen it, I would like to say a few words," continued Mr. Banks.

"I very much regret that Mr. W. A. Freeman, president of our company is not with us here to-day, as he was initially responsible for the starting of this enterprise in New Guinea. I also regret that our co-director, Mr. Griffin, who is responsible for the designing of this dredge and who has played such an active part in the whole undertaking, is unwell, and, therefore, unable to be on the dredge this morning. We are all pleased, however, that he is able to watch these proceedings from the office verandah.

"General Wisdom has just handed me a wire from Mr. Freeman to himself, which reads as follows:—

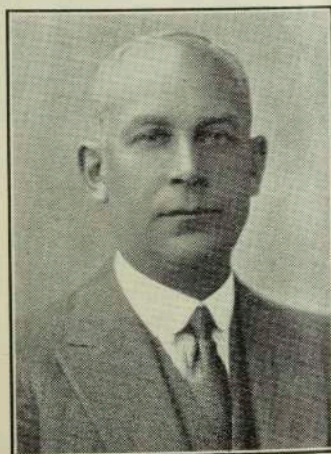
Please convey to General Manager and all staff appreciation and congratulations of all shareholders, and inform that Mr. Agnew, of the Consolidated Goldfields, of South Africa,

advises that all full of admiration of manner in which everything handled from start. Warmest regards to self, and most pleased that you are present and doing the kick off. Freeman."

"Four and a half miles up the stream from here," said Mr. Banks, "there has been erected a hydro-electric plant of 3,000 horse power for supplying this and three other dredges, which are now in the course of erection, with electric power."

MINING WORLD INTENSELY INTERESTED.

"The building of this dredge and its transportation involved some engineering difficulties, the solving of



MR. W. A. FREEMAN,
President of Bulolo Gold Dredging Ltd.

which, I might say, has been watched with intense interest throughout the mining and aviation world.

"It is hardly 12 months ago since the first of our large aeroplanes, 'Peter' and 'Paul', landed on the 'drome' with the first load of heavy material for this dredge. That so much has been done since, I think, speaks volumes for the ability and energy of our general manager, Mr. Harris, and his whole staff, including Guinea Airways, and for the wholehearted co-operation of every employee of our company."

"On behalf of Mr. Freeman, Mr. Griffin, Mr. Waterhouse, and, in fact, of all the directors, I would like to say how much we appreciate the assistance and co-operation which we have received from the Administration of the Territory of New Guinea from the commencement and also the goodwill which has been extended to us on all sides by the people generally in the Territory."

"We have endeavoured to reciprocate this latter, and we trust and feel that these satisfactory relations will continue throughout the life of our operations, which, we believe, will continue from fifteen to twenty years."

Mr. Banks then called on General Wisdom to open the dredge.

THE ADMINISTRATOR.

At the outset, the Administrator thanked the directors of the company for giving him the honour of starting the dredge.

"When one thinks what this place was like only two or three years ago," said the Administrator, "one is astounded at the changes that have taken place, brought about by the genius and capacity of the engineers and others, who have been responsible for the consummation of the first stage of this great enterprise."

"It has been said that the man who makes two blades of grass grow where only one grew before is a great benefactor to humanity. What are we to say about those who produce thousands and millions of ounces of gold out of the ground where none was produced before?"

"To go a little back," he continued, "I think it is only a matter of four

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AND AT CHICAGO, ILLINOIS.

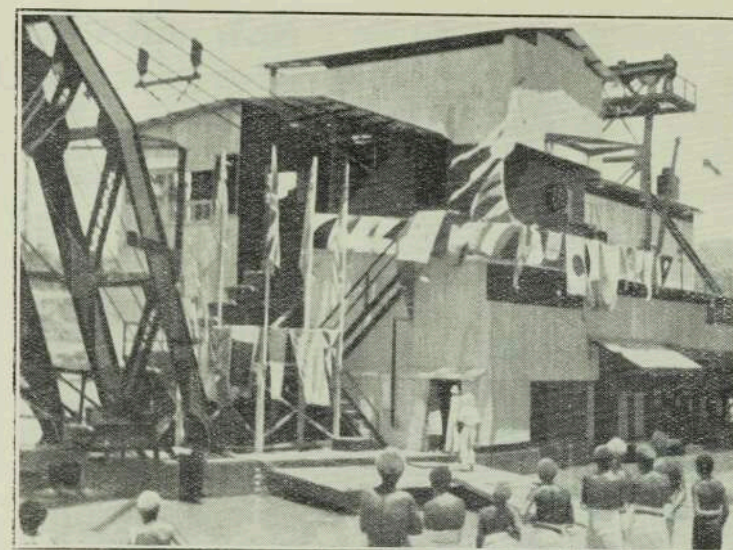
years ago, that attention was drawn to this country. At that time, a man named Clarke, commonly known as "Hobby," came here and prepared to peg out the ground. He was followed by Barton and party, who whole heartedly condemned it.

"By some fortunate circumstance, Messrs. Banks and Griffin had their attention drawn to the ground, and then the whole aspect of things changed. It would seem as if some great wizard had waved his wand, and said, 'Let there be gold,' and there was gold; 'Let there be aeroplanes,' and there were aeroplanes; 'Let there be a dredge' and there is a dredge; and, what pleases me most, was that he said, 'Let there be a happy team working,' and behold, there is one.

"Now, to me, the thing is like something out of a fairy tale. Only two years ago, I flew over this country, and there was nothing here but jungle, rivers, and swamps and hills, and today I cannot help but marvel on the change that has been brought about by the engineering genius of those who have been responsible for this enterprise. As you can see, the difficulties were stupendous. These engineers came here, and they appreciated the difficulties; they saw the problem they had to solve, and by their genius, organisation, and capacity, they solved it up to schedule time. Which is one of the most marvellous features of the whole enterprise.

GUINEA AIRWAYS' ENTERPRISE.

"We must give some credit for the solving of that problem to the Guinea Airways. But for them, their boldness and enterprise, I think Mr. Banks will himself admit that it would have been impossible to have reached this stage within the time. They have made a



The new dredge, decorated with bunting, in readiness for the Opening Ceremony. The flags of Great Britain, the United States and Australia are placed, symbolically, on the three flagpoles in the front.

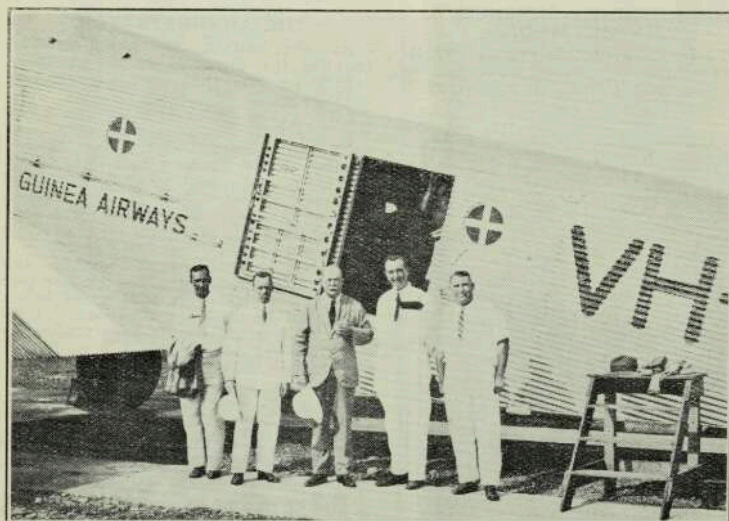
record—a world's record. The record of Guinea Airways is a stupendous example of air carriage. Nowhere else in the world has anything approaching this been done, or the work that they have done, been done. It is undoubtedly a record for the company to have placed this dredge in the middle of the mountains of New Guinea without a road, without a railway — another

"I hope, and I feel sure, that both Guinea Airways and this company are going on from record to record, and there may be ulterior motives in the wish that there be a record gold production. For the Territory, this is a most extraordinarily important event. It has opened an entirely new era for the Territory and, I feel sure, will open a road to greater progress and great prosperity. I want you to appreciate that it is a matter of great satisfaction to me to be here to-day, to start the first dredge of this great enterprise, not only for the sake of the company, but for the sake of the Territory.

A SUBJECT FOR TEXT BOOKS.

"To everyone concerned, I extend my hearty congratulations. It must be a proud and satisfactory moment for all of you. As Mr. Banks has indicated, the world is interested, and, I feel sure, the subject will be one for inclusion in the text books all over the world. This enterprise has lighted a torch which will light and make easier the road for future isolated enterprises.

"Mr. Banks has also kindly referred to the attitude of the Administration with regard to this enterprise. What else but a helpful attitude could any sane administration take? I assure Mr. Banks and others that the Administration will always be out to encourage



Arrival of the Administrator (General Wisdom) at Lae, on March 14, en route to the Morobe Goldfield. Left to right, Mr. E. A. Feldt (district officer), Mr. C. V. T. Wells (chairman of Guinea Airways Ltd.), General Wisdom (Administrator), Major A. S. Cross (managing director, Guinea Airways Ltd.), Mr. P. Holmes (Secretary for Lands). The party flew to Wau in the machine shown in the background.

—Photo. by H. Hotz.

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any enterprise of this description to the utmost.

"I cannot close without reference to the late Mr. Levien. Every one of you, I am sure, will regret very deeply that he did not live to see the consummation of the first stage of an enterprise for which he was in a large measure, responsible."

General Wisdom called on Mrs. Banks to christen the dredge. This she did, amidst cheers, by breaking a bottle of champagne over the bucket line, saying, "I wish you long life and success, and christen you 'Good Fella dredge Bulolo Number One!'"

His Honour then started up the dredge, and it carried on work throughout the day.

After the function, a buffet luncheon was provided to the assembled guests by the Bulolo Company. The iced beer served was particularly appreciated, as the day was very hot.

ASSEMBLY OF BIG 'PLANES.

In view of the great part aerial transport had played in the consummation of the Bulolo Company's plans, it was fitting that practically all the 'planes on the goldfield were on the

where the company is registered, entitling the company to commence business, was issued on June 11, 1930. This made the estimated date of starting on the first dredge March 11, 1932. The actual date was March 21, but 10 days late. The company states that the cost has proved to be within the original estimate, that nearly the whole of the material for the second dredge is on the ground, and that it appears likely that that dredge also will begin working at about its estimated date.

With the issue to Placer Development, Ltd., its parent company, of 200,000 additional shares as payment for the Bulowat area adjoining, the capital of the Bulolo Company will be 965,000 shares of 5 Canadian dollars each. The bulk of the Placer Development shares are held in Australia, and a large number of the Bulolo shares are Australian-held. In the Bulolo property, containing 40,000,000 cubic yards of dredging material, and the Bulowat property, containing 60,000,000 cubic yards, it is claimed that there is a gold content equal to more than £8,000,000 sterling at the old par of exchange. When fully equipped, the company will operate four dredges of the most modern type.



Where the dredge is operating, on the Bulolo flats, in a clearing in the jungle among the ranges. The aerodrome is in the centre of the picture, and the dredge is at one end of the group of buildings beyond the aerodrome.

Bulolo 'drome at the time of the opening. The Bulolo Co.'s two 3-engine Junkers, G.A.'s 3-engine Junker and three single-engine Junkers, P.A.T.'s Junker and Moth, and Capt. Holden's "Canberra" and "Waco" were there, in all worth about £130,000.

DETAILS OF THE COMPANY.

In the prospectus of Bulolo Gold Dredging, Ltd., issued two years ago, it was estimated that the first dredge would be operating within 21 months from the flotation of the company, and the second dredge six months later. The certificate of the registrar of companies, Vancouver, British Columbia,

Further Testing of Bulolo Flats.

From Our Own Correspondent.

WAU, N.G., March 22.

It is generally expected that the Placer Co. will commence testing the Bulolo flats, near Wau, in the very near future.

It is to be hoped that this ground will prove sufficiently rich to induce that company to put in a dredging plant on the area.

The Placer Company has pegged seven miles of the flats along the Francisco River, and testing will commence in that locality in the near future.

FIRST YIELD HIGHLY SATISFACTORY.

The managing director of Bulolo Gold Dredging Ltd. has advised that from the starting on March 21 until March 28, the dredge was digging flotation room, during which period the material was put through dry. The cut was then gradually widened, bedrock being reached on March 30.

From March 28 to April 3, the approximate yield was 9,000 gold dollars from 42,000 cubic yards, this being considered highly satisfactory by the company. The dredge and power plant are operating well.

NOTICE.

TENDERS are invited for **AIR TRANSPORT** for Administration purposes for a period of twelve months from the First Day of August, One thousand nine hundred and thirty-two.

- (a) Transport of all Stores and Material required for Administration purposes, Salamaua to Wau. The approximate poundage will be 4000 (Four Thousand) weekly, but freight will be payable on actual poundage transported.
- (b) Transport of Stores, Wau to Salamaua—limited quantity.
- (c) Transport from Salamaua to Wau of Administration Officials and other Europeans for whose fares the Administration may be responsible.
- (d) Transport from Wau to Salamaua of Administration Officials and other Europeans for whose fares the Administration may be responsible.
- (e) Transport, Salamaua to Wau of luggage and effects of such Officials and Europeans.
- (f) Transport, Wau to Salamaua of luggage and effects of such Officials and Europeans.
- (g) Transport, Salamaua to Wau, of natives, for whose fares the Administration is responsible.
- (h) Transport, Wau to Salamaua, of natives, for whose fares the Administration is responsible.

Tenderer should submit a price for each item for which they desire to tender.

Tenders to be placed in a sealed envelope, endorsed "Tender for Air Transport," and deposited in the Tender Box, Customs House, Rabaul, before 12 noon, on the 1st JUNE, 1932, or forwarded under registered cover addressed to—

THE CHAIRMAN,

Tenders and Disposals Board,
RABAU,

so that such registered letter should be received by the Tenders and Disposals Board before 12 noon on the 1st JUNE, 1932. The latest mail arriving at Rabaul before the 1st June leaves Sydney on the 19th MAY, 1932.

Copy of the conditions of the proposed contract may be obtained from the District Officer, Salamaua, the Assistant District Officer, Wau, or the Chief Collector of Customs, Rabaul, the New Guinea Trade Agent, Martin Place, Sydney, and the Department of Defence in the several States of the Commonwealth.

E. FEATHERSTONE PHIBBS,
Chairman, Tenders & Disposals Board.

ELEPHANTIASIS

"Layman," in this article, discusses the incidence and cause of one of the most unpleasant of the South Sea Islands diseases.

ONCE again for a month or two, we, the inhabitants of the Pacific Islands, are at the mercy of the mosquito.

During the hurricane season, weather conditions at most islands in the South Seas are conducive to the rapid and prolific breeding of the mosquito. The filaria hazard becomes real and menacing, and precautionary measures are necessary such as netting (cloth) over the beds, and mosquito-proof enclosures on verandahs.

Strangely there is no malaria amongst many of the Pacific Islands. The Cook Group, for instance, is free from this scourge. Leprosy at many of the islands has been stamped out practically, but each summer there is, at some places, a slight addition, and at others a substantial accretion, to the number of filaria victims, both native and European.

Contemplation of becoming a sufferer from elephantiasis, with its hideous enlarging effect upon the limbs and glands is not relished by anyone. At the same time, the effect upon the victim—assuming that he takes medical treatment and advice—is one, more of inconvenience, than suffering.

Periodical bouts of fever occur, and the skin becomes blotched at times. The swelling increases and surgical treatment is sometimes necessary, in advanced cases. It is held that a return to a cold climate will check the disease. Those Europeans affected are, generally speaking, persons who have been resident at one or other of the islands in the Pacific for a number of years.

We laymen presume to know very little about filaria and all that goes on between this active little worm and the mosquito. Likewise, we are ignorant of the activities which take place in the body of an afflicted person between the filaria and the protective organisms of the blood stream.

What we learn, one from the other, no doubt does something to lessen the danger of infection and to minimise that risk. We are told definitely that the intermediate agent is the female mosquito.

The female of the species, to be found in many Pacific Islands, is recognised by the white bars on her hind legs and on the under part of her body. She has also a white streak running along the forepart of her body, to a point at which her hair-like proboscis begins.

Immediately she settles on our skin her two hind legs swing upwards in the air and remain poised in that position during her blood-sucking operations. This is her drinking posture, apparently, for each mosquito assumes the same attitude. Not until she flies off does the victim feel the stab of her skin-piercing implement.

She drinks her fill and we crush her soft body to find that it contains a comparatively large measure of blood. We, of course, know this to be her purpose—to obtain a fill of blood without inflicting any appreciable sting in the

process. Any sharp stabbing sensation felt by our skin would be fatal to her purpose. Her tiny stab is neat, quick and generally absolutely painless, at the moment of her fill. We feel the sting later.

Occasionally, we observe a larger species of mosquito, with long, dangling legs, propelling himself dismally through the air. We are told that this is the male; also, that he does not feed upon our blood. The risk of his death at our hands is therefore small.

But, outside, hovering in large numbers above the lawn, we observe the great dragon flies with their huge eyes and transparent wings. They hover for a moment, then dart sideways, then hover again. They are at work preying upon the mosquito. But the mosquito likes the shady spots and prefers to hide itself beneath verandahs, and in the nooks and corners of the rooms and furniture of our homes.

The large house spiders, with their spindle legs, are not disturbed as they climb about the walls and ceilings of our houses. They, too, are said to be the enemy of the mosquito. Numbered, also, amongst its enemies are the small lizards, which climb about the rock fences and the sides of houses.

But with all our human weapons (sprays, pungent chemicals, etc.) insects and other allies, the mosquito is always about, day and night.

Filaria! "How does infection take place?" we ask. "Does the mosquito inject something into our bodies before it draws off its fill of blood?"

One theory we hear much about is that, if the male joins with the female during her blood drinking operations, filaria infection is likely to result. We confess to a certain degree of scepticism in accepting this explanation of the process of infection.

Another empirical conclusion come to by many is that infection is associated with the mud of Taro plots. (Taro is a native food and is cultivated in mud beds, many of which are stagnant pools of mud and water). The probable basis for this conclusion will be considered presently.

Scientists say that the filaria worm clings to the outside of the mosquito's proboscis. The spearmen of New Guinea dip their spears into rotting carcasses so that, in addition to inflicting a wound, the implements are likely to set up within the body of the victim a filthy disease. In somewhat the same way, so it would seem, the mosquito's instrument sometimes is tainted with the living worms of filaria.

If it can be taken that a person, already the victim of filaria, or elephantiasis, is a source of infection, then, during the mosquito season, we ought to avoid him, because the chances are that, wherever he stands or sits for any length of time, a number of female mosquitoes in that vicinity may become active carriers of the disease. On the other hand, if such a person confines himself to places at which the mosquito is not plentiful—for instance, away from swampy areas, Taro beds, or wet masses of vegetation—the number of mosquitoes likely to become dangerous, will be comparatively small.

Along we go to the Taro plots. The water, shadowed by the huge leaves of the Taro plant, is swarming with mosquito larvae. Hosts of mosquitoes are about; and hosts of them are out of sight beneath Taro leaves and the leaves of nearby trees.

An odd native is thigh-deep in the mud plot, his only dress being a loin cloth. Along comes another native—a sufferer from filaria. Swarms of mosquitoes alight upon his body, to sip their fill of his blood. Having satisfied their appetites for the moment they may resume their hiding place but later, say the following day, or even the day after that, they will assail the body of the native worker in the Taro bed, and infect him.

Again, the filaria victim comes down to his Taro bed for his daily needs of Taro root and again numerous female

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mosquitoes become infected with the filaria worm. Its lines of transport are working at high pressure. The process of filaria infection proceeds, but it may not be for months that infection will make itself felt. Bodily resistance probably plays a part in preventing infection. The layman does not know.

This may be a partial explanation at least of the prevalence of filaria in the vicinity of Taro plots.

Certain villages and certain areas are also associated with the incidence of filaria. Again, we learn that the surroundings are blamed for the trouble.

But the real source of infection, in the first instance, probably is the arrival of a person suffering from elephantiasis. If the surroundings are favourable to the prolific breeding of the mosquito, then the spread of the disease is inevitable. There can be no doubt of that. Given a fertile breeding ground for the mosquito, and one case of filaria, the number of cases will increase with geometrical progression. The sources of infection will multiply with each fresh case.

Amidst all the danger of infection, there is one very consoling feature which lessens the chances of a person becoming a victim of elephantiasis. Both a male filaria worm and a female must be transplanted into the blood stream before colonies of micro-filaria can be brought into existence.

Perhaps many infections may result before the female germ meets a male germ within the blood stream and commences to breed in the ducts of the blood or the lymph—whichever is their chosen abode.

But again the layman runs into a fog of mystery and perplexity about the whole facts of filaria. It does seem, however, that the isolation of elephantiasis sufferers during the mosquito season is desirable.

WHEN BEANS ARE PLENTIFUL.

Hint for Islands Housekeepers.

Those who are interested in gardening in the Islands and realise how difficult it is at times to procure seeds as often as required, will find the following idea excellent:—

When you have a prolific crop of beans, try salting them down in glass preserving jars, with spring tops and rubber ring. They do not want any water, beyond the wetness of washed beans—this will make the salt melt.

Cut off the ends of the beans and place in a crockery bowl, sprinkle with common fine salt, and work them about, continuing this process till a brine is formed. Put them in the glass jars, press the beans down with your fingers, and pour over the self-made brine. See that they are completely covered by the brine before clamping down. They keep indefinitely.

When required for cooking, drain off the brine and wash well. Soak for several hours before cooking, and boil in the usual way. If too salty when cooking, change the water.—E.E.N.

SAMOAN REPARATION ESTATES

Dissolution Anticipated.

From Our Own Correspondent.

APIA, March 10.

THE General Manager of the Samoan "N.Z. Reparation Estates" is leaving by the "Maui Pomare" for Wellington.

Though nothing is given out officially regarding the purpose of the trip, it is known that drastic changes are intended owing to the large deficit of the estates incurred during the current year. A high Government official only recently has stated that New Zealand committed a grave blunder in not disposing of the estates years ago.

The re-organisation of the estates after the report of the special commission in 1929 and the appointment of Mr. Golk as general manager, though greatly improving conditions, could not counter-balance the devastating effects of the drop in copra prices.

It seems the time has come to cut up the estates into allotments and lease them out to local residents. This would be, at the same time, a relief measure to enable a good number of settlers to

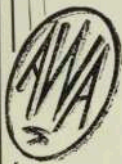
make a decent living, which they are unable to do at present, and would, secondly, distinctly benefit the Administration through rents paid by lessees, where at present they do not obtain any financial gain. Furthermore, it would save the New Zealand Government from further losses. The merchants would benefit by handling the produce of the new plantations and selling more goods to individual planters. In fact, every section of the community would profit by the dissolution of the Reparation Estates.

The decision of the New Zealand Government is, therefore, awaited with keen interest. The N.Z. Government is striving desperately to balance the N.Z. budget and it is hard to believe the Cabinet to be willing to support a losing venture by further financial grants.

The deficit of the Reparations Estates will be somewhere near £40,000 for the financial year ending March 31, 1932.

ISLANDS NEWSPAPERS.

Persons interested are advised that files of most of the Pacific Islands newspapers and gazettes—particularly the "Fiji Times," the "Rabaul Times," and the "Samoan Herald"—may be consulted at the offices of Pacific Publications Ltd., Union House, 247 George Street, Sydney.



PACIFIC COMMUNICATION SERVICES

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RABAU'S SPECIAL APPEAL TO TOURING AUSTRALIANS.

In this article, Gordon Thomas reminds Australian tourists that they can visit a rich tropical country of fascinating interest and beauty at moderate cost—because it is the only big Pacific Islands Territory where the Australian £ holds its original value.

EVERY year—more especially during the winter months—there is a general exodus from Australia of tourists seeking a few months' change of scene and climate. They travel to Colombo, Singapore, Hong Kong, Hawaii, Fiji, and Manila. They seek the sunshine and the fascination of change; new faces, fresh scenes and making contact with individuals whose interests differ from the daily companions of their work-a-day world.

I have lounged in the coolness of the Galle Face, tripped to Mount Lavinia and Kandy and dined within the magnificence of the G.O.H. at Colombo. I have delighted in the myriad lights of Hongkong and Kowloon, and idled over coffee in the "Moana," beside Waikiki, in Honolulu; even the cool spaciousness of the "Pacific" in Suva has charmed me; but none of these resorts—these much-advertised paradises for the tourist—can compare with the primitive beauty of Rabaul and the surrounding tropical grandeur which lies practically untouched by the disfiguring hand of civilised man.

Rabaul and its outports hold a wealth of fascination for the tourist. There are advantages that touch the purse—and that, in these hard times, is no small matter. There is no difficulty of exchange: Australian currency is in use. Australian laws prevail, and the bulk of the white population is Australian, most of them sun-baked, cheerful Diggers who, after the War, sought pastures new and are now content to call this land their home.

Steamer communication leaves little to be desired. The B.P. line of steamers arrive every three weeks, and the E. and A. boats call once a month. Inter-island steamers—some of which have very comfortable passenger accommodation—are constantly leaving for island tours; and periodical calls are made by steamers of the R.P.N. and N.D.L. lines.

Fine motor roads extend for miles along cool, palm-fringed avenues, with primitive native leaf-huts half-hidden from the road. There are fine surfing and swimming baths. On the outskirts of Rabaul are thermal hot-springs, where sufferers from rheumatism can find solace. Tennis, golf, cricket, and baseball clubs are flourishing institutions; while cinema and dances cater for evening entertainment.

For those tourists desirous of quiet and peace there are several private homes, situated some distance from Rabaul, open to receive guests, and it is here that contact may be made with

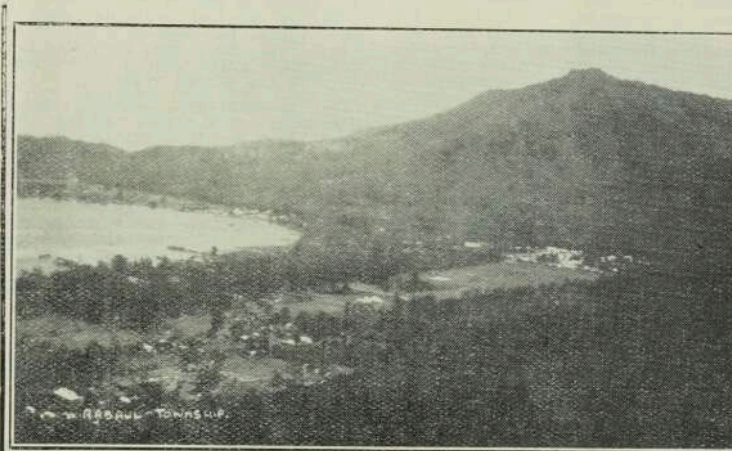
the more primitive native life—off the beaten track of steamers and motor cars.

For the more adventurous there is the trip to the goldfields, up to Wau and Edie Creek, where aeroplane flights may be had and inspections made of the mines that soon will be world-famous for the riches they produce.

There are at present three good, up-to-date hotels in the Rabaul-Kokopo district. Should the tourist traffic increase, no doubt some enterprising individual will erect a modern building to cater exclusively for the tourist trade.

A holiday trip to New Guinea would be a tour never to be regretted, and is an undertaking highly recommended to the tired business-man and his city-fagged family.

RABAU, CHIEF TOWN OF NEW GUINEA.



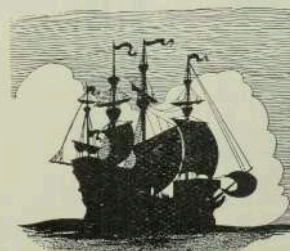
A recent Photograph of Rabaul, chief town of the Territory of New Guinea, showing the North Daughter Mountain, at the eastern end of the great Island of New Britain. Most of the town's residences and commercial buildings lie hidden beneath the luxuriant foliage of the tall casuarina and mango trees seen in the middle foreground.

—Photo. by A. T. Simmons.

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PAPUAN SUGAR.

Progress of Sangara Scheme.

OWING to the depression and continued uncertainty about Australian financial conditions, the promoters of the Sangara sugar scheme—the production of sugar on a large scale in north-east Papua—have further postponed their flotation.

Probably the postponement will not be lengthy. There is a powerful London group interested in the scheme, and British financial conditions are improving rapidly. Recent news from London indicate that British money is again becoming available in substantial amounts for sound investments.

The Islands seems to have a peculiar attraction for "wild cats," and wise investors will carefully scrutinise every flotation with an Islands basis. But, so far as our information goes, the Sangara project is in a different category. Reputable people, with immense practical experience of Papuan conditions, and with a far-reaching knowledge of the sugar industry, are connected with it, and their main concern seems to be to produce cheap sugar in quantity, rather than get rich quickly at the expense of the gullible public.

The promoters have acquired 20,000 acres in north-east Papua, around the back of the excellent deep-sea port of Buna, and here they propose to cultivate the Badilla—the excellent, indigenous cane of Papua. They have first-class soil, permanent streams, a rainfall of 130 inches, abundant timber, and an inexhaustible supply of native labour. They have 40 acres already under test plantation, with highly satisfactory results.

It is urged, against the scheme, that the world already is over-supplied with sugar, and unprotected sugar-growers are starving. The Sangara people reply that the conditions surrounding their enterprise are so favourable that they can produce profitably, and show a satisfactory dividend at the present prices—on which other sugar-producers are making no profits at all. They do not propose to enter the protected Australian market; they can do very well, they say, by entering the world's free market without bonus or subsidy.

Mr. Tom Nevitt, of Papua, one of the promoters of the scheme, was in Sydney during March but has now returned to the Territory. He is inclined to urge the early establishment of the industry on the ground that the substantial advantages given by the existing low scales of costs would more than offset the disadvantages of the financial depression.

A DISTURBING REPORT.

There was a disturbing report in Sydney during March that Mr. W. Beckett, a well-known promoter of commercial enterprises, was busy in London trying to interest British capital in a Papuan sugar enterprise. It is to be hoped that, for the sake of Papuan development, there is no truth in the report. There is nothing wrong with the Papuan sugar enterprise; but Mr. Beckett's history and associations do not suggest that he is the most suitable man to take any leading part in such an enterprise.



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OBSCENE BOOKS.**Religious Argument Led to Public Prosecution in Fiji.**

GREAT interest was taken in Fiji recently in a prosecution launched by the Colonial authorities against two well-known Hindus, Vishnu Deo and Babu Ram Singh. They were charged in the Supreme Court at Suva on March 8 with having sold an obscene book at Suva on January 8.

Subsequently the charge against Vishnu Deo was altered to read that he "unlawfully caused to be sold a certain indecent, scandalous and obscene book." It appeared that the charges arose out of arguments based on religious differences between two Hindu sects. Both accused are well-known men—Vishnu Deo has been a member of the Legislative Council of Fiji. They are connected with the Indian Publishing Company.

Both accused are members of the Arya Samaj, a modernist sect of the Hindu religion, and the presiding judge quoted the following description of the organisation: "The Arya Samaj stands for progressive and militant Hinduism. On the one hand, its leaders are often at odds with orthodox Brahmanism on questions of social reform; and, on the other, they carry on an active propaganda directed against both Christianity and the religious beliefs of their Moslem fellow countrymen."

This body had a debate with another Hindu society, the Sanatam Dharm, and it was decided that the arguments should be set out in writing. This involved quotations from the sacred writings, the Puranas. Unhappily, the matter did not end there. In response to various challenges, the executive committee of the Arya Samaj published the debate and argument in full, including the extracts from the Puranas, and the matter got into general circulation.

Counsel for the defence acknowledged that the pamphlet was "disgusting"; but urged that, in view of the special circumstances, a nominal penalty would suffice. The Attorney-General (Mr. S. G. Howell) said it was the duty of the State to protect the public against "such filth."

The judge fined each man £30—£5 as a fine, and £25 to go towards paying the costs of the prosecution. He strongly urged the Indian community to keep religious disputes such as these out of public debates in future.

PACIFIC RECIPES—No. 3.**Bridge Party Cup.**

A delicious fruit cup, suitable for Bridge afternoons, can be made from the following ingredients:—

Juices of two large pineapples, two oranges, one lemon or lime. Strain into a jug, add a cup of water, one tablespoon of Passion, one tablespoon raspberry syrup, few dashes of Angostura bitters, and a wineglass of gin.

Add Schweppes Tonic Water, ice, to about a quarter of a glass of the above mixture when serving.—E.E.N.

Copra Prices Rise 40 per cent. at Apia.

From Our Own Correspondent.

APIA, March 20.

DURING the last month, the copra price has been raised twice to European and Samoan producers, which has caused considerable relief and stimulated trade conditions.

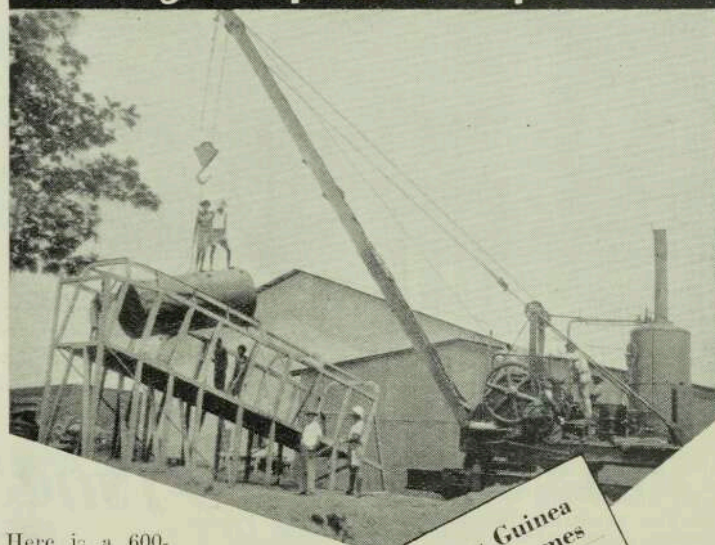
It is to be hoped that the copra market keeps on improving, and thus gives a chance to traders and planters to recoup some of their losses of the past year. The price to Samoans stands at present at 11 cents per lb., and to Europeans the Apia price is £8/10/- per ton, which constitutes a rise of £2/10/- or about 40 per cent. during the last month.

"MENDANA" WRECKED IN SOLOMONS.

Another well-known vessel has passed out of the sight of man in the Solomons.

Named the "Mendana" (after the discoverer of the Group) she had her full share of adventures during her 20 years' afloat there. The "Mendana" was one of the smartest little vessels of her time and was owned by Mr. Jeff Clift. At the time of her loss, in January, she was in charge of Mr. E. Palmer, and was anchored in Pamua Bay, San Cristoval (known locally at Makeira). A sudden N.W. squall came up, the anchor chain snapped and the vessel was on the rocks before anything could be done to save her.

Thus was added yet another name to the long list of vessels lost on the treacherous Makeira coast.

Making Aeroplane Transport Sure

Here is a 600-pounds boiler being loaded into a duplicate of the Junkers' cargo cabins. All big pieces are tried in this way first, to ensure safe loading when they're put into the aircraft themselves.

Modern methods in cargo handling and dependable aircraft have made the Morobe Goldfields possible; and, when other transport problems arise, Guinea Airways are equipped to solve them.

GUINEA AIRWAYS LTD.

Lae - - - Salamaua

New Guinea Aerodromes

LAE
SALAMAUA
WATTUT
WAU
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SANGAN
BULOLO
ZENAG

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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REMARKABLE CONTROVERSY ABOUT MISSIONS AND TRADE.

Extraordinary interest has been taken in the published letter from Mr. A. J. Vogan, F.R.G.S., on "Money-making Missions," and the reply thereto of the Rev. J. W. Burton, general secretary of the Methodist mission organisations. Several people have written to the editor on the subject, and most of their letters are published hereunder. None of them display antagonism to the missions—on the contrary, most of them praise the missionaries' devoted, self-sacrificing work—but all express surprise to learn that trading by missionaries is not countenanced by the Methodist mission authorities.

Mr. Vogan's Reply.

[To the Editor.]

Sir,—If you think this rather stupid controversy worth further space, please permit me to state that I deny that anyone but our two selves were present when Mr. Gilmour made his unfriendly and purposely (as I know now) unacceptable offers to me. I have learned of his previous visitor, who criticised his mission. Magistrate Oldham is a very busy man. He introduced me; and then hurried away. Mr. Dixon certainly was not present. I don't think I ever met him—but I meet so many!

I am quite content to leave the verdict of my truthfulness to the unprejudiced opinion of your far-flung audience, who know "What's what" in the Pacific ever better than I do. Mr. Burton cannot injure me in the eyes of my larger public for whom I have been writing articles, reports to big London houses, and books, for nearly half a century.

I look upon the old type of Christian missionary enterprise as perhaps the noblest profession on earth. I have never, since I started exploring (in New Guinea in 1885) previously had occasion to adversely criticise a mission; and only did so now to obtain a reform, which I have been successful in doing—for the subordinates contradicting my statements had apparently broken a rule of the Methodist Missionary Society.

I am, etc.,

ARTHUR J. VOGAN.

Pymble,
March 22, 1932.

An Opinion from Papua.

[To the Editor.]

Sir,—I was vastly interested and surprised to read the Rev. John W. Burton's reply to Mr. Vogan in your January issue.

Mr. Vogan knows what he is talking about, and his opinions coincide with those of many residents here.

Surely Mr. Burton is not so ignorant of Mission matters that he is not aware that in this district Mission trading has been going on for many years. It has, until quite recently, been the most powerful stumbling-block to the advancement—commercially—of the "gin-sodden-traders" who, hitherto, have either been too spineless to protest in

the right quarters, or else were under the impression that trading was part of the Methodist Missions' methods, to eke out the contributions of a parsimonious Australasian church—going public. Is he not aware that one of his ministers was, within the year, fined by the District Officer for "trading without a license"?

The Mission does not now trade officially, but it would be very interesting to know exactly how much interest it has in the new trading concern, which is known locally as the "3 G. Syndicate."

Wishing your wonderful little paper all the success it rightly deserves,

I am, etc.,

A. W. MUSGRAVE.

Gizo, B.S.L.
March 1, 1932.

Another Point of View.

[To the Editor.]

Sir,—The planters and traders of the Western Solomons must have "smiled aloud" after reading Mr. Burton's letter in January issue about Methodist Missions and trading. If Mr. Burton would write to the District Officer at Gizo, he could get the names of Methodist Mission schooners and stations holding trading licenses. Also, the D.O. could furnish him with the name of the unfortunate missionary who was fined for trading without a license—he thinking his license had been renewed by the head of the Mission.

A lot has been said about the "Yellow Peril," which has long been a thorn in the side of the legitimate white trader, but it is no worse than the missions. I don't know what term the missionaries use for the buying and selling of goods at a profit, be it ever so small, but we call it trading.

From what I see and hear, the Methodists are not alone in this, although I think they are the only ones who have taken out licenses.

Is there any wonder that the trader smarts under such injustice? He has to pay for his own house, his own boat, and all the upkeep pertaining to both, recruiting fees, permits to engage labour, and the taxes of his indentured labourers, £10 per year for a store license, £5 per year for a boat used for trading purposes, etc. On the other hand, the missionaries get their work done for nothing, or for very little.

Missionaries live in a little world of their own and I am sure they do not

realise what harm they do the white planter and trader by depriving him of his legitimate living. Also, when the native can get something for nothing, or for very little, from the missionary, he naturally thinks he is being taken down by the trader when the latter charges him a price to bring him in a profit, which does not exceed the profit made by the big firms when selling the said article to the trader.

There are always two sides to a question. Personally, I think it would be best if the missions were to confine their activities to the work for which they originally came here, that of teaching religion, cleanliness, and attending to the sick, etc., and leave trading to those who call it trade. It would, I feel sure, sweep away a lot of the ill-feeling which is at present felt towards the missions through their trading activities.

Missionaries are here, we presume, for the benefit of the native. But is it for his good to encourage him in inherent laziness? It is impossible to recruit boys for any kind of work in this district (Western Solomons), where missions have been stationed for the past 20 years. Does this speak well for the progress of the Islands?

There would be no need for Levers to clamour for indentured Asiatic labour if the missionaries were to encourage their flock, instead of influencing them against it, to go out and work for the white men after he has finished his schooling term. The natives would then be able, after two years of regular work, regular food, regular rest, to return to their villages, hefty and strong, with the knowledge that they had been useful units in the progress of their country.

I am, etc.,

PLANTER & TRADER.

March 7, 1932.

Something Further About Missions.

[To the Editor.]

Sir,—One so frequently hears, "I've no time for missions," and so constantly reads of them as if one and all were conducted on parallel lines that "Missions—Good and Bad" will be read with interest by many (P.I.M. Dec., last).

Rev. Thatchell, a man of wide experience, and who has travelled, "per boot" over most of the inhabited globe, says, in "The Happy Traveller" (! quote from memory), "It is a moot point whether the coming of the missionary to the South Sea Islands resulted in the good of the native, or the reverse." He then gives some well-thought reasons for his doubt.

Mr. Westbrook's article is refreshing. It strikes a new note. There are "good" missions, and "bad" ones. He might also have added that there are also good missionaries, and bad ones.

I earn a crust as a trader, or small storekeeper, and have known the coastal natives of Papua for 20 years. I have also had experience in other tropical countries, so I may claim to have seen something of both sides of the picture.

That the methods of the "bad" missionary would be condemned by the

"good" missionary just as quickly as by the layman is beyond doubt.

I remember an occasion when a bad one figured. It was in the bungalow belonging to the missionary, a L.M.S. man. A Government official spoke of three cases of V.D. among the children in the village close by. "Had the missionary done anything about it? Had he reported it?" The answer was, "I'm not here to look after the bodies of the natives, but their souls."

Would it be fair to say, "I've no time for the L.M.S.," simply because one of their number took that view? Would the late Rev. Dauncey have made such a reply; or can one imagine the genial big-hearted head of the Fife Bay Mission, the Rev. C. Rich, taking such a stand? Yet these are L.M.S. men.

I have a recollection of being landed on my way to hospital. I was too far gone at the time to know anything, but learned that the man who turned out and assisted the boys to carry me to the hospital was a missionary. Many cases are known of Europeans in the "back of beyond" being nursed back to life by missionaries.

I agree with Mrs. Keelan, in "The Land of Dohori," where she strongly advises the newcomer to shun the ex-mission boy as a house servant. I've tried eight in the past 20 years, and seven were incurable thieves. The fault, nevertheless, may not lie at the door of the mission.

Mr. A. J. Vogan in your December number, speaks of the Methodist mission being "too much concerned with trading." I do not think that is correct. I've visited some of their stations, and, as a trader, would have noticed indications of anything of the kind.

The missions which appear to me to be on the right lines are those teaching industries, medical missions, and, to some extent, those who are promoting clean sport.

And now, if there are missionary readers of the P.I.M., may I make an appeal to them on a matter on which I feel strongly.

I refer to the inhuman manner in which pigs are treated when a native "Xmas" is held. The manner in which the killing is done is so revolting that, were it possible, I would avoid details.

Imagine the pig, tied by the legs (it has probably been tied for weeks) and placed on a heap of fibre. More fibre is heaped on the poor animal. The fibre is lighted, and the animal's shrieks die away. I regret to say that I saw this occur almost in the shadow of a white missionary's house.

In one district, the pigs are brought from a distance. They are bartered over and over again; tied up so long that the knee joint often rots off. Pigs can be seen dragging out a painful existence on their fore-stumps. The blinding of pigs to prevent straying is also common.

The answer often given by the missionary is that "the native doesn't mean to be cruel." I am afraid that being burned alive is equally painful, whether it is "meant" or not.

May I appeal to all your readers, missionaries, traders, government officials, whatever they may be, to do what is in their power to stop such awful cruelty.

I am, etc.,
H.D.

Papua,
March 9, 1932.

Missionaries and Traders.

Is Jealousy Root Cause of Antagonism?

[Written for *Pacific Islands Monthly* by Gordon Thomas.]

No doubt Mr. Vogan is quite capable of keeping his own pen up against the challenge which General-Secretary Burton throws down in the January P.I.M., but the topic of discussion is such a well-worn subject in the Islands that it would be unfair to restrict expressions of opinion only to these two gentlemen.

Ever since my arrival in New Guinea—over 20 years ago—I have repeatedly heard discussions on missions and traders from various angles.

I have witnessed the bitter, almost fanatical, antagonism existing between Gospel-bearers of different denominations; I have watched the intrigues between trader and missionary, and the more subtle machinations being carried on between missionaries and government officials, and vice versa.

I have lived in both camps, and have studied closely the viewpoints of each, and have attempted to analyse, on an impartial and logical basis, the Why and the Wherefore of these constant antagonism, intrigues and machinations; and, as a result, it appears to me that the fundamental reason for the aggressive attitude adopted by the various sections of the white community in a black country is jealousy—a jealousy of the power exerted by the "other chap" over the native.

A mission deprecates the influence exercised by a trader. To the missionary, the trader is purely and simply out to exploit the natives. He obtains his livelihood from profits realised from the produce of an ignorant, unsophisticated race who know little of the economic values of raw material. Furthermore, he sells to these natives calicoes and cheap baubles at fabulous profits to himself. In short, he is the most ferocious of profiteers; a parasite of whom the natives must be warned, and whose influence must be combated and usurped by the missionaries and changed for an influence of good and uplift.

On the other hand, the trader, accustomed to a docile acquiescence from the natives in the matter of cutting copra, fishing trocas, and purchasing his trade lines, resents the advent of a missionary who, in an endeavour to ingratiate himself with natives who are living in Darkness and who provide a promising field for sowing the seeds of the Gospel, gratuitously issues presents of calicoes and tobacco, and, at the same time, explains to the natives that they are receiving but a tithe of the money due to them for their produce, and are being criminally overcharged for a calico or three sticks of tobacco.

The missionary prays fervently for the day when his power influence may dominate the native; the trader doggedly fights to maintain his old power; and thus the war is commenced. It is a struggle for the possession of supremacy over the native. Subsidiary to that arise the hundred and one bickerings and intrigues; local court cases and ultimate appeals to politicians, the Press and Exeter Hall.

Both factions hold interests that

have little relation one with the other. On the one hand, the dissemination of Christ's Gospel and the spiritual awakening of a benighted race; on the other, the purchasing of raw material which previously had no economic value to the native. There seems no logical reason why the two factions should not be able to propagate the Gospel and extend the economic resources of the natives without interfering with each other.

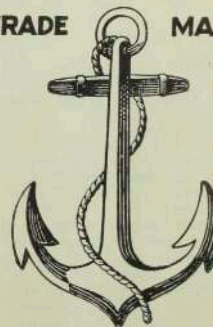
In parenthesis one might ask if it is the recognised policy of Missions to protect the primary producers and consumers from the exploitation of the middle-man. Why, then, do they not take up the cudgels on behalf of the struggling planters in the grip of monopolists who demand their pound of flesh far more persistently than the small trader.

Out of this struggle for power arise such expressions of opinion as mentioned by Mr. Vogan in regard to the trading activities of the Methodist Missions. (Mr. Burton apparently reads into Mr. Vogan's remark a reference to the individual missionary. This, I must admit, I was unable to interpret from the latter's article.)

Mr. Vogan presumably was referring to the Papuan Missions. His observations there apparently prompted him to make such a statement. Personally, my own experiences have been limited to New Guinea and the British Solomons, and I must agree with General-Secretary Burton's remarks where he mentions the mission stores for the "brown staff." It was, however, these very stores which caused no little discontent amongst traders owing to the fact that in these stores goods were retailed to the native teachers at prices considerably lower than the ruling rates for trade lines, thus diverting business from the traders' stores to

GILLESPIE'S "ANCHOR" FLOUR

TRADE MARK



The Standard of Quality.

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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that of the Missions; and also creating in the mind of the natives generally a suspicion that they were being victimised by the traders, whose living depended on their profits: Whereas the Mission, as Mr. Burton states, made no profit "but frequently a considerable loss," which they as individuals could well afford as their salaries were not in any way dependent upon store profits.

The argument was advanced by the Mission that, as it only catered for their teachers, the store could not affect the native population as a whole. As a matter of fact, no small quantity of native money found its way to the store through the teachers, who made cheap purchases for their friends.

And thus the breach between mission and trader was widened.

It is easy to understand the mission viewpoint. They desire to assist in every way their native teachers so as to allow them to obtain the greatest value for their monthly salary. They are impervious to the complaints of the traders, as a section of the community deserving but little consideration.

Of more recent experience, I can cite numerous instances of trade goods being given away by missionaries; in some instances as a return for some trifling service; in others as a means of ingratiating themselves with natives whom later they hope to number amongst their own particular denomination. These instances, however, do not refer to Mr. Burton's particular Society.

There is nothing exceedingly outrageous in that. The traders naturally object, as it is interfering with their legitimate livelihood by a man or men who distribute largesse at the expense of enthusiastic donors in civilisation. If, however, the missionary attains his ultimate end—which, we must naturally assume, is the Christianising of the black races—then the expenditure has been justified.

It has always seemed to me to be one of the regrettable features of Islands life that the white people, following their various pursuits, cannot live in more amicable relation, one to the other, than they do. There is something wrong somewhere—something radically unchristianlike—when it is impossible for half-a-dozen so-called civilised Christians, living among natives, to practice the common ethics of Christianity by being a little more charitable and a little less hostile; a little more tolerant and less selfish each to the other.

A prayer which might well be prayed throughout the South Seas is: Lord, Give Us All a Better Understanding of Our White Brethren.

The Man who made mention to His followers about going into the world to spread the Gospel at another time, made the remark about the Pharisee and the Publican. The Pharisee, of course, is always "the other chap."

FIJI FOR THE WINTER.

Private family would receive two paying guests. Unique opportunity of enjoying Islands life—golf, tennis, bowls; cruising, fishing, shooting. Inclusive terms, £10/10/- monthly. Particulars from Pacific Publications, Ltd., Union House, 247 George Street, Sydney.

THE PROBLEM OF THE NATIVE DEBTOR.

Written for the Pacific Islands Monthly by Solomonoo.

ACCORDING to the P.I.M. of November, native debtors are worrying New Guinea traders, and the same is said to be the case in other Island centres. So we in the Solomons are not alone in this respect.

Before the advent of the Chinese trader in the Solomons, giving credit to natives—or, as we called it, giving "trade" to natives—was a necessary risk of the trader in that it ensured his having at least some produce to pick up on his next trip round. It created business, so to speak, and the trader who attended to his business in a proper manner lost very little in the practice. Sometimes a native trader died, in which case one was lucky to get back whatever trade remained—though there were times when a relative or another boy "took over" and nothing at all was lost.

A very different state of affairs exists to-day. One reason for it is that the native is finding out, in increasing numbers, that he is not forced by law to pay his debts. Again, he has found that he can be much more lax in his dealings with Chinese, and, between the two, he worries less and less over the payment of his dues. You can reason with him as to the necessity of paying up till you are tired of talking; and he turns round and asks for more "count." I hesitate to say it is all sheer unscrupulousness; but call it what you will—there it is.

The question arises: "Are we traders in a position to cast the stone?" Have we not, for the most part, over the later years, piled up debt or been financed without strict regard to business common sense—many of us expressing our

displeasure if a belated curb were put upon our insanities? One has even heard of a Commonwealth and of States going on a borrowing orgy, which some of them would be only too willing to continue if they possibly could. So the native's languid efforts at repayment are to some extent understandable, or at least excusable.

Still, two wrongs will not make a right. And, since we endeavour to force our civilisation (?) upon the native—even though we are often doing him an injury—there could be no harm in teaching him that debts should either be paid or not entered into. The time is ripe for the authorities to take a hand, and either prohibit the giving of credit to natives (a doubtful procedure) or give the creditor power to recover just debts.

In the latter case the local district officers could decide each case on its merits, and, after the first couple of cases, it is next to a certainty that the trouble would almost fizzle out. Once the native saw he could be brought to book, he would take care not to indulge in credit beyond his means or intention of repayment.

In NOT taking this course we are simply encouraging him in dishonesty.

The common view, that "if the trader is fool enough to give credit without means of recovery, he deserves what is coming to him" sounds all right until one asks the question, "Then why institute any rules and regulations for the purpose of keeping the citizen on the straight and narrow path?" Why not give **everybody** an "open go," and the devil take the hindmost?

BURNS, PHILP

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NOT HELD UP!

Reply from N.I.

[To the Editor.]

Sir,—The attention of this Chamber has been drawn to a "special" article written by Lt.-Colonel T. Orde Lees, appearing in the January number of your paper under the heading "Held Up!"; and as the article has evidently been written and published hastily and without any enquiry as to the facts of the case, I am directed to state the facts, as ascertained by the President of this Chamber from the Administration, Shipping Agents and Boating Company concerned, for the information of your readers.

All vessels trading with Norfolk Island are anchored in an open roadstead and passengers and cargo are carried between the vessels and the landing jetties in whale boats manned by the Norfolk Island Boating Company. The Boating Company consists of a number of competent Island boatmen who have had many years' experience in handling the boats under conditions which are at times very dangerous, and to whose credit it may be recorded that there has never been a casualty in the course of transit.

Immediately upon arrival of the "Morinda," the ship's launch and such boats as are required to supplement those of the boating company are handed over to and manned by members of the boating company.

The boating company charges passengers arriving at Norfolk Island the sum of 2/- for fare and carriage of personal luggage, while "through" passengers are charged a return fare of 2/-.

Mr. Victor Edwards, referred to in the article, is the secretary of the Norfolk Island Boating Co., and is authorised by the Company to collect the fares on the jetty from all passengers arriving or departing. The launch and boat in use on the trip mentioned by your contributor were manned by the boating company on the occasion referred to, and the payment made was for the services of the company in bringing the passengers safely ashore and taking them back to the "Morinda."

I am, etc.,
W. H. TUSTIN,
Secretary.

N.I. 9/3/32.
Norfolk Is. Chamber of Commerce.

N.G. GOLDFIELDS

Progress at Golden Ridges.

From Our Own Correspondent.

WAU, N.G., March 22.
N.G. GOLDFIELDS, LTD. continue to make good progress in the erection of the mill at Golden Ridges, and this mine should reach the producing stage about the end of June.

The comments of the "Pacific Islands Monthly," in its February issue, as to the necessity of this company writing down its capital, has caused a good deal of discussion here, and it is generally admitted that this will be necessary before the company will be able to pay reasonable dividends.

SMALL SETTLERS IN DIFFICULTIES IN SAMOA

From Our Own Correspondent.

APIA, March 20.

QUITE a number of Europeans, lessees of small cocoa and banana plantations from the New Zealand Reparations Estates, are in serious straits financially as a result of the bad cocoa crop of last year and the cutting down in price and size of banana shipments to New Zealand.

Some of these settlers have invested all their savings in their holdings and now are facing ruin. It would be wise, if the Administration could see their way to give some measure of relief to these settlers, by reducing their rents or granting sufficient time for payment till the next cocoa crop is due. Samoa is still a purely agricultural country, and if the Administration intends to encourage agricultural production, the European planters should be given every possible assistance.

Owners of large cocoa plantations are not much better off than the small settlers. Only a very few have been able to make their plantations pay and these lucky ones have usually started with capital of their own or under very favourable circumstances. The great majority of cocoa planters are in debt to the cocoa buyers, some of them very heavily.

The first cocoa crop of 1932, on which many planters have built their hopes, has suffered heavily from brown rot disease and black pods owing to the wet season. So this crop, also, will be very small and not remotely up to expectations, which tends to increase difficulties. This is the more regrettable, as there is a large demand for Samoan cocoa at present and prices are exceptionally good.

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Bumpers,
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April 23, 1932.

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AERIAL FREIGHT WAR.

Developments on New Guinea Goldfields.

From Our Own Correspondent.

WAU, March 21.

ANOTHER move in the aerial transport freight war in New Guinea occurred on March 16, when Guinea Airways Ltd. issued the following circular:—

On and from Thursday, 17th instant, the following terms will come into operation for all consignors by the Company's aircraft operating from Lae or Salamanga to the Wau. These terms will apply to all cargo suitable for hand loading, which means single cases or items under two hundred lbs. in weight.

(a) Based on a standard net rate of sixpence per lb. (which will not be increased except for economic reasons beyond the Company's control, such as fluctuations in international exchange, or additional taxation, etc.) a cash rebate of fourpence per lb. (making the effective rate fourpence per lb.) will be granted forthwith.

This rebate will continue in force for a period of three calendar months to the 16th of June next inclusive on all cargo carried, provided payment of accounts is made by the 20th of the month following that in which freight charges were incurred.

(b) On the 16th of June next a further announcement will be published in respect of whatever rebate is to be generally applicable for the succeeding three months up till mid-September.

Such further rebate may remain at twopence per lb., or be increased or reduced according to circumstances.

(c) The Company is now prepared to offer three-year contracts (if signed on or before the 30th April next) to any companies or individuals. All such contracts will provide for a permanent rebate of one penny per lb. (i.e., to five pence per lb.).

In addition to this offer, any special rebates such as are mentioned in paragraphs (a) and (b) of this circular will be made to apply to such contracts as though no contracts existed.

The intention is that no long-term contractors shall lose any special benefits which may subsequently be granted by the Company from time to time to other consignors.

This circular supplies an answer to those people who suggested that Guinea Airways Ltd. was simply trying to get its opposition out of the way, and would then increase freights again.

Guinea Airways' circular was used as a basis for a circular issued by Pacific Aerial Transport, offering the same rates, except that the net rate is to be 5d. per lb., less 1d. for pay-

ment of account by the 20th of the following month.

P.A.T. is offering three years' contracts, with the same advantages as G.A.; but whereas G.A. have stated that these freight rates apply only to packages or articles of up to 200 lbs. weight, P.A.T. grant their new terms irrespective of size or weight.

Some amusement has been caused at the Bulolo Hotel, where the circulars of both companies are posted side by side, by the appearance of another notice posted above them—presumably by Les Holden, the other aviation contractor, quoting the words of the popular song:

Wherever you go,
Whatever you do,
I want you to know,
I'm following you.

Freight at 4d. per lb. is considered fair by all parties on the field, but some of us are doubtful whether this price will remain long. However, it would appear that we have definitely got away from the 1/- per lb. rate, and the miners on the field will no doubt be able to spend more time prospecting now that they are able to obtain cheaper goods.

SOLOMON ISLANDS.

From Our Own Correspondent.

TULAGI, March 22.

THE recent rise in price of copra released the usual optimism which is always so ready to bob up, whether or not backed by sound reason. But the why-and-wherefore man asks, "How many of the world's millions of unemployed are back in regular work and so are once again capacity consumers?"

Of course, there are other factors bearing on the price of copra, but none quite so important as this, and it is hard to understand how we are to arrive at the true "normal" price until this problem is solved.

However, we are very thankful for small mercies—even should the price again touch bottom—and we can, for the moment, extend our sympathies to rubber-planting brother, getting his penny seven-eighths per lb.

We are still in a backwater, awaiting results—or otherwise—of the recommendations and resolutions of the November Advisory Council meeting. Everything comes, etc., etc.—even if it is nothing!

Nut-Fall Mystery.

The Agricultural Committee has had another sitting. But nothing, so far, seems to have been hatched as regards the nut-fall bug, which (or who) still goes undetected of his crime. One suffering planter suggests putting the matter in the hands of the police.

"Gold in Them Thar Hills?"

Considerable excitement has been caused, under romantic circumstances.

A native was heating some stones for the purpose of cooking his meal of fish, when one of them cracked in two, disclosing "money," as the native usually

calls gold—or pyrites—in its native state. He took the find along to a missionary, who sent it south for assay. Sure enough, the "money" proved to be gold.

Then the question arose as to where the stone came from originally—as it was found on a coral islet, on the edge of a lagoon, where "stones" are not.

Anyhow, the hearts of those concerned are a-flutter with expectancy, and hope that this locality will yet prove to be the location of King Solomon's Mines, as was supposed in days of old.

Even as one writes, one may see one keen, hard-working delver with a stick, in the midst of a cloud of dust, tearing into the side of a hill, in his efforts to find the lode, what time the other members of "The Big Six" enthusiastically urge him on to increased effort, with mixed promises oficed beer and rewards based on the hereafter.

This is not the only gold mining activity in these parts. There is another, older and more secretive combination, which is said to have something really good up its sleeve, awaiting the framing of the new mining regulations.

If enthusiastic anticipations count for anything, between the two factions we should soon be able to wipe out the British national debt.

HOLBROOKS' TABLE DELICACIES

WORCESTERSHIRE SAUCE.

No. 2 SAUCE
(A thick, fruity sauce).

TOMATO SAUCE.

FRENCH OLIVE OIL.

SPANISH OLIVES
(Plain and Stuffed).

CAPERS.

FLAVOURING ESSENCES.

CHUTNEY.

PURE MALT VINEGAR.

JELLY CRYSTALS.

TINNED SOUPS.

BAKED BEANS AND

SPAGHETTI.

In Tomato Sauce.

A wide variety of Pickles, including Sweet Gherkins and Small Pearl White Onions.

Holbrooks (A/sia.) Ltd.

WATERLOO, N.S.W.

Visitors to the Solomon Islands

A plantation home on the island of Ysabel, British Solomon Islands, is open to Tourists, or Travellers desiring experience of Islands life. Riding, tennis, bathing (sea-beach and river), etc. Modern comforts include refrigeration.

Apply "Fulakora," Ysabel, via Tulagi, British Solomon Islands. Or call for particulars at Pacific Publications Ltd., Union House, 247 George Street, Sydney.

NORFOLK ISLAND.

Plea for Second Medical Man— Lack of Tourist Publicity.

From Our Own Correspondent.

NORFOLK IS., March 26.

LAST month, when Mr. J. Love (Chairman of the Hospitals' Commission of N.S.W., or something like that) rather high-handedly conducted a meeting on this island, laying down the law none too politely to an audience whom he under-estimated as regards their education and natural intelligence, he pooh-poohed the idea of there being any necessity whatever for a second medical man on Norfolk. He pointed out that one doctor on the mainland was responsible for the health of far more than the thousand persons who make up the censor's tally on this little speck of land.

What he did not mention in connection with this item of information was that on the mainland, while a doctor may easily carry on a practice of far wider range, his patients or potential patients have the option of calling in any other medical man within reach and the doctor himself can consult another man if he thinks it advisable.

Had Mr. Love been here last week, instead of last month, when the island might practically have been given a clean bill of health and there was not a person seriously indisposed, he might, perhaps, have reconsidered his hasty opinion and promised not only to boom Norfolk as a health resort but to recommend to some competent man looking for an opening the opportunity awaiting him here.

Our Government Medical Officer of Health, Dr. Sydney Lawrence, was so busy with a number of extremely urgent cases that he was unable to go aboard the s.s. "Morinda"—early on Monday morning, March 7, en route from Vila to Auckland—and give her the necessary inspection to enable her passengers to come ashore for a pleasant day among our pine-trees and banana groves. This clearing of visiting steamers is one of the principal reasons for the appointment of medical officers to these outlying islands, and one of the duties for which the official salary is paid.

Among other causes for professional anxiety was the sad case of little Billy Schmidt who, during the previous week, had developed a mysterious illness accompanied by paralysis. This ailment Dr. Lawrence tentatively diagnosed as infantile paralysis, thereby terrifying the mothers of the children who had attended the same school and come into daily contact with Billy, and on Thursday he ordered the child into our small general hospital. On Sunday noon he died, the cause of death being still a mystery, although, in view of the fact that no other cases have so far developed, we think probably it was not infantile paralysis but some more obscure disease contracted perhaps in the New Hebrides, where the child lived during his infant years.

However, be that as it may, and however competent our reigning M.O. may be to deal with whatever necessity arises, the majority of us feel that the presence of a second medical man on

this island is highly desirable. In many cases a consultation would be of inestimable service in diagnosis and treatment and would also be a great satisfaction to the relatives of the patient.

Our G.M.O., appointed from Australia for a term of three years, receives a handsome salary and a very good house in Kingston, together with the right of private practice, which must bring in at least as much more as the guaranteed income. But the right of private practice does not mean, as has been erroneously asserted, the sole right to practice on the island. This fact was particularly established in an interview with one of the three members of the visiting party or commission—or however they were exactly classified—during their holiday here. A dozen doctors might settle here if they chose to and thought it worth while—which it certainly wouldn't be; but there is room and a warm welcome awaiting one more doctor—just so long as he is completely competent, kind-hearted and reasonable in his charges.

It is certainly a fact that of our thousand head of population, a certain small proportion are entitled to free treatment—or rather free diagnosis, for it appears that they pay for drugs or medicines—but that proportion diminishes automatically every year. Dr. Duke, who was here for four years and left us last year to pursue his studies overseas, openly boasted that, with a wife and child to support, he never touched his official salary at all but lived more than comfortably on the fees from his private practice. And it must be remembered that our population increases year by year; not only natural increase by birth but by the advent of new settlers.

There is an opportunity, then, for just the right man. Not a man of ambition, perhaps, nor with his whole professional life before him; nor a man who wants to make a great deal of money. But a middle-aged man, or even an elderly man with a small income and a desire still to be of some service to his fellows while finding time to enjoy life himself. There is plenty of congenial society here—people from every class and all parts of the world—there are two golf clubs, a bowling club, and tennis and bridge from end to end of the island. A man of character and a good record as a general practitioner with some small skill of surgery. We have room for two doctors.

Tourist Traffic Wanted.

After consideration of the shipping situation, B.P.'s have decided to make no alteration in their present running of the "Morinda" between Norfolk Island and Auckland. For six months longer, at least, intending passengers may count upon the service and make plans accordingly.

But while we hear endlessly of hundreds of New Zealanders yearning to make the trip, our passenger accommodation is never anything like fully booked up. With the publicity campaign embarked upon by B.P.'s themselves, both in Australia and New Zealand, the endeavours to reach intending visitors and potential settlers made by our own local Chamber of Commerce, and the unceasing advertisement of Norfolk Island in the columns of the P.I.M. by this correspondent, it seems incredible that people should still obstinately assert that they are unable to obtain particulars of attrac-

tions and opportunities here—indeed, that they cannot even locate us on the map of the Pacific. But they do.

New arrivals coming ashore with their eyes already searching the landscape for coconut groves and lovely, dusky, scantily-clothed maidens, assure us that they can scarcely believe—even after a trip on a B.P. island steamer—that they have actually pinned us down and stepped on us. Surely the Government Tourist Bureaux of whatever country they have fled are able to offer them a highly-coloured leaflet and to recommend to them some one or other of our excellent accommodation houses.

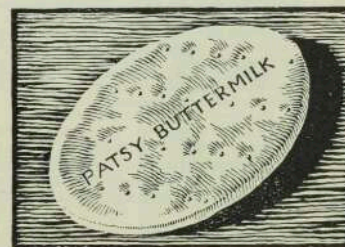
And now Mr. Love is also going to broadcast our unparalleled climate and recommend us as a health resort for convalescents and invalids. The heights of the island in particular, where the air is light and bracing even in the heaviest of summer months, and a glorious, wide-flung view over pine-clad hillsides and fertile valleys away to the blue, limitless ocean is sufficient entertainment for hours at a stretch.

New Gold Company for New Guinea.

From Our Own Correspondent.

WAU, N.G., March 22.

IT is stated that a company is about to be floated in Australia to test and work the leases taken up by the syndicate headed by Mr. Tommy Thompson, along the Lower Watut, and in what is known as the Babual area.



Flaky Crackers for dainty savouries

The most tempting savouries are easily made with Joyce Patsy Buttermilk Crackers. Serve them buttered, covered with cheese, then spread with thin slices of stuffed olive . . . with capers, dried fruit or nuts. There are dozens of ways . . . and they are delicious just plain.

JOYCE PATSY BUTTERMILKS

Packed to preserve oven-fresh crispness. If unobtainable locally write to
P.O. Box 31, CAMPERDOWN, N.S.W.

FPL2.

SAMOAN NEWS BUDGET.

From Our Own Correspondent.

DEATH OF OLD CHINESE SETTLER.

APIA, March 31.

THE death occurred on February 29 of one of the few remaining old, free Chinese settlers of Samoa, Mr. To Ah Soon, in his 53rd year.

Ah Soon was a well-known identity on Apia Beach, the most successful and affluent Chinese merchant in town. He came to Samoa as a mess-steward on the German cruiser "Cormoran" in 1897, started as a carpenter and later started a Chinese and general store. Being intelligent and enterprising, he succeeded quickly to make his store the leading Chinese store of Apia. He also owned a large banana plantation. The store will be conducted by his two sons, who were educated in China and who returned home a few months ago.

MAU WOMEN HOLD MONSTER MEETING.

To prove to the world and to the Samoan Administration that the Mau is not dead and still "going strong," women partisans of the Mau movement have just held a monster meeting at Leulumoega, on the west coast of Upolu. It is estimated that at least 2,000 women in their blue "uniforms" participated in this review of Mau adherents. They were conveyed to and from the meeting place by numerous motor buses.

N.Z. MARKET GLUTTED WITH BANANAS.

According to Auckland papers, the banana market was glutted with bananas during February and first-grade ripe bananas sold as low as 8/- per case. As Samoan bananas cost something like 15/- to deliver to New Zealand, the February shipment by the "Maui Pomare" will probably show a heavy loss.

The heavy winds experienced during the second week of March have occasioned serious damage to the banana plantations. The "Maui Pomare" took about 7,000 cases on her last trip, leaving on March 10, but it is possible that, owing to the damage sustained, the next shipment may be smaller.

COMPLIMENTARY DINNER TO BUSINESS MAN.

An unique honour has been conferred on Mr. R. H. Brown, the popular local manager of Messrs. Burns, Philp (S.S.) Co., Ltd., by some of the cocoa planters of Samoa, clients of the firm. On the occasion of Mr. Brown's departure by last "Tofua" on an extended holiday, the planters gave him a complimentary dinner in token of the esteem and appreciation of Mr. Brown's fairness and sympathetic attitude in all his past business dealings with the planters. Quite a few complimentary speeches were by those present and it was specially pointed out that this was the first occasion on which such an honour has been paid to a business man in Samoa.

In former years, the cocoa planters have sent their produce on consignment to America or European agents. This practice, however, has been given up, as the planters have suffered heavy losses through unreliable or unsatisfactory business connections. At present the bulk of the cocoa production of Samoa is sold straight out to local business firms and the producers have found this to be far more satisfactory.

ESCAPE OF PRISONERS.

Two Samoan prisoners, Osea and Simale, when working in a prison gang at the European cemetery, managed to make their "get-away" and escaped. Both men are serving long prison sentences for serious offences and much apprehension is felt by the population, as the police have not succeeded so far in apprehending the escaped men.

MAIL COMMUNICATIONS.

On March 14 the Quarantine on Pago Pago was lifted and mail communication with American Samoa re-established. From May on, however, the existing three-weekly mail steamer service with the Pacific Coast of America and Australia via New Zealand will be changed into a four-weekly service. As the "Tofua" will soon be replaced by a cargo boat (the "Wai-pahi"), our mail connections will suffer in consequence.

Mr. P. H. Edmunds, of Tahiti, is in Sydney this month, on his way to England. He will spend the better part of a year in England before returning to his home in Tahiti. He considers the prospects of this French territory are excellent.



Highly Contagious

TINEA 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. "ANTINEA" is the only specific preparation that will cure Tinea and Tropic Ringworm.

For Dhoobie Itch Use "Antinea"

The penetrative power of "ANTINEA" rapidly destroys the "Tinea" fungi, relieves discomfort, restores skin wholeness, and ensures normal condition. "ANTINEA" also relieves "DHOBBIE ITCH," Ringworm, Perionychia, Ringworm of the Nails and other similar skin troubles. "ANTINEA" will not harm the living tissues.

THE CURE.



Obtainable from all branches of Burns, Philp & Co. Ltd., W. R. Carpenter & Co. Ltd., and A. J. Swann & Co. Ltd. (Suva).

Or direct from

ANTINEA DRUG CO.

WINGELLO HOUSE,
ANGEL PLACE, SYDNEY
Postage, 3d. extra.

R. TOWNS & CO.

Established 1842.

31 REIBY PLACE - - - SYDNEY.

"LORD BEACONSFIELD" 26's Island Twist Tobacco.

"EDGEWORTH" Extra High Grade Smoking Tobacco,

in 2oz. vacuum airtight Tins, and 1lb. Glass Jars.

"CUTICURA" Soap, Ointment and Talcum Powder.

IS THERE GOLD IN THE SOLOMONS?

"The discoverers of these islands named them the Isles of Solomon, to the end that the Spaniards, supposing them to be those isles whence Solomon fetched gold to adorn the temple at Jerusalem, might be the more desirous to go and inhabit the same."—From an account of the discovery of the Solomons, by Don Alvaro de Mendana, in 1567.

(By K.D.B.)

RUMOUR has it that gold has been found in the Solomons, on the island of Ysabel, at the eastern end of the group.

Everyone is eagerly awaiting news of the assay reports from samples supposed to be found there and sent to Sydney, although little credence is put in the tale.

General opinion among the residents of the isles is that gold could not be found in such payable quantities as to warrant cost of labour and general expenses. Old hands laugh at the suggestion and recall many an ill-fated expedition to the Solomons in past years, when the seekers of wealth were bitten by the gold fever, and fell.

Most notable and romantic of these expeditions was that of the party who bought and equipped the schooner "Wheat Sheaf," in order to search for a mountain of gold reported to exist at Maramasiki on the island of Malaita. Six hard-headed business men of Sydney invested in this venture, lured on by a nugget of gold which had, in reality, come from the goldfields of Australia.

Sailing to the Solomons under the guidance of a certain sea-captain, they eventually anchored off Malaita, were betrayed by the captain to the head-hunting natives, and only just escaped with their lives. The whole thing was a ruse, on the captain's part, to obtain a good and well-stocked ship.

Another tale, which is retold now, is one of a party of five men who formed a company in Brisbane, and sailed for the Solomons, where they hoped to find gold at Wanderer's Bay, on Guadalcanar. They chartered a local schooner, stocked her up with provisions and all necessary equipment, and sailed for the spot—only to find iron pyrites, the decoy nugget having come from elsewhere.

It is a well-known fact that many old "boys," returning from Queensland, brought back pieces of quartz, with traces of gold and these in cunning hands have been instrumental in causing many gulleless people to gamble their little all on valueless tracts of land, or other mad ventures.

The island of Ysabel has Malaita lying 50 miles away, to the north-east, and Savo, Ngela and Cape Marsh a similar number of miles to the south-east and west. The mainland is about 150 miles long, and 30 miles across. High mountains form the main ridge, dense forests abound to the water's edge, and it is well populated by peaceable natives.

There are several European plantations there, principally on the south-eastern coast. Most of these plantation-owners have been there over 20 years, and it seems strange that they

have never heard of gold in the vicinity in all these years.

Tulagi Island, the capital of the Solomons, lies 60 miles to the south-east.

It would be remarkable if one island only, out of the whole group of the Solomons, which includes five very large islands, should show traces of gold, when all are of the same formation and volcanic origin. Meanwhile, "The Silent Six" are busy on Guadalcanar; and the "gold feverites" are anxiously awaiting results from that direction.

Savo is, at the present day, actively volcanic. Iron pyrites have been found there, and on many other of the islands.

Sapphires, also, have been found on some outlying islands off Ysabel—Rich diamond clay on others—phosphate and traces of tin on St. Georges.

I am inclined to think that the only gold to be found in the Solomons is that which is exchanged in payment for local produce, such as copra, ivory nuts and shell—and there is not too much of that these days.

Nevertheless, we watch and wait. Nil desperandum!

SAMOAN TRADE.

Figures Show Big Fall SMALL COCOA EXPORTS.

From Our Own Correspondent.

APIA, March 20.

THE Trade Returns for 1931 have been just published by the Administration. As expected, they show a large fall from the figures for the previous year.

	EXPORTS, 1930.		1931.	
	Tons.	Value.	Tons.	Value.
Cocoa	1,007	£61,294	620	£35,284
Copra	12,285	166,221	11,062	109,220
	Cases.		Cases.	
Bananas	95,867	£44,259	85,225	£39,022
		£271,774		£183,526

Small quantities of beche-de-mer, rubber, kola nuts, pineapples, etc., were also exported during 1931.

The very considerable drop in cocoa exports has been caused by the adverse weather conditions of last year. The cocoa price, fortunately, has kept up well, in fact, at time of writing it shows a tendency to rise, the supply of Samoan cocoa not being up to the demand.

The copra figures, also, show a drop in the quantity exported and especially in the value.

The decrease in quantity exported is very appreciable in bananas and the figures for the new year will probably show a considerable drop in value for this product.

The total decrease in value of exports amounts to £87,248.

	IMPORTS.	
	1930.	1931.
Year 1930	£275,000	
" 1931		£164,950
Decrease		£110,050

It is chiefly owing to the large drop in imports that the Administration has to face a deficit of about £30,000 for the financial year ending March 31, 1932. Undoubtedly, imports have dropped still further during the first quarter of 1932 and even the increase in import

duties, coupled with far-reaching retrenchments wherever possible, will be insufficient to wipe out this deficit altogether. For this reason Administrator Hart has sought the co-operation of the newly-formed Chamber of Commerce to devise ways out of the quandary.

A satisfactory feature of the trade figures is that exports exceed imports by about £20,000.

Norfolk Island Trade.

THE following are the Norfolk Island Customs figures for January, 1932, compared with the figures for January, 1931:—

	IMPORTS.		From N.Z.
	From Aust.	From N.Z.	
January, 1931	£1,028 15 0	—	—
January, 1932	2,535 10 0	—	£1,067 15 0
	EXPORTS.		
	From Aust.	From N.Z.	
January, 1931	£1,526 15 0	—	—
January, 1932	2,257 0 0	—	£416 0 0

"TINEA."

Common Disease in Tropics

TOW many people does the word "Tinea" convey anything? Not ten per cent. Yet, it is not exaggeration to say that fifty per cent. of the population in the islands suffer in some form or other from this skin infection which, besides being extremely contagious, is potentially dangerous and a very unpleasant disease.

In the first stages, "Tinea" does not seriously affect the patient, so that no particular notice is taken of the condition until more serious symptoms are noted. If, however, one mentions "Singapore Foot," "Toe Rot," or any of the thousand-and-one names coined by the public to describe the complaint, people start to take notice.

"Tinea" is caused by the infection of the skin, especially in moist places, such as under the arms, between the toes, etc., by a vegetable parasite, allied to the mould that grows on jam, decayed fruit or bread. There are many varieties of this parasite, the commonest of which are technically known as *Tinea Trichophyton* and *Tinea Albuginea*. These fungi are really a type of ringworm—a nasty name one associates with something the cat might get, but not what one would expect to find one's respected aunt suffering from.

Itching and general discomfort of the feet, tiny itching blisters, cracks and peeling off of the skin, are early common signs of "Tinea." Often the area affected feels hot and irritable, and the skin feels as though it is overstrained and dry. Usually the symptoms are made worse by warmth as, for example, when one puts one's shoes on. The feet and toes are the commonest site of infection, but any part of the body may suffer, even to the ears. If not promptly attended to, all these cases tend to become chronic.

The condition may, and often does, spread from one part of the body to another, and the skin cracks and splits; dirt gets in and causes sepsis.

A more important thing, however, than danger to the individual, is danger to the community at large, and it must be borne in mind that the spores, or eggs, of these parasites can live for months and even years in damp places, on beaches, in bathrooms and in dressing sheds, where they have been deposited by an infected person. It follows, therefore, that a slightly infected person can infect the whole community and, unfortunately, it does not follow that those infected will be mild cases. On the contrary, they may have the worst type of "Tinea."

With "Tinea," as with all diseases, the best time to treat and cure it is in the early stages. It does not follow that because a disease has not been going long enough to cause the worst symptoms, it can be overlooked. In fact, one of the most terrible afflictions to which the human flesh is heir, Cancer, is, in the early stages, quite painless, but unless immediately treated soon places the victim beyond the aid of medical science.

"Tinea," though, of course, not usually dangerous to life, is a nasty, unpleasant disease, which can cause much distress.

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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ANTHROPOLOGY

Mr. W. C. Groves to Do Research Work in N.G.

AN interesting traveller, for New Guinea, by the "Montoro," at the end of April, will be Mr. W. C. Groves, who has been awarded to Fellowship for research in anthropology by the Australasian National Research Council. The Council administers funds supplied by the Rockefeller Foundation, U.S.A., and money is thus provided for valuable research work.

Mr. Groves, who has been engaged for some time as a lecturer at the Teachers' College, Melbourne, is a young man who is well-known in New Guinea, where he was employed in the administrative service between 1922 and 1926. His brother-in-law is Mr. Norman Foxcroft, of the Bitapaka wireless station.

The study of anthropology has always appealed strongly to Mr. Groves and he will now, for a year, have ample opportunity to indulge his hobby. He will spend some time in the Territory, acquainting himself with New Guinea's native educational methods and will then settle down at a special camp in the central district of New Ireland.

Mr. Groves is acquainted with the latest developments in anthropology, and has been following with interest the researches of Dr. Reo Fortune, who, with his talented wife (Dr. Margaret Mead, a well-known author) has been busy in Papua and New Guinea for some time. Mr. Groves regards Dr. and Mrs. Fortune as two of the most expert field workers in anthropology in the world to-day. Dr. Fortune's book on Papuan life, "Sources of Dobu," is a distinct contribution to the literature on primitive life.

COOK IS. NOTES

NO HURRICANE THIS YEAR.

From Our Own Correspondent.

RAROTONGA, April 2.

OUR "monsoon" season is drawing to a close and we can say now, almost without risk of being wrong, that the weather for the next nine months will be free from hurricanes.

The Pacific Ocean, with its thousands of islands, is becoming more and more an attraction to those seeking adventure in yachts and other sailing craft. Like many other Pacific islands, Rarotonga is frequently a port of call for these craft.

Unexpected Visitors.

The first to visit us this year was the yacht "Nahlin," owned by Lady Yule. The "Nahlin" arrived unexpectedly on March 11, stayed two days and resumed her cruise, making Tahiti her next port of call. As she steamed away to the north-east at sunset, a white sail showed up on the horizon.

Our second visitor turned out to be the schooner "Tagua" returning to her headquarters after an absence of nearly three months at Penrhyn Island. She had sailed out of the lagoon at Penrhyn, although the danger from hurricane had not disappeared for the year and, consequently, met with dirty weather on the way down. The schooner and her captain, Andy Thomson, are rapidly coming into world-wide prominence.

An occasional article appears in the Atlantic Monthly, written by a journalist at Tahiti, Mr. R. Friskie, in which the "Tagua" and her skipper form the thread of the story.

After remaining at the wharf at Avarua for two days, during which time the sea had to be watched almost from hour to hour, the "Tagua" proceeded to Tahiti, laden to her Pilmsoll line with copra.

On the 21st another sail appeared to the north-west—the schooner "Aratapu," bound from New Plymouth (N.Z.) to Tahiti. She ran into bad weather shortly after leaving Auckland and met with head winds the whole way. She reached Rarotonga 29 days after leaving New Zealand. Damage included a broken boom, ripped sails, and crippled Diesel engines (auxiliary). Sickness also broke out amongst the crew. The "Aratapu" is now effecting temporary repairs here.

The Northern Islands.

Mail advices from Penrhyn, and the other two islands of the northern group visited by island schooners, Manihiki and Rakahanga, disclose that the inhabitants are having a lean time.

There is an absence of sickness and there have been no setbacks from hurricanes, however.

The people of Rakahanga (an atoll—a ring of coral encircling a large, almost landlocked lagoon) report that they have succeeded in transplanting breadfruit trees sent from Rarotonga. The soil, in places, at Rakahanga is rich—what there is of it. Unfortunately, the magnificent lagoon at that island is not suited to the growth of the pearl oyster, as is the

lagoon at Penrhyn and the one at Manihiki.

The Rakahanga lagoon, being practically landlocked, except for one or two very shallow openings, is not emptied by the tide. The water becomes stagnant and the pearl oyster will not thrive in it.

There are no fresh water streams at Rakahanga. The main supply is rain water, run into large tanks from buildings—the roof of the Church being the chief source of water conservation. Other supplies are obtainable from wells.

The Fame of De Groot.

Amongst the items of world's news flashed across the Pacific and picked up here (static permitting) we would like to refer to one which pleased many in this group.

The first was in reference to the opening of the Sydney Harbour Bridge. While much must be left to the imagination at this distance, the cryptic account of the opening of Sydney's immense bridge by Captain De Groot indicated that the proceedings were given an epic-making twist. If this comparatively insignificant community is any index to the reception of this piece of news in other parts of the Pacific, then it would be difficult to find anyone expressing himself as dissatisfied with the opening ceremony in the circumstances. Indeed, the majority of onlookers from afar out in the Pacific are glad to think that the colossal structure is a symbol of the fine sentiments expressed by Captain De Groot.



THE great builder
of brain, bone and
muscle in growing
children

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Milk Arrowroot
BISCUITS**

ARNOTT
MILK ARROWROOT
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**Ask Your
Storekeeper
For Them**

P.I. ASSOCIATION MEETS AT DINNER.

Farewell to H. A. Ross.

MANY old Islands friendships were renewed, and new ones made, when members and guests of the Pacific Islands' Association met at dinner in Sydney on March 23, to say farewell to Mr. H. A. Ross.

Mr. Ross is one of the foundation members of the Association. Formerly a well-known member of the Civil Service of Papua, Mr. Ross retired recently on superannuation. Papua seems to possess some Peter Pan quality, the effect of which is seen in the absurdly youthful appearance of the gentlemen who "retire on superannuation" from its service—and, being still in the prime of life, engage in other occupations. There are several such in Sydney. Mr. Ross engaged in broking work; and then conceived the idea of transferring his activities to London, where he may act as the buying representative and general agent of Pacific firms. He has gone off to London with a bag full of commissions; and, if any firm or planter wishes to buy or sell in London, he is invited to write to Mr. Ross, c/o. Australia House, The Strand, London.

The genesis of the Pacific Islands' Association was a chat between Mr. F. R. Cawley, a Papuan resident magistrate, and Mr. R. W. Robson, of Pacific Publications Ltd. Mr. Cawley introduced to Mr. Robson, Mr. Jas. R. Baldie; and Mr. Baldie, in his turn, brought in Mr. H. A. Ross and Mr. J. P. Fitzgerald; and these three ex-Papuans (Messrs. Baldie, Ross and Fitzgerald) took up the idea of the Association with great enthusiasm, and carried it along to its present healthy stage.

The Association, therefore, was glad to do honour to Mr. Ross, on the occasion of his removal to London.

The dinner was attended by about thirty ladies and gentlemen. The chairman of the executive, Mr. W. Bruce Rainsford, was in the chair. Apologies for inability to attend were received from Lady Murray, the Minister for the Islands Territories (Major C. W. C. Marr), Rev. M. A. Warren, Dr. Calor, Dr. Simson, Mr. W. R. Carpenter, Mr. and Mrs. Keelan.

The health of Mr. Ross was proposed by the Chairman, and supported in admirable little speeches by Messrs. J. P. Fitzgerald and Jas. R. Baldie. In responding, Mr. Ross referred to the many lifetime friendships he had made in Papua and declared that, wherever he went, his Papuan associations would never be forgotten. He expressed confidence in the future of the Pacific territories, and said he was certain that the Pacific Islands' Association would assist materially in making the voices of residents heard and assisting in the work of development in the years to come.

"Our Islands Friends" was proposed by Mr. R. W. Robson, who briefly outlined his conception of the work that the Pacific Islands' Association may do for Islands residents and interests in the future. The work of the Association was necessarily being done by a committee of mainland residents, particu-

larly in the early stages; but it was hoped to throw ever-increasing duties upon the Islands residents themselves.

Responses were made by Mr. J. G. Fowler, of Papua, by Captain S. Green (Burns, Philp and Co. Ltd.), Mrs. Elizabeth Mahony (formerly of Sudest Island, New Guinea), and by Mr. John Colclough (secretary of the Bulolo Dredging Company).

Captain Green gave some most interesting reminiscences of early days in the Pacific Islands, and produced his famous black walking-stick, which had an important part in the ceremony of annexing Papua in 1884—at which Captain Green was present. He recalled a meeting with Mrs. Mahony, in Eastern Papua, very many years ago.

Mr. Colclough emphasised the great importance to the Islands and to Australia of an event that had occurred only two days previously—the opening of the first dredge on the Morobe goldfield. This meant that the production stage had at last been reached on the goldfield; that gold in enormous quantities

would commence to flow out of that territory, and that a period of general development must soon ensue in New Guinea.

New Members.

The following have been elected members of the Pacific Islands' Association:—Mrs. J. Fowler (Papua), Messrs. J. G. Boileau (Papua), F. R. Cawley (Papua), H. G. Eekhoff (T.N.G.), H. E. Maude (Gilbert Islands), I. T. Jenkins (Papua), A. H. Bunting (Papua), L. Tracey (Papua).

A letter was received at the last meeting of the committee, asking if the Association would take action concerning Chinese competition against European traders in the Pacific, and alleging that Chinese evaded the law in New Guinea, and secured trading-stations, by getting Europeans to "dummy" for them.

It was decided to ask the writer for fuller particulars.

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THE PACIFIC ISLANDS MONTHLY

35

HOW ECONOMIC DEPRESSION AFFECTS SELF-CONTAINED PACIFIC TERRITORY.

Hereunder are reports and letters, dealing with the condition of the Protectorate of Tonga. Persons who are interested in economic affairs—and particularly those who are studying the effect of the world-wide depression upon States and territories—will find much that is illuminating in these articles.

THE Tonga Chamber of Commerce held its annual meeting in Nukualofa on February 8.

The meeting unanimously adopted the report, covering the year 1931, submitted by its president (Mr. J. H. Young). The report is as follows:—

I have pleasure in submitting a brief review of the commercial conditions of the Kingdom for the year ended December 31, 1931.

Chamber of Commerce.

During the year six meetings were held and have been well attended.

Matters of general interest to the commercial community have been discussed, and recommendations made to the Government on several points connected with trade, which have been met in an amicable spirit.

There still remains, however, the question of finding a basis for the better working of contracts with natives, and for the recovery of smaller debts.

Trade.

Both imports and exports during 1931 show a very heavy decline from the already low point reached in 1930.

The figures for the past eight years have been:—

	Imports.	Exports.	Total.
1924	£232,600	£306,658	£539,258
1925	258,322	290,115	548,437
1926	227,882	263,198	491,080
1927	157,785	235,391	393,174
1928	211,907	287,608	499,515
1929	198,078	259,090	457,168
1930	148,306	183,204	331,510
1931	81,170	90,596	171,766

Copra.

The total exports for the year 1931 amounted to 8,929 tons valued at £80,361 f.o.b., being 5,205 tons and £89,249 in value less than the previous year, which was a bad one.

The year just ended has been the worst year for trade within the memory of the oldest members of the commercial community, and very heavy losses have been incurred.

Copra exports for the past eight years have been:—

	Tons.	Value.
1924	14,533	£297,487
1925	13,750	280,386
1926	13,992	255,156
1927	11,252	225,044
1928	15,671	282,083
1929	16,860	252,911
1930	14,134	169,610
1931	8,929	80,361

a fall in value over the period of 73%. Prospects for the 1932 crop are good, owing to seasonal rains and warmth, provided always there is no blow during the present hurricane season.

Government Expenditure.

The figures of Government expenditure, as they appear in the Estimates

passed by the Legislative Assembly for the past eight years are as follow:—

Year.	Amount.
1924-5	£67,665
1925-6	71,938
1926-7	72,097
1927-8	84,255
1928-9	81,382
1929-30	81,951
1930-31	84,555
1931-32	69,045

An increase over the period of two per cent., or, in other words, practically the same expenditure on an export value of £80,361, as it was in the year 1924, on an export value of £297,487—a condition which would appear to require radical adjustment.

The following is a statement of the entire production exported by the Kingdom during the year 1931:—

Articles.	Quantity.	Value.
Copra	8,929 tons 9 cwt.	£80,361
Fungus	29 .. 13 ..	972
Bananas	2,151 cases	693
Coconuts	15 packages	1
Hides	166 hides	61
Live Stock	11 pigs, 1 turkey	31
Oranges	49 cases	9
Pears	1 case	—
Pineapples	475 cases	93
Produce	1,911 packages	593
		£82,817

The Government of Tonga budgeted for £71,315 for the current financial year. If this amount be realised, there would be left £11,500 for free circulation in the country, a miserable enough pittance surely to support the native population, the Missionaries and the commercial community.

Bananas.

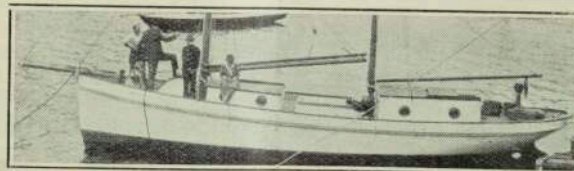
A serious attempt has been made and with considerable success as far as this end is concerned, to establish a trade with New Zealand. The object is to export regular monthly shipments to that Dominion, and so far three shipments have gone. Difficulties, however, have arisen in regard to the arrivals of the fruit in Auckland, each shipment clashing with the arrivals by the Tofua; also the handling and packing of the fruit is not satisfactory to the buyers.

Until these matters are rectified the export of bananas cannot be regarded as a steady source of income to this Kingdom. If and when the trade is established there might possibly be £10,000 per annum in it for this country. To bring Tonga back to the prosperity of 1924, however, we require a further £200,000.

Shipping.

The following are the figures for the past eight years:—

INWARD.			
	No. of Vessels.	Tonnage.	
1924	32	87,250	
1925	41	77,704	
1926	34	81,424	
1927	29	62,605	
1928	34	79,158	
1929	37	83,939	
1930	32	83,245	
1931	27	64,621	



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OUTWARD.			
1924	..	31	83,762
1925	..	37	74,067
1926	..	32	81,271
1927	..	25	58,252
1928	..	32	79,092
1929	..	34	81,243
1930	..	29	79,778
1931	..	28	68,246

The Chamber of Commerce wishes to thank Messrs. Burns, Philp (South Sea) Company Ltd., for the use of their offices for its meetings.

CONSTRUCTIVE POLICY SUGGESTED.

[To the Editor.]

Sir,—Your own correspondent in a recent article has made persistent demand for some constructive policy for Tonga. May I suggest something by way of a commencement?

First: To use the words of your own correspondent in another connection, it is absolutely necessary to bring into immediate operation "an interesting system of elimination" which would reduce by at least one half the civil servants of the Government of Tonga; then make those left do a day's work for their pay, and lengthen the hours of attendance (I had almost written work) to 8 a.m. to 5 p.m., instead of 9 a.m. to 4 p.m. There is no reason why a bunch of parasites, some alien, some native, should batten and fatten on these islanders.

Second: The 1,200 unemployed referred to by her Majesty the Queen as having no taxed allotments should be placed on land without delay and made to produce something.

Third: The natives should be discouraged from wasting their time joy-riding on motor lorries, kava-drinking until the small hours of the morning, attending churches on week days, and all the other dodges for avoiding work, including excessive time for sports; they should be made to go on systematically planting coconuts and anything else that will add to the country's production.

Fourth: The labour force represented by the youths at present wasting their time in the two so-called "colleges," amounting to several hundred, should be turned upon their only means of getting a living—viz., the land—and so save many thousands of pounds of taxpayer's money and voluntary contributions.

Fifth: Some method of ascertaining the amount of money contributed to Missions each year should be devised, returns to be furnished and made obligatory by law.

Sixth: The natives, if they are allowed to contract debts, should be forced to pay them.

Seventh: The Police Department should be made the subject of an exhaustive enquiry by a commission and completely re-organised.

I am, etc.,

KATAKI.

Nukualofa,

Feb. 29, 1932.

TONGA'S ECONOMIC CONDITION.

[To the Editor.]

Sir,—May I encroach upon your valuable space to make some reference



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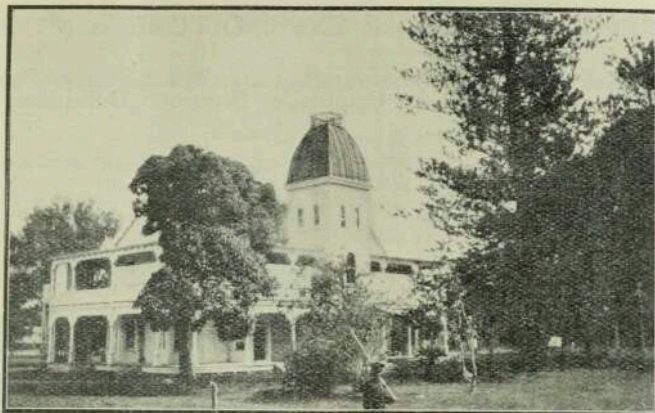
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The Royal Palace at Nukualofa.

to the economic condition of Tonga, which is far worse to-day than described in your columns during last year by "Ikai Ka Ka," "Joga Maa Joga" and "Veracity"?

Before proceeding to do so, however, there is a statement in your issue of October 23 last, under the heading, "Conditions in Tonga," from your own correspondent, so typical of him that I cannot refrain from alluding to it. He says:—"I raise my hat to Mr. M. T. Greene, much travelled foreign correspondent, who, after a lengthy stay in the Friendly Islands, states in your July issue that 'if New Zealand wants an example to follow it could take some points from the Crown Protectorate of Tonga—I have never seen a happier native people!'"

Mr. Greene's lengthy stay was about five weeks. If we want any opinion of the happiness of the Tongan people we can get a much more reliable one than anything Mr. Greene can furnish by consulting men in our midst, who have lived here for anything from 30 to 50 years. No one, except perhaps your own correspondent, would pay any attention to these journalists who blow in here from time to time, sniff around like stray dogs and are off again.

The rest of the article needs no comment. It is just a collection of meatless bones.

In your issue of the 23rd November last under the heading, "Tongan Bananas," also from your own correspondent, our hopes are raised by an eulogistic account of a "big contract with New Zealand"—by optimistic reference to "20,000 cases of bananas per month by the end of 1932"—and a purchasing power of £50,000 per annum to be transferred from Australia to New Zealand. All absolute bunk! There never has been any such contract. There is no such contract now.

The facts are as follow:—Terms of a contract have been discussed between the Government of Tonga and A. B. Donald Ltd. of Auckland. No contract has ever been signed. The Government of Tonga has, however, guaranteed the natives 4/- per case delivered at Nukualofa, any profit over a certain figure, if realised, to be divided among the shippers at the end of the year. Three shipments have gone forward,

so far. The first made a profit, the second about wiped out that profit, and

the third made a howling loss. The banana business at the moment seems to be tottering to its fall.

And now with regard to the economic condition of Tonga. In the Tonga Government Gazette, No. 2, of January 27, 1932, will be found the official figures of the total exports from the Kingdom during 1931. In the Tongan Government Gazette, No. 11, of August 10, 1931, will be found the budget for the current financial year, which is to raise a revenue of £71,315—an utter impossibility. The value f.o.b. of the produce exported during 1931 was £82,817, and the amount to be expended by the Government of Tonga £69,045, represents eighty-three per cent. (83%) of the Kingdom's income, even at its f.o.b. value. When the British Government allowed their taxation to rise to one-third of the national income, a crisis of the first magnitude was considered to have arisen, a National Government was formed, an appeal to the people was made, and the big spenders were annihilated at the polls.

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Raon Fruit Sauce, med. bots.	10½d., 10/3 doz.
Rosa Pure Soap, lge. bars	8½d., 8/- doz.
Australian I.A. Crystal Sugar (8 x 7lb. tins)	19/6 case
Australian I.A. Crystal Sugar (2 x 35lb. tins)	20/6 case
Ration Tea, loose	1/1 lb.
Petroleum Jelly, White, 4oz. jars.	6d., 5/9 doz.
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The Government of Tonga apparently is responsible to nobody. The Legislative Assembly is made up of nine official members and seven nominated members, forming together a block of sixteen against the seven elected representatives of the people. (The Europeans in the Kingdom have no representation whatsoever, but they are amenable both to Tongan law and to British law; they are Europeans or Tongans, just as it suits the British or Tongan authorities.)

By what means can this orgy of hare-brained expenditure be stopped, nepotism abolished, and a just equilibrium as between the various interests in the State brought about? What is the British Agent and Consul doing about it? What is the High Commissioner for the Western Pacific doing about it? And, finally, who or what does the British Protectorate of the Tongan Islands protect?

I am, etc.,

SPARTAN.

Nukualofa,

March 1, 1932.

Savaii Government Centre

Changed to Tuasivi.

From Our Own Correspondent.

APIA, March 20.

THE Administration announces the transfer of the administrative centre of the island of Savaii from Fagamalo to Tuasivi.

Fagamalo has been the centre since the German regime, and was for some years the seat of the well-known Deputy Administrator Williams, an Irishman by birth and the only German official in Samoa and elsewhere, who was unable to speak the German language. He was taken over by the New Zealand Administration and retained in his position.

Tuasivi, the new seat of the Savaii Administration is situated in the densely populated district of Faasaleleaga and also considerably closer to Apia by motor-boat. There is a district hospital in Tuasivi, and this will now be run in conjunction with the administrative department more efficiently and economically.

Probably the doctor in charge of Tuasivi Hospital will hold the position of Deputy Administrator of Savaii, whereby a considerable saving may be effected.

Earthquake in Fiji.

A severe earthquake is reported to have occurred on Koro Island, in the centre of the Fiji Group, about equidistant from Viti Levu and Vanna Levu. A landslide carried down, into the sea, about half of one of the native villages which are strung along the coast. Aildin Point lighthouse, at the southern extremity of the island was damaged, and the apparatus which revolves the light was put out of action.

PRESENT and PRE-WAR EXPENDITURE in SAMOA

Interesting Comparison Emphasises Economic Difficulties.

From Our Own Correspondent.

APIA, March 20.

IT is interesting to compare present and pre-war Government expenditure, as related to the productivity of Samoa, represented by export values.

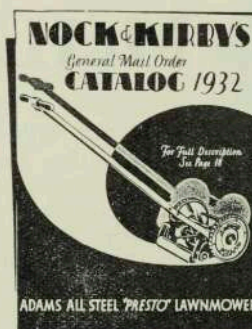
In 1912 the value of exports from Samoa amounted to £250,000, compared with £180,000 in 1931. Government expenditure in 1912 amounted to less than £60,000, or related to export values not quite 25 per cent. of the latter.

No figures are known regarding Government expenditure in 1931-32. In 1930-31 the total Government expenditure was £140,000, while, during the same period, the value of exports from Samoa amounted to £280,000, so that Government expenditure amounted to 50 per cent. of the total income of the Territory.

In 1912 there were no export duties on produce; import duties amounted to 12½ per cent., or just about half the present import duties. Ordinary expenditure in 1912 (salaries to officials, etc.) amounted to £45,000, in 1930-31, probably to over £100,000. It may be pointed

out that the total staff of German officials in 1912 comprised only 38 in number, the staff of the New Zealand Administration in 1931 numbered 127 European officials.

As for 1931, the productivity of Samoa, measured by exports values, amounted to only three-quarters of the productivity in 1912. The lesson to be drawn from this comparison is obvious. The Administration, of course, can in no way be blamed for the unfortunate economic situation of the country, which is a result of the disastrous drop in copra prices, and lately in banana shipments and prices, also a very small cocoa crop in 1931. But, as it is impossible and unavailing to put new burdens of taxation on the population, the only way out is for the Administration to adapt itself to the circumstances and cut expenditure, chiefly in wages, right down to bedrock. The purpose of the above figures is to show that it can be done and has been done. Not all ways to economise have been yet exhausted.



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ROAD OR AEROPLANES FOR MOROBE?

Wau Resident also Discusses Potential Value of the Sepik Area.

[To the Editor.]

Sir,—I think that too much attention is being given to the construction of a road from Salamaua to Wau.

In the first place, is the road required, and by whom? The miners do not want it now, and it is too late to benefit the companies. They have all their heavy machinery here. We were quite satisfied to pay the Airways 1/- per lb. Now, the price is down to 5d. Another three years, and the Airways will be paying us a bonus on the goods they bring up and their 'planes will be even more up to date than they are now.

In the second place, who is to pay for it, and where is the money to come from? The planters have no wish to be taxed for it, nor do the miners themselves wish to be taxed. The Administration would have to borrow the money, and that is the first step to the poor-house. Australia would be a good place to live in now if it had not got to pay £40,000,000 per year interest on its borrowed money. At present, it is a good place to be out of, and we up here consider ourselves lucky, and wish to live within our means—not try to make our means fit our method of living.

It is mooted that in Salamaua there is a company willing to transport goods up to Wau at £5 per ton, if the road is constructed. What about their constructing it themselves, and the Administration giving them the sole right to the road and the right to charge £20 per ton for 10 years? They ought to jump at that offer. It is much cheaper than what the 'planes are charging. If that will not pay them, it won't pay the Administration.

The cost of construction is going to be much greater than that estimated, and will require about 100 boys, every 10 miles, in the mountain part, to maintain it. On the mule track to Edie, the Company have to send up 100 boys, every now and again, to clear the landslides away, to let the mules pass; and this track is on the sunny side of the hill all the way, and been cut for three years. This gives no idea of what the maintenance will cost in the wet mountains.

The Administration has been working on the Markham Valley road since 1926 and, though level all the way and in some places little or no clearing to be done, not more than 25 miles is finished. Last time I went up the road it was dry. Coming back, I was up to the knees in water more than half of the way, and the culverts all washed away. The trouble starts after the Markham is crossed, to say nothing about the bridge, which I have not seen mentioned yet.

To give some idea of what the Markham is like, I may say that it takes from a day and a half to two days to go up by canoe to the first village, 25 miles, by poling along the bank. The centre of the stream is impossible. But you can go back from there on a raft made of logs in four hours—and it is some thrill, too—more so, if you have not got boys who un-

derstand the game. There is a lot of recruiters and miners' gear still in the Markham.

Certainly, this road would open up good country, but only as far as the bridge. Past that there are rivers that require half-mile bridges before Sangan is reached. This puts most of the Markham Valley out of action and the Airways have a 'drome at Sangan.

But why open up country inland when there is plenty of good land on the waterfront? If a valley is wanted, what about Sepik Valley? A boat drawing ten feet can go up 300 to 400 miles and tie up to the bank anywhere, thus giving 700 to 800 miles of waterfront. The poorest business man knows that every time a bag of produce is handled it costs money, as does every mile it is hauled on land. It would only have to be taken to Madang, and would cost no more than if grown a few miles from Rabaul.

Private enterprise will open this country if given a little encouragement. So far, private enterprise has done everything in Rabaul, by the merchants and others; in Wau, by the companies and miners. The companies have water and light laid on all their buildings; have cut roads and built many bridges. The P.A.T. now intends to instal light for the public. The telephone is run by a private firm, the Day Dawn Co.

Placer have all their machinery in and in much better condition than if brought in by road. So it is a bit late in the day to borrow money and make a road.

The present miners will be regarded in the future as the pioneers of the Territory. What they want, if they find new fields, large or small, is a graded track blazed from the 'drome. The airway companies are up-to-date and will have a 'drome handy almost as soon as the field is found.

The miner will have to find new fields, now he is deprived of the alluvial on Edie. It is all very well for the Administration to say that they will not allow any more leases to be taken up on new fields. That is a case of locking the stable door after the horse is stolen. What about recovering the horse and seeing how Wau and Salamaua would boom. The miner, if he is getting £100 per day, is going to spend it, and if he cannot spend it fast enough in Wau and Salamaua, he will take a trip south. His idea is to get all the milk and honey out of life while the going is good; whereas the wages man has to put away his fare back and also enough to keep him until he gets another job down south. So he has little or nothing to spend here.

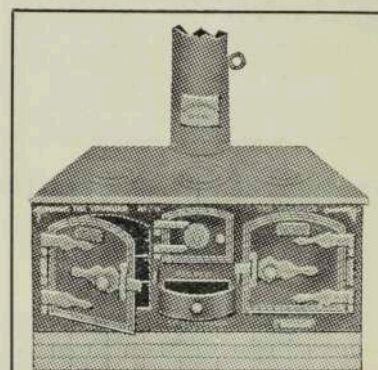
In a previous issue of the P.I.M. it was mentioned that the miners sold their leases to the Co. This is true, but it must be understood that they were not alluvial leases and, as far as the miners knew, contained no gold. The Company bought them on chance of their containing reefs, and having control of the country about their activities.

If a miner takes up a lease, he has to pay the rent on making application, as well as the survey fees. After that, he has to pay it twelve months in ad-

vance, or he is fined 100 per cent. rent and the lease may not be granted for three or four years after he applied for it. This lease is no good to him until it is granted, as he cannot float it into a company until he has the lease to lay before the board of directors appointed, otherwise they are likely to meet trouble for obtaining money for something they have not got. Yet the Administration is obtaining money for something they have not granted. In Victoria the rent does not become due until the lease is granted.

To open up the Sepik—what is wrong with giving some company or person a landed concession to advertise and give it publicity, rent free the

(Continued on page 40.)



"YOUNGER" Cooking Stoves

Built Specially for use in the
Pacific Islands

FEATURES—

1. Solidly constructed. A "Younger" will stand up indefinitely to rough handling and great heat, where flimsier articles will collapse in a few months.
2. Extended Fire Box, to take long wood fuel.
3. All-Steel Oven, instead of Cast-iron; built to stand excessive heat and shocks. Will not crack.
4. Wide range of sizes, from small type, suitable for hut, to self-setting, double oven ranges, for hotels and large establishments.
5. So constructed that spare parts can be supplied and fitted at short notice; and various kinds of hot-water systems can be included in installation.

A "YOUNGER" Stove is scientifically—yet simply—constructed—so that it gives a steady, controlled heat, with ideal cooking conditions and low-fuel consumption.

AND IT LASTS A LIFETIME.

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Rabaul, where stoves may be inspected
and all information obtained.

first five years and five years to pay the survey fees. This may attract many new planters, and there is plenty of native labour to be obtained. This would cost the Administration nothing and give them big returns in the future.

During the sale of the Expro Board properties, anyone caught dummymy for the Germans was sentenced to a long term of imprisonment. But anyone can dummy for a Chinese coolie to compete against a white trader. All the stores in Salamaua have white men's names over the door but Chinese are interested in the ownership of some of them. One miner caught one of his boys taking 53 ounces of gold to sell to a Chinaman. If there is no place for the boys to sell the gold they will not steal it. This is placing the Chinese ahead of the Germans. Why?

I am, etc.,

LIVIARA.

Wau, N.G.

February 22, 1932.

NEW CALEDONIAN TOURIST TRAFFIC.

[To the Editor.]

Sir,—I have had my attention drawn to the article appearing in your issue of the 26th January (page 14) under the heading: "No tourists for Noumea."

The reasons given therein for the insignificance of the above traffic seem to be somewhat lightly reviewed and could wrong our company by giving the impression that we are not endeavouring to facilitate same.

It is correct to say that the drop in the Australian exchange is an important factor in the matter, but in reality the main one is rather the obligation to restrict expenditure which has been forced upon the whole world by the present crisis.

As regards our Company's co-operation, I must say that we declared ourselves ready to adopt special low rates for tourist parties and have arranged schedules that ought to meet the requirements of the case but our efforts have not met with very encouraging results.

I am, etc.,

J. COCHET,

General Manager.

AUCKLAND PROTESTS STRONGLY AGAINST PLAN TO ELIMINATE ISLANDS STEAMER.

FOR some reason that is difficult to understand, the New Zealand Government decided, at the end of March, to cut Auckland out of the itinerary of the steamer "Maui Pomare," which maintains a service between the Dominion and the Pacific groups to the northward.

For economy's sake, the Government decided to eliminate two of the four ports of Auckland, Wellington, Lyttelton and Dunedin. This plan had merit; but when it appeared that the ports omitted were to be Auckland and Dunedin, there was amazement; because, next to Sydney, Auckland probably is the biggest Islands trading port in the world. The two ports omitted should have been Dunedin and Lyttelton; or, if a South Island connection had to be maintained, Dunedin and Wellington.

The Auckland Chamber of Commerce, on March 31, April 1 and 2, was very active, holding meetings of protest and telegraphing strong representations to the Government, pointing out that the proposed re-arrangement threatened to destroy a trade with the Islands built up over 40 years.

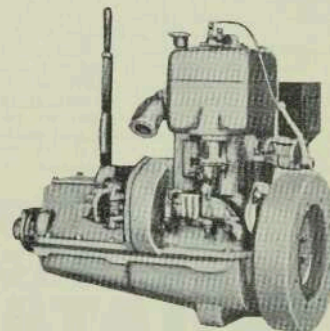
The Chamber asked the Prime Minister to consider the following points:—

The matter of catering for Island requirements is a highly specialised one, and it does not pay to cater unless a comparatively large market is available. Auckland merchants understand this business and have gone into it only because practically the whole of the Island trade has in the past been centred in Auckland. If the trade with the Islands were scattered throughout New Zealand it would pay no merchants to specialise in it, and much business would be permanently lost to New Zealand and go to Australia and elsewhere. The Auckland merchants who had to pay the rail or coastal freight to Wellington would be prohibited from continuing to enjoy this trade, especially as New Zealand at the present time is already labouring under the disadvantage of the exchange "bonus" enjoyed by Australian exports.

If you will examine the manifests of the "Maui Pomare," you will notice that (if banana shooks are eliminated) even when the South Island ports have had the advantage of a flat freight rate to the Islands, they have never been able between them to

provide as much as 5 per cent. of the total New Zealand exports to the Island.

By way of illustration it may be mentioned that the whole population of Nui is not sufficient to warrant piece goods being specially manufactured and it is only when the demand could be spread over a number of islands that it pays the merchants engaged in this trade to arrange for the special requirements of the islands to be manufactured. Considerable stocks of such goods are held by Auckland merchants, and these would undoubtedly be left on their hands if the elimination of Auckland were made permanent.



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N.S.W. - - - AUSTRALIA.

Repairs. "OUR HANDS MAKE GOOD ARMS" Firearms sent C.O.D.

THE WANTED RIFLE AT LAST.



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IMPORTER OF HIGH-GRADE FIREARMS AND FISHING TACKLE SPECIALIST,
143 P.P. ELIZABETH STREET, SYDNEY (Near Market Street).
"FISHING TACKLE TO TACKLE FISHING."

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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Then, as regards tinned meats: A local brand, well and favourably known throughout the Islands, would not stand the freight to Wellington, in addition to the present freights. In all probability, Australian meats would supplant it, as with the Australian exchange advantage local firms have already had some difficulty in holding their own. The New Zealand Co-operative Dairy Company is the only New Zealand company tinning butter, and it is tinned butter that the Islander requires. Here again the commodity would not stand the freight to Wellington, and there is danger the trade might slip to Australia.

Auckland, has natural geographical advantages to cater for the Islands trade, by reason of shorter distances, and the fact that the services in the past have existed. The Auckland exporters have sunk considerable capital in establishing goodwill in the Islands, and generally in financing the Islands trade under the quite justifiable expectations that there would be no artificial interferences with the natural advantage of closer proximity. The removal of Auckland from the "Maui Pomare's" itinerary would destroy that goodwill.

If, for reasons of economy, it is deemed necessary to confine the "Maui Pomare's" calls to two New Zealand ports, surely Auckland and Lyttelton suggest themselves rather than Wellington and Lyttelton. It may be mentioned that Wellington and Lyttelton are both south of the centre of gravity of New Zealand's population, which at present is somewhere about Levin. Island produce would be distributed with a minimum of expense and with a minimum of delay if the ports of call in New Zealand were so chosen as to be approximately equal distances from the centre of gravity of population. This is a simple mathematical proposition requiring no demonstration. The ports which naturally suggest themselves in this connection are undoubtedly Auckland and Lyttelton.

TAHITI NOTES.

From Our Own Correspondent.

PAPEETE, March 24.

The steam yacht "Nahlin," belonging to Lady Yule, and said to be one of the largest pleasure craft in the world, arrived at Papeete on March 14 and will remain here until the 26th, to take in fuel oil which is expected on s.s. "Monowai." The vessel then proceeds to California, via the Marquesas.

It would be superfluous to give a description of the "Nahlin" and her elaborate equipment of machinery, electrical fittings, and speed boats, seeing that this has already appeared in great detail in the New Zealand papers. The inhabitants of Papeete and nearby districts are indebted to Lady Yule for a fine display of fireworks given last night, which attracted large crowds of spectators.

At the moment of writing, the schooner "France Austral," under charter to Mr. Victor Berge, is just going out the Pass on a pearl-diving expedition to the shark-infested waters of the Marquesas Islands. We mentioned Mr. Berge's expedition in a previous letter. We all wish them the best of luck. The yacht "Nahlin" gave them a farewell with her siren, which should carry them on their adventurous voyage.

Messrs. A. B. Donald's trading schooner "Tiare Taporo" arrived yesterday, after an uneventful sojourn in the Northern Cook Group, where she has been laid up through the hurricane season. She brought a full load of copra, and returns shortly to her home port of Rarotonga with benzine and other lines which the mail steamers refuse to carry. The old-established firm of A. B. Donald appears to flourish in spite of bad times, and now has under construction a gasoline station on a vacant lot adjoining their premises on the Papeete waterfront.

Mr. Cazeaux, Inspector of French Colonies, is now on a visit to Tahiti in his official capacity, and it is hoped in consequence that the plans which the local Government have been considering for the improvement of roads and the construction of new bridges will now take definite shape. It has been publicly known for some time past that an allocation from the war reparations fund amounting, it is stated, to 30,000,000 francs, has been set aside for

French Oceania to relieve the strain on local resources. New Caledonia appears to have received a similar sum.

PHENOMENAL RAIN IN RAROTONGA.

From Our Own Correspondent.

RAROTONGA, March 27.

Rain commenced last night and continued to fall in torrents until noon today. All the mountain streams came down as "bankers" and overflowed over the flat ground. The flood, in places, was feet deep, and the villages of Avarua, Arorangi and Manihiki were inundated, in places. Stores, garages, cookhouses, fowl-runs and a few dwellings were swamped out, and much property had to be hurriedly removed. The natives, running about excitedly in the warm, drenching rain, enjoyed themselves hugely.

The sudden rush of waters carried considerable loose property into the lagoon, whence it had to be rescued.

1870.

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Tins fitted with Patent Key Opener.

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CHICKEN	SAUSAGES
FRANKFURTS	SHEEP TONGUES
RABBIT	OX TONGUES, etc.

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AN ISLAND PRINCESS.

The Tragedy of Bleak
Campbell Island.

Written for *The Pacific Islands Monthly*
by Arthur J. Vogan, F.R.G.S.

FOR thousands of miles across the Western Pacific run the geological finger-posts, formed of isolated elevations of granitic and basaltic rocks. They have a north-easterly and south-westerly trend which, according to the great geologists, Woolnough and Guppy, indicate that a land connection once obtained from China and Formosa, through New Guinea and New Caledonia, with New Zealand and the South Polar lands. Biologists generally confirm this view.

But our subject lies in a little island about 700 miles south of that best laid-out city in Oceania, Dunedin—a cold, cold direction, the memory of which always makes the writer shiver; but which produces the finest specimens of Scottish humanity, perhaps, that the world has yet rejoiced in. Campbell Island is chiefly famous for two things: the grave of a French princess, and for a patch of real Highland heather.

A few years after the Battle of Waterloo, when George IV., of undignified memory, was on the British throne, some Scottish hot-heads, under a certain Prince whose name I need not recall, laid deep plots. They were aided by a French princess, whom he had promised to make his queen if all went according to schedule—a little babit of his apparently, as many a Northern story tells! He had rescued her from the French revolutionaries. Just when the day had come for the long-prepared-for attack, the usual traitor "gave the whole plot away." The Prince was led away to durance vile; and the poor Princess was dragged from her castle and flung into prison. History has never satisfactorily accounted for the Prince's end; but having "lost his head" at the start of the affair, he probably did so at its climax.

The beautiful Princess, it was decided, could not be executed; and she was ex-patriated to a lonely and terrible island just discovered, where no one was ever likely again to foregather with her in plotting the downfall of the Royal wielder of the British sceptre.

In wind-swept Perseverance Harbour, on bleak Campbell Island, a substantial hut was built for her; and around it the poor lady planted sprigs of Scotch heather, which she had smuggled out amidst her meagre baggage. She did not live a year after her arrival, apparently, but pined away and died on the inhospitable and desert remnant of storm-beaten rock.

When some sealers visited the place a year or so later, her skeleton was found lying on the rough boards of the shelter; and, still clenched in the poor withered hand, that once had been the toast of "bright Bordeaux," was a bunch of still fragrant heather, that her parting breath had saluted and her fading thoughts had glorified with thoughts "o' bonnie Scotland."

There her mortal remains are lying to this day, surrounded by the sacred heather her own hand had planted; and the occasional visitor notes, with

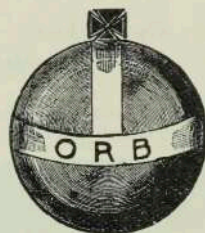
something that may be superstition, or may be a just recognition of a power outside mere mundane matters, that on this one spot alone, out of the about 50,000 acres of knee-deep tussocky grass, is any of this plant to be discovered. It has never spread; and within the encircling patch may still be seen the marks of the excavation on

the hillside where the hut stood, and where the bareheaded sailors, amidst the howling gale, lowered the fragile remnants of what had once been so exquisite a creature into its lonely, rock-bound grave, over which the seabirds sounded their shrill requiem as they swept from one surging sea-front to another.

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The 15th edition of "The Referee," a handbook of useful information, containing a ready-reckoner of much value to all engaged in building operations, may be obtained post free on application to John Lysaght (Aust.) Ltd., c/o. Box 196 D, G.P.O., Sydney.

April 23, 1932.

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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER S.S. "MONTORO," WHICH SAILED FROM SYDNEY ON MARCH 16 FOR PAPUA AND NEW GUINEA: Mrs. L. Saunders, Mrs. E. A. Holland, Miss Holland, Mrs. D. G. Irvine, Mrs. R. H. French, Mrs. V. Hadley, Miss Woodings, Miss E. Mulcahy, Mr. and Mrs. E. J. O'Donnell and family, Dr. J. Fleming, Mr. G. Fleming, Miss L. O'Regan, Miss L. King, Mr. T. Fleming, Master R. Fleming, Mrs. W. M. Crookshank, Mr. and Mrs. N. Jeffrey, Mr. V. Saunders, Dr. G. H. McQueen, Mr. P. Moncur, Mr. E. C. Green, Master Stumoles, Mr. W. J. Simpson, Mr. and Mrs. J. H. Edwards, Mr. and Mrs. H. Mirow, Mr. and Mrs. A. J. Peadar, Mrs. Tait and two children, Mr. Duncan, Mr. and Mrs. D. H. Gray and family, Mr. E. C. Corbett, Mrs. Frame and child, Mr. T. J. Miller, Mr. E. M. Grant, Mr. E. Telford, Mr. C. L. Saunders, Mr. Davies, Dr. J. Mc-M. Falkner, Mr. W. Pupain, Mr. and Mrs. R. Walsh, Dr. F. A. Wiesener, Mr. W. R. Forwood, Mr. J. Barrie, Mr. L. Ankers, Mr. B. Arnold, Mr. E. P. Fahy, Mr. F. Cook, Mr. E. C. Arthur, Mr. J. H. L. McGuigan, Mr. J. E. Martin, Mr. J. H. Ellis, Mr. Watsford, Miss C. Albery.

PASSENGERS PER M.V. "MACDHUI," WHICH ARRIVED IN SYDNEY ON MARCH 29 FROM PAPUA AND NEW GUINEA: Miss C. A. Ayton Lee, Mr. C. A. Hall, Mr. H. Richardson, Mr. J. A. Davy, Mr. W. W. Harris, Mr. N. D. Lewis, Mr. A. D. Mackay, Mr. F. South, Mr. E. Thornley, Mr. J. Yates, Miss I. Corry, Mrs. M. G. McGregor, Mrs. F. I. Murray, Mr. and Mrs. A. H. Cropp and three children, Mrs. R. J. McMullen and infant, Miss A. Anderson, Mr. A. W. Ardlie, Mr. and Mrs. E. Armstrong and child, Mr. L. S. Downs, Miss D. C. Green, Mrs. C. T. Hall, Mr. and Mrs. G. G. Hogan, Mrs. E. Hore-Lacy and two children, Mrs. A. Niall, Mr. and Mrs. A. Parry and three children, Miss M. D. Pomeroy, Mr. B. W. Storey, Mr. A. H. Tregear, Mr. J. Wood, Miss N. Hullett, Mrs. P. Robertson, Misses J. and Y. Rudge, Mr. W. C. Sparks, Mr. J. G. Boileau, Mr. P. R. Cawley, Mr. E. H. Chester, Mr. E. H. Dettman, Mr. W. R. Forwood, Mr. J. N. Holle, Mr. F. J. Smith, Mrs. G. Sutton, Mrs. K. Walke, Dr. F. A. Weisener.

PASSENGERS PER S.S. "MORINDA," WHICH SAILED FROM SYDNEY ON MARCH 31 FOR LORD HOWE ISLAND, NORFOLK ISLAND, NEW HEBRIDES PORTS AND AUCLAND: Mr. J. S. Jaffray, Mrs. J. S. Jaffray, Miss M. Castle, Mrs. I. Rennie, Mr. O. C. Thompson, Mr. J. W. Nicholson, Mr. A. J. Smith, Mrs. A. J. Smith, Miss R. Lyons, Miss E. Lyons, Mr. A. J. Cresswell, Mrs. A. J. Cresswell, Mr. J. Mann, Mrs. J. Mann, Miss B. Robertson, Miss H. Forrest, Mrs. S. Quintal, Miss B. Castle, Mr. E. Sarginson, Mrs. Sarginson, Mr. R. J. Keegan, Mrs. Keegan, Miss D. Nutt, Miss J. Nutt, Mr. E. D. Mallett, Mr. Croumbe, Mr. C. S. Adam, Mr. T. R. Salisbury, Mr. C. Murray, Mr. J. Davis, Miss M. Nobbs, Miss M. Marlowe, Mr. J. B. Healy, Mrs. Healy, Mr. E. J. C. Stopp, Mrs. Stopp and infant, Mr. C. F. Purdy, Mr. McAuliffe, Mr. R. Morris, Mr. R. Herkes, Miss E. Wheeler, Mrs. N. C. Gray, Miss R. Betts, Mrs. F. J. Purdy, Miss K. Birmingham, Miss G.

Jackson, Miss D. Arguinbau, Miss R. Johnson, Miss F. Johnson, Mrs. R. McElwaine, Matron Lovell, Miss Twoiney, Mrs. M. Perry, Miss N. G. Fisher, Mrs. H. L. Clark, Miss M. Haworth, Miss N. Bristow, Mr. E. W. Ivory, Mrs. C. De Gruchy, Miss J. Ivory, Master J. Ivory, Mr. E. W. Ivory, Mr. W. Ivory, Mr. A. R. Compton, Mr. R. S. Thomas, Mr. W. J. Wales, Mrs. Wales, Mr. W. J. Platt, Mr. E. Payten, Mr. H. C. Self, Mr. H. S. Williamson, Mr. G. E. Thompson, Mr. H. L. Clark, Mr. A. A. Livingston, Mr. R. Wales, Dr. C. Gearin, Mr. T. L. Lougher.

PASSENGERS PER S.S. "MATARAM," WHICH ARRIVED IN SYDNEY ON APRIL 2 FROM THE SOLOMON ISLANDS: Mr. C. Koenig, Mr. and Mrs. W. O. Broad, Miss D. Atkinson, Mr. F. Everett, Mr. J. E. Wasley, Mrs. R. Wasley, Mr. R. Hallett, Mr. K. Hallett, Mrs. E. Hallett, Miss E. Sheridan, Miss A. Sheridan, Mr. B. O. Forknall, Miss L. Dingeman, Miss E. Mole, Mr. W. Tenge, Sister Mary Crescentia, Mrs. R. Mathews, Mr. and Mrs. C. W. Carpenter, Mr. and Mrs. L. Stokie, Mr. C. Pasley, Mr. W. Higgs, Rev. Father Ernould, Rev. Father Bondard, Mr. A. C. Berry, Mr. G. Clift, Mr. A. W. Dickens, Mr. H. Mackenzie, Mr. A. N. Watkins.

PASSENGERS PER M.V. "MACDHUI," SAILED FROM SYDNEY ON APRIL 7 FOR PAPUA AND NEW GUINEA PORTS: Mrs. E. L. Moss, Mr. H. H. Yoffa, Mr. K. L. Spinks, Mrs. E. Byrnes, Mrs. A. G. Gee, Mrs. A. Bunting, Miss Bunting, Mrs. W. M. Dupain, Mrs. M. Anthony and infant, Miss I. Laing, Mr. M. A. Taylor, Mr. J. R. Stapleton, Mr. C. Driver, Miss E. Palmer, Mrs. M. A. Irvine, Mr. S. A. Greaves, Mrs. Greaves, Mrs. B. T. Butcher, Mrs. T. J. Miller, Miss E. Ffilliter, Misses B. and C. Lawson, Miss M. Steele, Mr. H. L. Downing, Mr. W. Gibson, Lady Murray, Mrs. W. E. Foxall, Miss L. Foxall, Mrs. E. Ghlin, Mr. C. Van Low, Mr. G. Muller, Mrs. Muller, Miss P. M. Jones, Mrs. A. Innes and infant, Mr. A. McLeod, Mr. A. Clarkson, Miss A. Parer, Mrs. E. P. Smith, Mr. R. B. Worden, Mr. W. Russell, Mr. R. A. Colyer, Mr. C. H. White, Miss Job, Miss Waldon, Mr. S. W. Dye, Mr. W. H. Lang, Mr. G. A. V. Stanley, Mr. H. D. Eve, Mr. F. L. Watts, Mr. R. A. Hobson, Mr. J. Laird, Mr. R. D. Smith, Mr. J. Brandis, Mrs. M. Preston, Mrs. A. E. Cody, Mr. W. W. Greenburg, Mr. W. E. Ryde, Mr. G. A. Beer, Mrs. C. E. Dalton, Miss H. M. Dalton, Mr. R. Chambers, Mrs. A. Bell, Miss N. Bell, Mrs. Williams and infant, Mr. W. Connan, Mrs. Connan, Mr. H. A. Treasder, Mr. O. W. Harris, Mr. J. Feain, Mrs. Feain and two infants, Mr. D. M. Lawler, Mr. P. R. Weston, Mr. E. S. Peck, Mr. L. J. Tuxworth, Mr. J. Hynd, Mr. M. Shillilo, Mr. H. O. Clay, Mr. R. T. Fraser.

PASSENGERS PER S.S. "MATARAM," FROM SYDNEY ON APRIL 13, FOR SOLOMON ISLANDS PORTS: Mr. G. E. Clift, Mr. A. E. Bangarten, Mr. Farrant, Mrs. Farrant, Captain Newbigen, Mrs. Newbigen, Mr. J. Hughes, Mr. C. Mason, Mrs. W. Hynam, Mrs. V. M. Farrar and infant, Mrs. Hewitt, Mr. A. Ward, Mr. L. L. Williams, Mr. Hicks, Mrs.

Hicks, Mr. J. A. Johnstone, Miss H. M. Cleaver, Miss E. Murray, Miss R. Murray, Miss A. E. Finn, Miss M. Daly, Mrs. A. E. Osborne, Mr. C. V. Meller, Mrs. Meller, Mr. E. V. Patterson, Mr. J. A. Phillips, Mr. W. Yeomans, Mr. C. V. Widdy, Mr. E. D. Gates, Mr. N. W. Dickson, Miss M. Frost, Mrs. L. Larsen, Miss G. Larsen, Mrs. E. Smith and child, Mr. L. H. Stowell, Mrs. Stowell, Mr. F. G. Pratten, Mrs. Pratten, Miss H. Seabrook, Miss M. Emanuel, Mr. H. Hill, Mr. L. J. Drinan, Mr. R. A. Byrne.

AUSTRALIAN-SAMOANS CELEBRATE BRIDGE OPENING.

From Our Own Correspondent.

APIA, March 31.
TO celebrate the opening of the Sydney Harbour Bridge, Australians in Samoa met at dinner at the Apia Casino on March 18. Mr. A. G. Smyth, the popular manager of Morris, Hedstrom Ltd., occupied the chair, with Mrs. Smyth at his side, who had first suggested the meeting and helped to organise the function.

The rooms of the Casino and the table were appropriately decorated with the Commonwealth crest and the coat-of-arms of the Australian States. A special feature was a model of the Sydney bridge, worked by Mr. C. E. Hall, built to scale and showing in proportion the gigantic size of the master-work of engineering art.

During the dinner, broadcast messages of the happenings in Sydney were received. In several speeches the history and importance of the bridge were pointed out. Toasts were also proposed of "The Prime Minister," and "The Chairman, Mr. Smyth."

A musical programme was much enjoyed by those present.

At the close of the festivities, the Rev. Mr. Shinkfield suggested that a committee be set up to promote in future functions on Australia Day and other occasions.

A radio message was despatched by Mr. A. G. Smyth to Mr. Lyons (Australian Prime Minister): Forty Australians in Samoa, celebrating opening of Sydney Bridge, extend hearty congratulations and express hope for speedy return of prosperity throughout the Commonwealth.

To which a reply was received: "Your message of seventeenth very much appreciated."

MR. ROBERT ATLAND, well-known as a plantation overseer in New Guinea, died recently in the Territory. His introduction to New Guinea was unusual—he sailed there in an open boat from Brisbane.



MAKES HOME SAFER

Where there are romping, heedless kiddies, Pearson's Carbolic Sand Soap performs a double household duty. It cleanses thoroughly with a minimum of effort. And its disinfectant lather helps to banish germs and vermin.

PEARSON'S CARBOLIC SAND SOAP.

Made by Pearson Soap Co. Ltd. — Rozelle — N.S.W.

HIGH GRADE PICKLES

6 oz., 12 oz., and 18 oz. bottles.

ALL VARIETIES.

TOMATO SAUCE

Made from Fresh Ripe Tomatoes.

ABSOLUTELY PURE.

4 oz. and 10 oz. bottles.

The Delicia
Food Products Co.

WATERLOO, N.S.W.

SAMOAN BANANA SHIPMENT

Heavy Losses Incurred.

From Our Own Correspondent.

APIA, March 20.

THREE years ago, when the "Maui Pomare" was put into the Apia-Auckland service as a carrier for the Government's banana trade, heavy losses were occasioned by the breakdown of her refrigerating machinery and engines, and expensive repairs and re-building were required to modify her faulty designs. Lately she has run quite well and up to time-table, though the old losses have not been quite recovered up to date.

Now comes the news that another heavy loss has been incurred on the "Maui Pomare's" trip in December/January. More than half the shipment of Samoan bananas, approximately 4,000 cases had to be jettisoned owing to the fruit becoming over-ripe. The vessel was diverted to Wellington and landed the balance of her cargo at that port.

The officers in charge of the shipment on board ship claim that the bananas were exposed to excessive heat before going on board, the bananas being in soft condition and accordingly heating rapidly. They also claim that the refrigerating machinery was working perfectly. An inquiry was held in Wellington and an expert made the next round trip in February to closely study conditions.

In Samoa, the opinion prevails that the fault must have been somewhere in the treatment on board the "Maui Pomare." The inspection and handling of the fruit at Apia wharf was carried out in exactly the same way as previously, in fact, the inspection is much more careful and vigorous now, as such a large quantity of good fruit is offering for shipment, and only fruit in first-class condition and of best quality is selected. The loss occasioned may be estimated to amount to about £2,000.

Owing to the keen competition of Fiji, Tonga and Norfolk Island bananas, the banana price has again dropped considerably in New Zealand, and first-class, ripe, packed bananas are quoted at 15/- per case in the Auckland fruit market.

Samples and prices on application.
BIRKMYRE'S CLOTH.

The best waterproof for motor car hoods, tarpaulins, horse and cow rugs, etc. Canvas of all kinds, cotton ducks and hessians, seaming, bagging and shop twines. Fishing nets and yarn, fishing lines and tennis nets.

THE GOUROCK EXPORT CO. LTD.
397 KENT STREET, SYDNEY, N.S.W.

Ice - Chests for the Islands.

New Self-contained Units.

Hundreds of lives have been lost in the Pacific Islands over the last half-century, owing to lack of refrigeration for the proper storage of foodstuffs. The cause of death often has been given as fever or other tropical disease, whilst actually it has been ptomaine poisoning. Science has now evolved a method by which efficient refrigeration can be maintained without the aid of electricity or gas. That is to say, the freezing unit is self-contained, and the only adjunct necessary to ensure its proper functioning is our old and trusted friend, the primus stove. What that means to families and communities that heretofore have been unable to keep a supply of fresh meat and vegetables can well be imagined—from the point of view of health alone.

The price of this amenity is within the reach of everyone. The manufacturers of the "Freez-all" refrigerator, advertised in this issue, are offering their machine to the public at the moderate price of £27/10/-, f.o.b. Sydney. Incorporating the very latest scientific discoveries, the "Freez-all" refrigerator has been subjected to severe tests, and it is claimed to be thoroughly efficient. The freezing unit is of very

rugged construction, and is practically indestructible, whilst the chemicals which it contains are of the non-corrosive type, maintaining their efficiency unimpaired for very long periods.

The actual method of using the "Freez-all" is very simple. A primus stove is supplied with each refrigerator, over which the freezing unit is heated for about one hour, after which it is plunged into cold water. This causes the necessary chemical action, and the unit is then placed inside the refrigerator, where it will operate perfectly for between 24 and 36 hours, maintaining a sufficiently low temperature to freeze water if required, or to keep the contents of the larder fresh and palatable. The cabinet of the refrigerator is porcelain lined, which enables it to be kept clean quite easily, and is large enough to take the whole carcass of a sheep, cut into joints; or half a box of butter, as well as the very necessary cool drinks.

A remarkable thing about the "Freez-all" refrigerator is the small cost of maintenance. Actually speaking, the running cost is the quantity of kerosene required each day to heat a primus stove for one hour—in other words, it is negligible. It is as well to add that Messrs. McLeod, Bolton & Co. Ltd., an old-established firm of Island merchants, who are the sole distributors for "Freez-all" refrigerators in the Pacific Islands, give a comprehensive guarantee with each machine sold, thereby offering adequate protection to the man off the beaten track.*

Typewriters for the Tropics !



New or
used

::
Standard
or
Portable.

::
Prices
from
£10/-.

EVERYBODY with writing of any consequence to do—whether business or personal—should have a typewriter.

And we have a number of machines available—both new and used—suitable for use in the tropics.

For those requiring a new machine, either standard or portable, we suggest the famous Underwood. Its steel parts are all specially treated to enable it to withstand the rigours of tropical climates, while its speed, accuracy, simplicity and general durability are universally recognised.

In used machines we can offer a choice of Underwoods, Remingtons, Royals and L. C. Smiths, of various sizes, suitable for ordinary correspondence or billing. All used machines have been reconditioned in our own factory, and are fully guaranteed. Stocks of used portable machines are limited.

Space does not permit of us giving a list of prices here, but enquiries regarding any make of machine will be promptly attended to. Please mention this Journal when writing, so that we can quote machines suitable for your conditions.

STOTT & UNDERWOOD LTD.
9-11 O'Connell Street, Sydney, N.S.W.

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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Exchange Quotations

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on April 18:—

FIJI—THROUGH BANK OF N.S.W.

Australia on Fiji on the basis of £100 Fiji—buying £112/7/6, selling £113/2/6.
Fiji on London, basis of £100 London:
Buying. Selling.
Telegraphic transfer .. £110 0 0 £111 2 6
On demand .. 109 11 3 110 17 6
30 days .. 109 2 6 110 12 6
60 days .. 108 15 0 110 7 6
Fiji, on New Zealand, basis of £100, New Zealand—buying £99, selling £101.

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange Australia, on Western Samoa, basis £100 Samoa—selling £113/2/6, buying par.
Samoa on Australia—selling par, buying £113/2/6.
Exchange, Samoa on London, basis £100 in London:

	Buying.	Selling.
Telegraphic transfer ..	£109 15 0	£111 7 6
On demand ..	109 2 6	111 2 6
30 days ..	108 13 9	110 17 6
60 days ..	108 0 3	110 12 6
90 days ..	107 18 9	110 7 6
120 days ..	107 11 3	110 2 6

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK.

From Australia, on Rabaul and Salamoa, £1 per cent.
From Rabaul on London, same as Australia on London—2½ per cent.

THROUGH BANK OF N.S.W.

Australia, on Papua and New Guinea, £1 per cent. premium each way, equivalent to commission of £1 per cent.
Papua and New Guinea, on London: Same as Australia on London, and vice versa.

NEW CALEDONIA—THROUGH FRENCH BANK.

Drafts, Sydney-Noumea and Noumea-Sydney, are on the basis of current rate of exchange on Paris, less 1 per cent. either way. Business is handled mostly by the Comptoir National, in Sydney, and the Bank of Indo-Chine, Noumea.
On April 18, when the Australian £ was nominally worth 75 francs, £100 Australian would purchase a credit in Noumea of 7,300 francs.

The rates between Sydney and Noumea are not made direct, but depend mostly on the Paris-London telegraphic rate, which fluctuates constantly. It is usually much cheaper to transfer a large sum than a small sum between Sydney and Noumea, as the large sum can be made the subject of a cable to Paris, and its transfer arranged at a fixed price, while the small sum takes the chance of the market; and the banks, of course, guard themselves against loss.

POST OFFICE ORDERS.

The following are the rates for transfer of money between Sydney and Pacific Groups through the General Post Office. All such transfers are limited in amount.

Papua, Mandated Territory of New Guinea, Fiji, New Caledonia—rate 2d. for each £ or fraction, with minimum charge of 6d.; remittances strictly restricted to small amounts for business purposes, at absolute discretion of post office authorities.

Norfolk Island—6d. for £5 or fraction; no restriction; same as Interstate.
Solomon Islands, Gilbert and Ellice Islands, Tonga.—No actual restriction, but an implied one; rate, 4d. for each £ or fraction for first £6; and 3d. for each additional £, with minimum charge of 9d. Post office orders issued at discretion of post office authorities.

New Hebrides and Tahiti.—No money order issued through post office.

Western Samoa and Cook Islands.—Small amounts can be transferred by Australian Post Office through New Zealand Post Office; but issue strictly limited, at discretion of post office authorities.

PRODUCTS OF THE SOUTH SEAS.

EXCHANGE FLUCTUATIONS UPSET COPRA MARKET.

THE London price of copra, during month, has been fluctuating wildly—from nearly £17 per ton, down nearly to £13, and back towards £15 again. It is a little embarrassing and very confusing for both copra buyers and sellers—no one knows what is going to happen next—and there has been a general, urgent prayer for some kind of stability.

No stability can be expected, however, while the epic battle continues between the pound sterling and the dollar. Britain went off the gold standard; and America and France, sitting on top of three-quarters of the world's gold, cheered loudly. They thought they would now control world finance. But, instead, they are struggling hopelessly in an economic morass; while Britain, although definitely off the gold standard, becomes every day more prosperous.

The inevitable is happening—but space forbids telling of the fascinating story of why it is inevitable. Britain is still the dominating factor in world finance, and the pound sterling, backed not by gold but by "the word of an Englishman," is threatening to displace gold as the unit of international exchange. This is a most gratifying thing; but it has played the deuce with the copra market. The pound sterling is threatening to come back to parity with gold, of its own accord!

When Britain abandoned gold and looked like making a huge budgetary loss, the pound slumped to about 3.45 dollars, compared with 4.86 dollars, par. Naturally, since copra is valued on a gold basis, the value of copra, quoted in pounds sterling, rose sensationally, finally coming to £16/17/6 on March 4. Then British tariff became effective, British industries began to boom, the British budget was balanced, British credit rose—and the pound sterling became worth 3.80 dollars early in April.

Fewer British pounds sterling were accordingly needed to buy a ton of copra, and the London copra quotation has fallen accordingly.

And so it has gone on, pendulum-like, the price swinging in sympathy with the weekly variations in the sterling-dollar exchange. Consequently, it is practically impossible for merchants to give a firm fair quote for copra: they must keep at least a couple of pounds under the apparently fair price, because they can get no indication of what the price will be when their purchases reach the market. We can only hope that some time, somehow, the exchanges will be stabilised.

NEWBOLD SILICA FIRE-BRICK CO. LTD.,

Manufacturers of

High Grade Refractories, Silica Bricks, High Alumina Fire Bricks, Siliceous Fire Bricks, Chrome Bricks, Bauxite Bricks, "Sealtite" (hot patching cement), Diatomaceous insulation.

Enquirers are requested to give full particulars of temperatures and purposes for which refractories are required.

The Newbold Silica Fire-Brick Co. Ltd.

109 ELIZABETH ST., SYDNEY.

Brunton's
FLOUR
ASK FOR IT

ESTABLISHED 1868.

Market Quotations

Range of Prices.

The Pacific Islands Monthly makes a close check of the prices quoted for islands produce; and it regularly publishes the range of prices during each month, including the last available quotation before going to press.

COPRA.		Plantation.	
London.	Price on—	South Sea, Sun-Dried.	Rabaul.
		Per ton c.i.f.	Per ton c.i.f.
January 16, 1931	£14 7 6	£14 12 6	£14 12 6
January 23	£14 12 6	£14 15 0	£14 15 0
January 30	£14 12 6	£14 15 0	£14 15 0
February 6	£14 5 0	£14 7 6	£14 7 6
February 13	£14 5 0	£14 7 6	£14 7 6
February 20	£14 10 0	£14 12 6	£14 12 6
February 27	£14 12 6	£14 17 6	£14 17 6
March 6	£14 17 6	£15 0 0	£15 0 0
March 13	£14 17 6	£15 2 6	£15 2 6
March 20	£14 17 6	£15 0 0	£15 0 0
March 27	£14 10 0	£14 12 6	£14 12 6
April 3	£14 10 0	£14 12 6	£14 12 6
April 10	£14 7 6	£14 10 0	£14 10 0
April 17	£14 5 0	£14 7 6	£14 7 6
April 24	£13 15 0	£13 17 6	£13 17 6
May 1	£13 10 0	£13 12 6	£13 12 6
May 8	£12 15 0	£12 17 6	£12 17 6
May 15	£12 10 0	£12 12 6	£12 12 6
May 22	£12 0 0	£12 2 6	£12 2 6
May 29	£10 17 6	£11 0 0	£11 0 0
June 5	£10 5 0	£10 7 6	£10 7 6
June 12	£11 5 0	£11 7 6	£11 7 6
June 19	£10 15 0	£11 2 6	£11 2 6
June 26	£11 15 0	£11 17 6	£11 17 6
July 3	£12 15 0	£12 17 6	£12 17 6
July 10	£12 2 6	£12 5 0	£12 5 0
July 17	£12 0 0	£12 2 6	£12 2 6
July 24	£11 15 0	£11 7 6	£11 7 6
July 31	£11 5 0	£11 7 6	£11 7 6
August 7	£11 2 6	£11 5 0	£11 5 0
August 14	£11 7 6	£11 10 0	£11 10 0
August 21	£11 2 6	£11 7 6	£11 7 6
August 28	£11 2 6	£11 5 0	£11 5 0
September 4	£10 5 0	£10 7 6	£10 7 6
September 11	£10 12 6	£10 15 0	£10 15 0
September 18	£10 7 6	£10 7 6	£10 7 6
September 25	£12 15 0	£12 15 0	£12 15 0
October 2	£12 0 0	£12 2 6	£12 2 6
October 9	£12 15 0	£13 0 0	£13 0 0
October 16	£12 10 0	£12 15 0	£12 15 0
October 23	£12 17 6	£13 2 6	£13 2 6
October 30	£13 10 0	£13 15 0	£13 15 0
November 6	£14 0 0	£14 5 0	£14 5 0
November 13	£13 10 0	£13 15 0	£13 15 0
November 20	£13 10 0	£13 15 0	£13 15 0
November 27	£13 10 0	£13 15 0	£13 15 0
December 4	£14 5 0	£14 10 0	£14 10 0
December 11	£14 5 0	£14 10 0	£14 10 0
December 18	£14 5 0	£14 10 0	£14 10 0
December 24	£14 5 0	£14 10 0	£14 10 0
January 1, 1932	£14 10 0	£14 15 0	£14 15 0
January 8	£14 2 6	£14 7 6	£14 7 6
January 15	£14 7 6	£14 12 6	£14 12 6
January 22	£14 15 0	£15 0 0	£15 0 0
January 29	£14 15 0	£15 0 0	£15 0 0
February 5	£15 7 6	£15 10 0	£15 10 0
February 12	£16 7 6	£16 10 0	£16 10 0
February 19	£17 5 0	£17 7 6	£17 7 6
February 26	£16 10 0	£16 12 6	£16 12 6
March 4	£16 15 0	£16 17 6	£16 17 6
March 11	£16 2 6	£16 5 0	£16 5 0
March 18	£15 17 6	£16 0 0	£16 0 0
March 25	£14 17 6	£15 0 0	£15 0 0
April 1	£14 10 0	£14 15 0	£14 15 0
April 8	£13 17 6	£14 2 6	£14 2 6
April 15	£14 10 0	£14 15 0	£14 15 0

RUBBER.

London.	Price on—	Para.	Plantation.
		Per lb.	Per lb.
November 6	31d.	31d.	31d.
November 13	31d.	31d.	31d.
November 20	31d.	31d.	31d.
November 27	31d.	31d.	31d.
December 4	31d.	31d.	31d.
December 11	31d.	31d.	31d.
December 18	31d.	31d.	31d.
December 24	31d.	31d.	31d.
January 1, 1932	31d.	31d.	31d.
January 8	31d.	31d.	31d.
January 15	31d.	31d.	31d.
January 22	31d.	31d.	31d.
January 29	31d.	31d.	31d.
February 5	31d.	31d.	31d.
February 12	31d.	31d.	31d.
February 19	31d.	31d.	31d.
February 26	31d.	31d.	31d.

London.	Price on—	Para.	Plantation.
		Per lb.	Per lb.
March 4	31d.	31d.	31d.
March 11	31d.	31d.	31d.
March 18	31d.	31d.	31d.
March 25	31d.	31d.	31d.
April 1	31d.	31d.	31d.
April 8	31d.	31d.	31d.
April 15	31d.	31d.	31d.

COTTON.
Good Middling.

London.	Price on—	Per lb.	December Shipment
November 6	4.67d.	4.67d.	December Shipment
November 20	4.55d.	4.55d.	December Shipment
December 4	4.86d.	4.86d.	January Shipment
December 11	4.91d.	4.91d.	January Shipment
December 18	4.85d.	4.85d.	January Shipment
December 24	4.88d.	4.88d.	January Shipment
January 1, 1932	5.01d.	5.01d.	February Shipment
January 8	4.94d.	4.94d.	February Shipment
January 15	5.19d.	5.19d.	February Shipment
January 22	5.20d.	5.20d.	February Shipment
January 29	5.16d.	5.16d.	March Shipment
February 5	5.23d.	5.23d.	March Shipment
February 12	5.30d.	5.30d.	March Shipment
February 19	5.55d.	5.55d.	March Shipment
February 26	5.51d.	5.51d.	March Shipment
March 4	5.40d.	5.40d.	April Shipment
March 11	5.27d.	5.27d.	April Shipment
March 18	5.20d.	5.20d.	April Shipment
March 25	4.87d.	4.87d.	April Shipment
April 1	4.49d.	4.49d.	May Shipment
April 8	4.36d.	4.36d.	May Shipment
April 15	4.66d.	4.66d.	May Shipment

OTHER ISLANDS PRODUCE.

Nominal prices for other Islands produce quoted in Sydney on April 18 from two different sources, were:

(a) Trochus shell, No. 1 grade	£50
Trochus shell, No. 2 grade	£45
Trochus shell, No. 3 grade	£40
Beche-de-mer, high grade	£200
Beche-de-mer, lower grade	£30
Cocoa Beans	£32
Ivory nuts, nominal, no market	
(b) Trochus shell, No. 1 grade	£66
Trochus shell, No. 2 grade	£61
Trochus shell, No. 3 grade	£56
Beche-de-mer, high grade	£200
Beche-de-mer, lower grade	£30
Cocoa Beans	£25 to £34
Ivory nuts, no market.	
Trochus shell was quoted from a third source as follows:	
No. 1 grade	£65
No. 2 grade	£60
No. 3 grade	£55
All the quotes are on the Australian f and f.o.b. Sydney.	

SAMOAN ECONOMY CAMPAIGN.

From Our Own Correspondent.

SOME time ago the Administrator, General Hart, asked the Chamber of Commerce to co-operate with the Administration in its attempt to balance the budget and submit suggestions for further economies.

The Chamber of Commerce, in consequence, has submitted a report to the Administrator, in which estimates of imports, exports and revenue are given and in which further possibilities of cuts in the estimates are discussed.

The Chamber of Commerce estimated the copra output for 1932 at 13,500 tons, cocoa production at 850 tons, and imports at £20,000 more than those of last year, or £200,000.

In an interview with a deputation from the Chamber, the Administrator expressed doubt whether the increase in revenue foretold in the Chamber's report would eventuate, and expressed his inability at the present moment to grant a reduction of duty on essential foodstuffs, as asked for by the Chamber.

In regard to Government expenditure for 1932, the Chamber had detailed various savings which could be effected in the estimates, amounting to the substantial sum of £24,520.

The Administrator expressed his opinion that the possible savings would not reach this amount, but, in any case, he undertook to watch every opportunity for effecting further economies and to avoid, if possible, a levy of additional taxation.

Some disappointment is felt that the Administration, after asking for co-operation and advice, which was freely and gladly given, could not see its way to accept the suggestions of responsible people, fully conversant with local conditions. Doubtless, ways and methods for further Government economy are not exhausted yet.



CHARTRES, STOTT & HOARE'S CORRESPONDENCE COLLEGE

Founded 1885.

Pioneers and Specialists in Postal Instruction.
All Educational and Commercial subjects taught thoroughly
and efficiently by correspondence.

Experienced Certificated Instructors. — Write for particulars.

CHARTRES, STOTT & HOARE'S CORRESPONDENCE COLLEGE,
Liverpool Street, Sydney, Australia.

April 23, 1932.

THE PACIFIC ISLANDS MONTHLY

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Shipping Services in the Pacific

Solomon Islands Service.

		Per S.S. Mataram.			
Sydney	...	Apl 13	May 21	June 29	
Brisbane	...	Apl 15	May 23	July 1	
Tulagi	...				
Makambo	...	Apl 20-22	May 28-30	July 6-8	
Gavutu	...				
Su'u	...	Apl 23	May 31	July 9	
Aola	...	Apl 24		July 10	
Iere	...				
Kaukau	...		May 31		
Ree	...				
Teneru	...	Apl 24	June 1	July 10	
Lunga	...	Apl 24		July 10	
Kookoom	...		June 1		
Mamara	...				
Domma	...	Apl 25		July 11	
Lavoro	...	Apl 26		July 12	
Yandina	...				
Banika	...	Apl 27	June 2	July 13	
Loabie	...				
Ufa	...				
Faima	...	Apl 27		July 13	
Y. Pepsale	...				
Kaylah	...	Apl 27	June 2	July 13	
Meringe	...	Apl 28-29		July 14-15	
West Bay	...		June 2		
Sonoma	...		June 3		
Maroho	...				
Rendova	...				
Renelo	...	Apl 30		July 16	
Hathorn S.	...				
Vila	...		June 4-5		
Stanmore	...				
Gizo	...	Apl 30	June 6	July 16	
Bagga	...		June 6		
Faisi	...	May 1-2	June 7	July 17-18	
Gizo	...	May 3	June 8	July 19	
Tetipari	...	May 3	June 8	July 19	
Russell Group	...	May 4-5	June 9-10	July 20-21	
Mamara	...		June 10		
Tulagi	...	May 6	June 11	July 22	
Brisbane	...	May 11	June 16	July 27	
Sydney	...	May 13	June 18	July 29	

(Subject to alteration without notice.)

Burns, Philp & Co., Ltd., Agents.

Sydney—N.Z.—Fiji—Samoa—Hawaii.

		Sonoma. Ventura. Mariposa.			
Honolulu	...	Mar 25	Apl 15	May 12	
Pago Pago	...	Apl 1	Apl 22	May 17	
Suva	...	Apl 4	Apl 25	May 20	
Auckland	...	Apl 8	Apl 29	May 23	
Sydney	...	Apl 12	May 3	May 26	
Sydney, dep.	...	Apl 19	May 10	June 4	
Auckland	...	Apl 23	May 14	June 7	
Suva	...	Apl 27	May 18	June 10	
Pago Pago	...	Apl 28	May 19	June 11	
Honolulu	...	May 5	May 26	June 16	

The Oceanic Steamship Co., Matson Line, Agents.

Noumea—New Hebrides Service.

		Per S.S. Laperouse.			
Sydney, dep.	...	Apl 2	May 16	June 11	
Noumea	...	Apl 6-9	May 20-21	Jun 15-18	
Chepenche	...	Apl 10	May 22	June 19	
Vila	...	Apl 11	May 23	June 20	
Sandwich	...				
Sarmettes	...	Apl 12	May 24	June 21	
Norsup	...				
Santo	...	Apl 13-16	May 25-26	Jun 22-24	
Banks	...			June 25	
Epi	...	Apl 17	May 27	June 26	
Vila	...	Apl 18	May 28	June 27	
Chepenche	...	Apl 19	May 29	June 28	
Noumea	...	Apl 20-23	May 30-J. 1	J. 29-Jy. 2	
Sydney, arr.	...	Apl 27	June 4	July 6	

Messageries Maritimes Co., Agents.

Sydney—Norfolk Island—New Hebrides—Auckland.

		Per S.S. Morinda.			
Sydney	...	May 5	June 9	July 14	
Lord Howe	...	May 7	June 11	July 16	
Norfolk Is.	...	May 9	June 13	July 18	
Vila	...	May 12-13	Jun 16-17	July 21-22	
Bushmans	...	May 14	June 18	July 23	
Malo	...				
Tangoa	...	May 15	June 19	July 24	
Segond	...				
Aoba	...	May 16	June 20	July 25	
Vila	...	May 17	June 21	July 26	
Norfolk Is.	...	May 20	June 24	July 29	
Auckland	...	May 23	June 27	Aug 1	
Norfolk Is.	...	May 26-27	J. 30-Jy. 1	Aug 4-5	
Lord Howe	...	May 29	July 3	Aug 7	
Sydney	...	May 31	July 5	Aug 9	

(Subject to alteration without notice.)

Burns, Philp & Co. Ltd., Agents.

Sydney—N.Z.—Fiji—Hawaii.

		Aorangi. Niagara. Aorangi.			
Honolulu	...	Apl 6	May 4	June 1	
Suva	...	Apl 15	May 15	June 10	
Auckland	...	Apl 18-19	May 16-17	Jun 13-14	
Sydney	...	Apl 23	May 21	June 18	
Sydney, dep.	...	Apl 28	May 26	June 23	
Auckland	...	May 2-3	May 30-31	Jun 27-28	
Suva	...	May 6	June 3	July 1	
Honolulu	...	May 13	June 10	July 8	

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

Auckland—Fiji—Samoa—Tonga.

		Per S.S. Waipahi.			
Auckland, dep.	...	Apl 16	May 14	June 11	
Suva	...	Apl 21-22	May 19-20	Jun 16-17	
Nukualofa	...	Apl 25	May 23	June 20	
Haapui	...	Apl 26	May 24	June 21	
Vavan	...	Apl 27	May 25	June 22	
Apia	...	Apl 28-30	May 26-28	Jun 23-25	
Suva	...	May 4-5	June 1-2	Jun 29-30	
Auckland, arr.	...	May 10	June 7	July 5	

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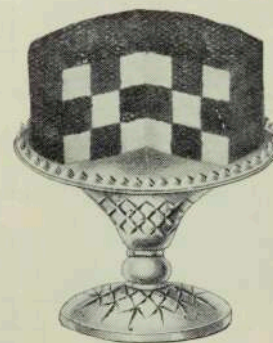
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Sydney—Papua—New Guinea Service.

	Macdhui.	Montoro.	Macdhui.
Sydney	Apl 7	Apl 28	May 19
Brisbane	Apl 9	Apl 30	May 21
Townsville	Apl 12	May 3	May 24
Cairns	—	May 4	—
Pt. Moresby	Apl 14	May 6	May 26
Yule Is.	—	May 7	—
Samarai	Apl 15	May 8-9	May 27
Woodlark Is.	—	—	—
Rabaul	Apl 17-19	May 11-12	May 29-31
Kavieng	—	May 13-14	—
Lombrum	—	May 15-16	—
Lorengau	—	—	—
Lae	Apl 21-22	—	June 2-3
Salamaua	Apl 23	May 17-18	June 4
Madang	—	May 19-20	—
Lae	Apl 25-26	—	June 6-7
Kavieng	Apl 27	May 23	June 8
Rabaul	Apl 28	—	June 9
Soraken	Apl 29	—	June 10
Numa	—	—	—
Teopasina	—	—	—
Arigwa	Apl 30	—	June 11
Kieta	—	—	—
Rabaul	May 2	May 23	June 13
Samarai	May 4	May 25	June 15
Pt. Moresby	May 5	May 26	June 16
Cairns	—	May 28	—
Brisbane	May 9	May 31	June 20
Sydney	May 11	June 2	June 22

(Subject to alteration without notice.)

Calls at Finschafen, Alexishafen, Lindenhafen and Pondo optional.

Burns, Philp & Co. Ltd., Agents.

Saigon—Java—Noumea Line.

	Per S.S. Le Maire.		
Saigon	Apl 25	July 4	Sep 12
Batavia	May 2-5	July 11-14	Sep 19-22
Samarang	May 6	July 15	Sep 23
Pt. Moresby	May 16	July 25	Oct 3
Samarai	May 18	July 27	Oct 5
Noumea	May 25-28	Aug 3-6	Oct 12-15
Vila	May 30	Aug 8	Oct 17
Rabaul	June 4-7	Aug 13-16	Oct 22-25
Samarai	June 10	Aug 20	Oct 28
Pt. Moresby	June 11	Aug 19	Oct 29
Samarang	June 21	Aug 30	Nov 8
Batavia	Jun 22-25	A.31-S.3	Nov 9-30
Saigon	June 30	Sep 8	Dec 5

Singapore, Sourabaya, Lae, Salamaua, Epi and Santo will be called at only if sufficient inducement offers.

Royal Packet Navigation Co. Ltd.

Sydney—Rabaul—Hongkong.

	Tanda.	Nankin.	Nellore.
Hongkong ..	Mar 4	Apl 2	Apl 30
Manila	Mar 7	Apl 5	May 3
Rabaul	Mar 16	Apl 14	May 11
Brisbane	Mar 21	Apl 19	May 17
Sydney	Mar 23	Apl 21	May 19
Melbourne, dep.	Apl 2	May 2	June 3
Sydney, dep.	Apl 13	May 14	June 11
Brisbane	Apl 15	May 16	June 13
Rabaul	Apl 23	May 24	June 21
Manila	May 1	June 1	June 29
Hongkong ..	May 4	June 4	July 2

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

Sydney—N.Z.—Cook Is.—Tahiti.

	Monowai.	Makura.	Monowai.
Papeete	Mar 26	Apl 23	May 21
Rarotonga ..	Mar 29	Apl 26	May 24
Wellington ..	Apl 4-5	May 2-3	May 30-31
Sydney	Apl 9	May 7	June 4
Sydney	Apl 14	May 12	June 9
Wellington ..	Apl 18-19	May 16-17	Jun 13-14
Rarotonga ..	Apl 23	May 21	June 18
Papeete	Apl 25	May 23	June 20

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French Eastern Pacific Service

By ships running between Dunkirk and Noumea, via West Indies and Panama Canal.

	Esperance.	Verdun.	Boussole.
Papeete	Apl 14	May 29	July 7
Raiatea	Apl 15	May 21	July 8
Suva	Apl 24	May 30	July 17
Vila	Apl 27	June 2	July 20
Noumea, arr. ...	May 2	June 7	July 25
To Panama	—	—	—
Noumea, dep. ...	May 17	June 22	Aug 9
Vila	May 24	June 29	Aug 16
Raiatea (opt.).	June 4	July 8	Aug 27
Papeete	June 5	July 9	Aug 28

Messageries Maritimes Co., Agents.

New Hebrides Inter-Island Service.

S.S. Malinoa (Burns, Philp (South Sea) Co., Ltd.) connects every 5 weeks at Vila with s.s. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tonga, Epi, Pauma, Ambrym, Malekula, Abba, Male, Santo, and returns to Vila—trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip, equivalent to about every three months.

Ocean Island—Nauru Service

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

Solomons Inter-Island Service

S.S. Mitlaro (Burns, Philp (South Sea) Co., Ltd.), maintains a regular service.

Fiji Inter-Island Service.

S.S. Malake, 736 tons (Burns, Philp (South Sea) Co., Ltd.), makes frequent trips from Suva to Lautoka, Ellington, Labasa and Levuka, with passengers and transhipment cargo; also to other island ports whenever inducement offers. S.S. Adi Keva (Fiji Shipping Co., Ltd.) makes regular trips from Suva to Levuka and Lautoka, round trip occupying three days.

M.S. Sir John Forrest (Fiji Shipping Co., Ltd.) makes regular trips from Suva to Levuka, Savu, Savu, Nabouvala, Banialaila, Lakutu, Dreketi, Raduri, Labasa, and return by the same route round trip occupying about 9 days.

M.S. Adi Rewa (Fiji Shipping Co., Ltd.) makes regular trips from Suva to Ba and Lautoka, round voyage occupying four days.

Sydney—Fiji Service.

The Kuretu will leave Sydney on May 6 for Fiji, and will call at Lautoka, Suva and Levuka.

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

Samoan Inter-Island Service.

S.S. Makoa, 256 tons (Burns, Philp (South Sea) Co., Ltd.). Operates from Apia and connects regularly with Pago Pago, Wallis and Futuna, Tokelans, Swain, Nasau, Peka-Peka and Phoenix Groups.

Gilbert and Ellice Islands Service.

M.V. Ralom, 368 tons (Burns, Philp (South Sea) Co., Ltd.). Operates from Tarawa (Gilbert Islands), and connects regularly with all islands in the Gilbert and Ellice Groups.

Papuan Inter-Island Services.

S.S. Papuan Chief (Steamships Trading Co., Ltd.) makes regular round trips from Port Moresby to Kapa Kapa, Abau, Balbana, Samarai, and back by same route; then Port Moresby to Hisiu, Yule Island, Kukipi, Orokololo, Kikori, Daru and back via Orokololo, Yule Is., and Hisiu—full trip occupying about one month.

A. K. Matoma (Burns, Philp & Co.) makes regular round trips from Samarai to Puni Puni, Laniara, Cape Nelson, Buna Bay, Mambare, and back by same route, trip occupying about 12 days.

New Guinea Inter-Island Service.

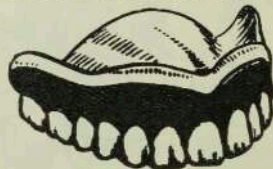
S.S. Maiwara (Burns, Philp & Co.) makes regular round trips from Rabaul to New Ireland and Bougainville ports.

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

S.S. Duris, s.s. Durour, m.v. Durambah (W. R. Carpenter & Co., Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

New Guinea Goldfields' Service.

Aeroplanes, conducted by Guinea Airways, Ltd., and other companies, leave Salamaua and Lae two and three times daily for Wau, and other centres on the Morobe Goldfield. The aerial services are the only means of communication.



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WO.2926.

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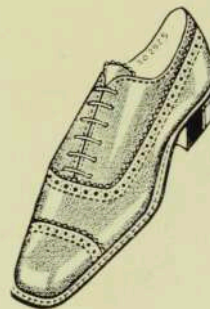
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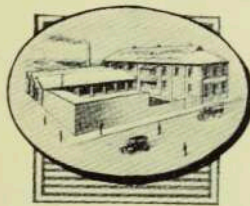


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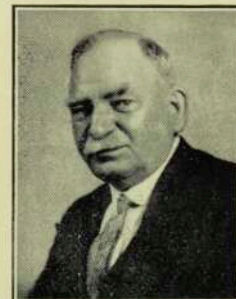


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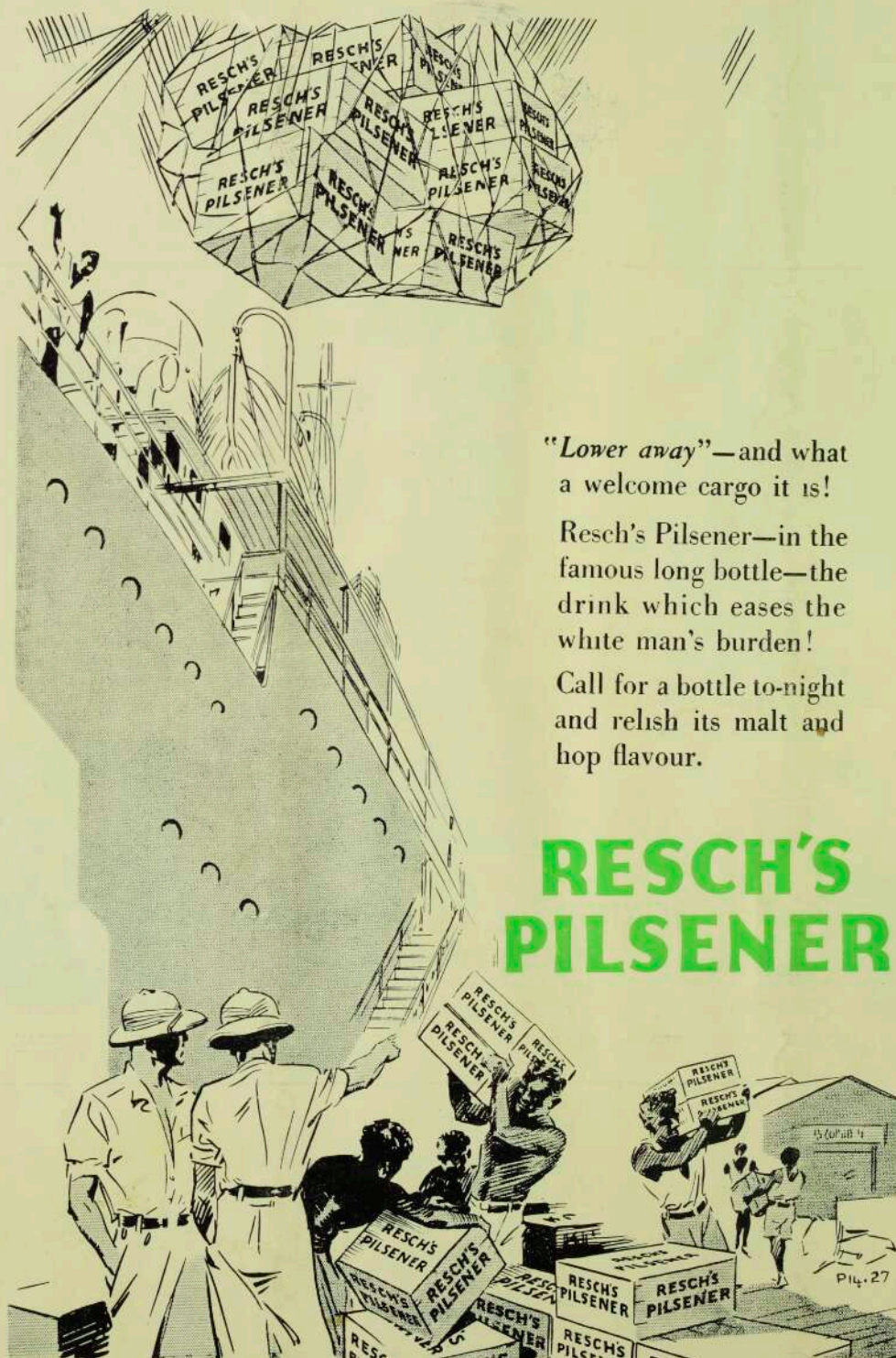
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