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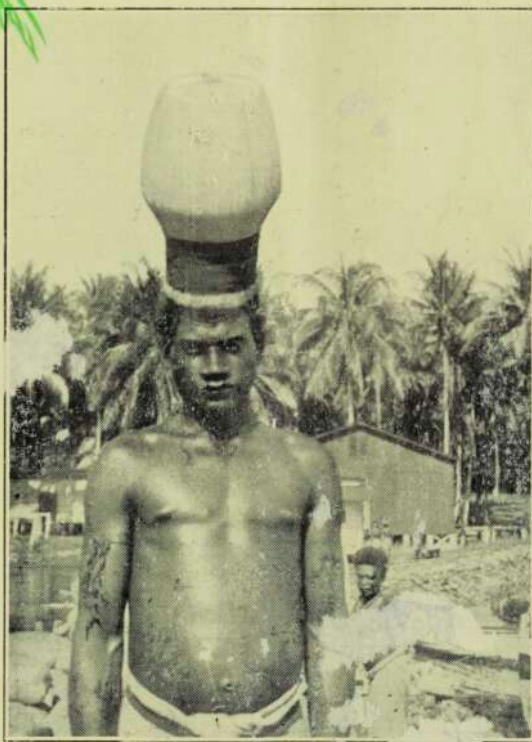
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PACIFIC ISLANDS Monthly

SEPTEMBER 21
1932



Youths in Butka (New Guinea) wear the "Upe," a lightly woven hat, which fits upon the head, and which is held in position by the native's luxuriant hair, which grows up into the contrivance. It remains in position until the youth is initiated into manhood, when it is cut away. The condition of the native's hair, during this period, is beyond description.

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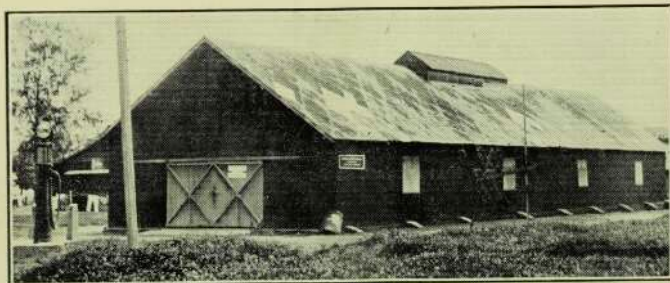
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September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER "MONTORO" FROM SYDNEY ON AUGUST 31 FOR PAPUA AND NEW GUINEA:—Sir Hubert Murray, Sister James, Sister Juliette, Mr. A. N. Bennett, Mr. L. H. Crews, Mr. and Mrs. W. H. Hughes, Miss D. Day, Rev. Father Fink, Miss C. Jamieson, Mr. and Mrs. W. Martin, Miss L. Tonkin, Miss C. Henston, Miss A. Calcutt, Miss E. Carden, Mrs. G. E. Mills, child and infant, Mrs. A. M. Lambert, Mr. I. T. Jenkins, Mr. L. F. S. Hore, Mr. M. L. Wilson, Mr. P. A. Delme-Radcliffe, Mr. H. W. Yates, Mr. G. Leeson, Mr. G. Lausley, Mr. and Mrs. J. A. Macindrew, Mr. and Mrs. A. S. Green, Mr. D. M. Edwards, Mr. and Mrs. B. Taylor, Mrs. D. S. Brown, Mr. and Mrs. E. N. Mustar, Mr. E. W. P. Chinery, Mr. A. J. Egan, Mr. B. Calcutt, Mr. and Mrs. W. P. A. Laphorne, Miss Rogers, Mrs. Reinhart, Mr. P. Lamb, Sister Veronika, Miss L. Stickley, Miss L. Maguire, Mr. J. W. Allan, Mr. E. S. Armstrong, Mr. J. Crockett.

PASSENGERS PER "MONTORO" FROM NEW GUINEA AND PAPUA, WHO ARRIVED IN SYDNEY ON AUGUST 25:—Mr. and Mrs. A. W. Bushell, Miss L. M. Bushell, Capt. and Mrs. E. Butler, Miss M. Butler, Miss E. Clarke, Mr. M. M. Clyne, Miss L. B. Dorr, Mrs. E. A. Hammond, Miss L. King, Miss L. Maguire, Mr. and Mrs. R. Porter, Mrs. T. L. Tyrer and infant, Mr. K. Arvidson, Mr. F. Bush, Mr. E. Carl, Mr. L. Gerussi, Miss W. Eisenman, Mr. and Mrs. H. Hadley, Mr. W. P. Hunter, Capt. L. H. Holden, Mr. J. Hynd, Mr. A. Innes, Mr. C. Knight, Mr. L. Leon, Mr. K. W. Nettleship, Mr. B. Raja, Mr. W. P. Wiltshire, Mr. J. Atherton, Mr. A. W. T. Brownlie, Miss R. Dorr, Mrs. J. Ewen, Mr. A. Longhurst, Mr. G. Arnold, Mr. E. Crisp, Mr. F. Headon, Mr. H. Huish, Miss J. M. Tullock, Mr. W. Digby, Mr. C. A. Fletcher, Mr. and Mrs. J. Garlick, Miss G. Gollweiler, Mr. A. de Groen, Miss E. Jenner, Mr. A. L. Joubert, Mr. L. Joubert, Miss F. Mortimer, Mr. and Mrs. R. A. Owens, Miss E. Pope, Mr. S. C. Robertson, Mr. J. C. Waldron, Mrs. F. L. Harston, Mrs. J. M. Vicars and infant, Mr. H. G. Everts, Mr. H. G. Everts (Jnr.).

PASSENGERS ARRIVED IN SYDNEY ON SEPTEMBER 3 PER "MATARAM" FROM SOLOMON IS.—Mr. and Mrs. A. J. Eves, Sister M. Grant, Miss D. M. Jones, Miss M. L. Robertson, Miss V. M. Sullivan, Mr. L. C. Watkins, Sister Margaret, Mr. A. S. Arnold, Mr. S. W. Brown, Miss H. Boyce, Mr. A. H. Bowden, Mrs. and Miss K. Bignell, Mrs. R. O. Boye, Mr. W. A. Chamberlain, Mr. R. P. Creaghe, Mr. and Mrs. J. A. Cattell, Mr. L. C. Durrant, Mr. and Mrs. C. J. Gummer, Mr. W. W. Grainger, Mrs. B. Hall, Miss A. M. Haddad, Miss M. B. Higgins, Dr. and Madame Kurat, Mr. R. C. Laycock, Mr. E. F. McLean, Mr. J. L. Manning, Miss L. Manning, Mr. C. J. Mason, Mr. V. F. Nagle, Mr. K. H. Procter, Mr. A. P. Penman, Mr. C. G. Quintall, Mr. A. H. Robinson, Mr. J. B. Radeski, Mr. E. N. Selden, Mr. C. A. Smithwick, Mrs. E. Scott, Mr. E. G. Smith, Mr. and Mrs. S. G. Timewell, Mr. S. W. Timewell, Miss V. Timewell, Mr. F. W. Machin, Miss E. M. White, Mrs. M. J. Williams, Mr. M. D. Cobb, Miss V. Pernevan, Mr. A. Craig.

PASSENGERS PER "MATARAM," WHICH SAILED FROM SYDNEY ON SEPTEMBER 14 FOR SOLOMON ISLANDS:—Miss V. Dawes, Rev. R. de Voil, Mr. P. H. Walmsley, Mr. Ward, Mr. F. B. Merrick, Miss M. B. Higgins, Miss J. Radeski, Dr. L. Sharfstein, Miss B. Larkins, Mr. A. M. Turnbull, Mr. and Mrs. R. B. McKinnon, Mr. H. M. Brindley, Sister Crescentia, Mrs. G. E. Keonig, Mr. and Mrs. J. Harrison, Mr. A. O'M. Jones, Mr. S. Hitchcock, Mr. A. Gardiner, Mr. H. Humphries, Mr. C. Bell, Miss G. E. Dyson, Miss E. E. Dyson, Mr. F. O. Everett, Mrs. E. Bennetts.

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PASSENGERS PER "MACDHUI," WHICH ARRIVED FROM NEW GUINEA AND PAPUAN PORTS ON SEPTEMBER 14: Mr. R. A. Archbold, Mr. L. C. Bowman, Mr. J. K. Bruce, Mr. J. S. Hayes, Mr. W. G. Johnson, Mr. N. J. Lennon, Mr. W. L. Lowden, Mr. S. D. Sandes, Mr. J. Wylie, Mr. and Mrs. A. N. Lassick and four children, Mr. and Mrs. A. E. Ray, Mr. C. C. Bell, Mr. F. C. Bryon, Miss B. Burling, Miss E. Cassell, Mr. F. R. S. Catchlove, Mr. A. Maclean, Mr. C. C. Marr, Mrs. B. M. Mocatta, Mr. S. O'Connor, Mr. and Mrs. G. H. Roberts, Mr. R. W. Scott, Mr. and Mrs. H. G. Strong and infant, Mr. C. J. Thompson, Mr. L. N. Tribolet, Miss E. M. White, Miss L. A. Barnett, Miss M. Blake, Mr. G. H. Green, Miss H. E. Happ, Major and Mrs. E. P. Henty, Miss L. M. Lynch, Mr. R. L. Massie, Mrs. A. J. Monkley, Mrs. L. M. Tweedie, Miss S. T. Tweedie, Miss R. I. Watlen, Mr. and Mrs. C. M. Werner, Miss E. West, Mr. A. S. Young, Miss H. Auerback, Mrs. M. H. Corke, Miss K. M. Corke, Dr. W. T. Harse, Misses J. B. and P. Love, Bishop H. Newton, Miss M. J. Stephen, Mr. E. Fahey, Mrs. F. A. Gors, Mr. J. J. Hartley, Mr. V. P. Hides, Mrs. M. Hilder, Mrs. K. M. Hyde and infant, Mr. and Mrs. L. Logan and child, Mr. H. C. Pearsall, Mr. G. R. Simpson, Mr. L. J. Tuxworth.

PASSENGERS PER "MONTEREY," WHICH SAILED FROM SYDNEY ON AUGUST 27 FOR SUVA: Mr. and Mrs. G. Bladin, Miss P. Bouleh, Mrs. J. S. Bovill and Master J. O. Bovill, Mr. and Mrs. A. E. Bridger, Mr. C. J. Currow, Miss C. U. Donovan, Mr. and Mrs. V. G. Elliott, Mr. and Mrs. A. Hilton-Wood, Mr. T. Hughes, Dr. H. Kincaide, Mr. J. D. May, Mrs. S. R. McGrath, Mrs. R. B. Blair, Mr. D. Robinson, Mr. H. Robinson, Mr. and Mrs. A. W. Sneddon, Mr. C. W. Stephenson, Mr. and Mrs. E. E. Simpson, Miss S. Tyler, Mrs. P. P. Taylor, Mr. J. H. Willson, Miss R. I. Willson, Mr. F. B. Willson, Mrs. R. A. Watson, Mrs. R. K. Wyndham, Mrs. B. D. Beiers, Mr. R. M. Burgess, Miss I. Knight, Mr. Laisini, Miss B. Tall, Miss M. Myers, Mr. V. Cornaga, Mr. H. E. Valle and Master G. Valle, Mr. C. S. Ramsay, Mrs. E. J. Boxall, Mr. R. R. Anson, Mr. E. J. Bradman, Miss B. E. Totton, Mr. B. A. Patel, Mrs. K. E. Franzen.

PASSENGERS BY "MAKURA," FROM SYDNEY, ON SEPTEMBER 1, FOR COOK IS. AND TAHITI: Mr. W. J. Heslehurst, Mrs. A. Bright, Mrs. B. M. H. Spowers.

PASSENGERS FROM SUVA, PER "MARIPOSA," ARRIVED IN SYDNEY ON SEPTEMBER 15:—Mrs. J. S. Bovill and Master J. O. Bovill, Sir Joseph Carruthers, Mr. and Mrs. V. Cornaga, Mr. and Mrs. V. G. Elliott, Mr. Thomas Hughes, Mr. and Mrs. McCallagh, Mr. and Mrs. A. W. Sneddon, Miss N. Sneddon, Mr. F. B. Willson, Mr. J. H. Willson, Miss R. I. Willson, Miss M. Vynyard, Mr. F. R. Brown, Mr. R. Brown, Mr. W. L. R. Brown, Mr. and Mrs. R. C. Card, Mr. S. G. Davey, Mr. J. F. Grant, Mr. H. Judge, Mr. L. Lawson, Mr. H. M. Raymond, Mr. J. A. Smith, Mrs. L. Turbet, Miss C. Turbet, Miss M. Turbet.

PASSENGERS PER "NIAGARA," FROM SYDNEY, FOR SUVA ON SEPTEMBER 15:—Mr. and Mrs. W. J. Leech, Mr. and Mrs. H. E. Gilbert, Mr. M. H. Gamson, Mr. H. G. Selby, Miss H. Clark, Mr. and Mrs. R. J. Alsop, Rev. T. Wilson, Mr. D. Dudley, Mrs. H. M. Anderson, Miss R. I. Anderson, Mr. R. Shedy.

PASSENGERS PER "NELLORE," FOR RABAU ON SEPTEMBER 14:—Mrs. Marr, Mrs. Conroy and two children.

"GUARD, DISMISS!"

From a Special Correspondent.

TULAGI, Aug. 20.
IT was a tense moment in Tulagi. The Acting Resident Commissioner, Mr. J. C. Barley, had arrived aboard the "Mataram," and the heads of departments, and a guard of native constabulary assembled to greet him.

It usually rains when the steamer arrives; but, on this occasion, it poured. The Acting R.C. wisely remained on the ship, awaiting a break in the weather. The unhappy officials, and the more unhappy policemen, stood around miserably in the rain.

At last the launch left the ship, and ran alongside.

"Shun!" barked the Commandant. The dripping heads of departments assumed welcoming smiles. The black-bronze police stood stiffly to attention.

The launch curtains parted and out stepped the popular Government store-keeper, Vic Shearwin, who also had arrived by the "Mataram."

Vic stared; then, with pleased surprise, he saluted the officials, and seemed about to inspect the troops.

"Guard, dismiss!" roared the indignant Commandant. "Ass!" hissed the wet and angry heads of departments—and went home in disgust, to change their clothes.

But Vic Shearwin is still smiling.

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At the half-yearly meeting of the Guinea Airways' Recreation Club, Mr. D. Wallace was elected Secretary. Mr. C. J. H. Martin, the retiring Secretary, was accorded a vote of thanks for his services during the last six months.

A meeting was held recently at Rabaul to consider the possibilities of forming an Aero Club. A committee was appointed and is endeavouring to raise £200 to defray the cost of putting the club on a sound basis. Mr. A. T. Collins was appointed Secretary, pro tem.

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SYDNEY, SEPTEMBER 21, 1932.

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SHALL THE GERMAN EAGLE RETURN TO THE SOUTH SEAS?

THE future of the territories and groups of the Pacific is bound up with the fate of the League of Nations.

If the League survives, it is possible that Germany will resume possession of New Guinea and the Bismarck Archipelago, Bougainville, the Marshall, Caroline and Marianne Islands, Nauru, and Western Samoa.

If the League dies, those "Mandated Territories" will become the possessions respectively of Australia, Japan and New Zealand.

The subject has been revived by recent developments in Europe. Germany, in a manner that admits of no doubt or misinterpretation, is again displaying the spirit of monarchism, militarism and imperialism. The Republic still stands—but the sons of Wilhelm II., who retain their princely titles, are the leaders of the new Nationalism; and already there is talk of Germany "demanding the return of her colonies."

The League of Nations was born of expediency, and is a puerile, footling thing. It is the comic sequel of mankind's greatest tragedy, the World War. Fervently acclaimed and passionately supported by theorists, it is regarded with cynicism and amusement by all men who know humanity for what it is—who realise that in the ultimate analysis,

despite Christianity and science and altruism, force still rules the world, and the final law is the law of tooth and claw.

In 1917-18 a kind of hysteria possessed America, and President (Professor) Woodrow Wilson was its apostle. America, according to Wilson, fought "the war to end war," fought "to make the world safe for democracy." When the most critical period of the war arrived, and the continued support of America was vital, and there was a hurried canvassing of peace terms, Wilson thrust his famous "Fourteen Points" upon the Allies and the Allies reluctantly accepted them as the basis of settlement. The Central Powers collapsed, and the weary and exhausted nations gathered at Versailles to fix the guilt and assess the damages.

It was agreed that Germany had precipitated the war, and that the Central Powers must pay. But when the Allies came to the disposal of the beaten enemy's territories the Princeton professor's "Fourteen Points" had to be observed. The small nations were to have their freedom: a "spoils-to-the-victors" policy, with conquered peoples as the spoils, would but lay the foundation of future wars."

But how was this to be done? Who was to rule those coloured races incapable of ruling themselves?

To hand her colonies back to guilty Germany would be farcical. The difficulty seemed insurmountable.

Finally, amid blood and sweat and tears, the League of Nations was evolved. It was to police the world; guard the rights of the weaker peoples; arbitrate in disputes between powerful nations; forbid war; and generally to encourage humanity to lift its eyes to the stars. It was a wonderful, a marvellous creation, the glorious embodiment of a dream. It became possible only because every nation in the world, having suffered in the war, was utterly sick of war.

"The devil was sick; the devil a monk would be.
The devil was well—the devil a monk was he!"

If ever proof of the truth of that ancient saw is sought, consider the subsequent history of the League of Nations. As the Powers recovered their health, so they recovered their war spirit, and their respective membership of the League has become a growing embarrassment.

Meanwhile, what of the United States, whose visionary President caught the Allies when they were practically helpless, and shackled upon them his "Fourteen Points"? The United States, we should suppose, became the backbone and bulwark of the League of Nations, which was the logical outcome of the "Fourteen Points." Not at all! The U.S.A., for reasons that no one has ever appreciated, or even understood, has consistently refused membership of the League.

The Covenant of the League of Nations is quite separate and distinct from the Peace Treaty of Versailles; but they were born at the same time, out of the same set of circumstances. Each has been closely linked with the other. The League took over the conquered German colonies, to hold them nominally in trust for Germany—although that never has been clearly stated—and then parcelled them out among the nations already in possession of them, granting to each a "mandate to govern."

Theoretically, those ex-German colonies belong to the League of Nations, and are held at the ultimate disposal of that body. Actually, they are completely and irrevocably in the possession of the Mandatories, and nothing short of shot and shell will alter that position.

But Germany, increasingly noisy and belligerent, already is suggesting the "return" of her colonies. What are the League of Nations, and the Mandatories, going to reply to that demand when it comes—as it will—more clear and insistent?

Inevitably, sooner or later, the League of Nations will collapse like a house of cards. The only members of it who are sincere, and really hope for its success, are Great Britain and her Dominions, and the small nations who see in it their only future protection against aggression and aggrandisement. The others go to Geneva filled with genuine admiration for the Anglo-American ideal embodied in the League and for Britain's painstaking efforts to make the League function. But all of the Powers are cynically certain that the League will never use force to prevent wars, and that therefore it must

collapse, and that any nation caught unprepared will pay the usual penalty for unpreparedness.

If any proof of this were needed, consider the recent Disarmament Conference, which was held in the spirit of the League and to which the nations came reluctantly in response to Ramsay MacDonald's pleadings. We have been told of its "success." Actually, it was a complete "washout"—it achieved exactly nothing.

Meanwhile, Europe is swinging once more towards extreme militarism. France and Italy are armed to the teeth. Japan is silent, but aggressive. Germany is arming, and a fierce, suspicious Poland, rendered bold by her alliance with France, is ready and eager to fly at Germany's throat. Mysterious, mad Russia, drunk with "freedom," will sooner or later try out on her neighbours the efficiency of her colossal war machine. Can anyone in his senses believe, in the face of these facts, that the League of Nations is of any more real value than a house of cards in policing the world against war? As a matter of fact, Britain, in clinging so honestly and stubbornly to the League, is placing herself in terrible danger. Already her navy has fallen in strength, until it is now ranked second or third in the world; while her military establishment is negligible. With the co-operation and support of America, the League of Nations might really have controlled the world. Without America, the thing is hopeless.

Sooner or later—and all true British will pray that it is sooner—the logic of cruel facts will compel Great Britain to recognise her true position, and she will resume her proper standard of armaments. From that moment the League of Nations will become a meaningless cypher.

"How long before this occurs?" ask thousands of people in New Guinea and Samoa. It is a little difficult to hazard a guess.

The difficult and complicating factor again is U.S.A. This colossal, blindly benevolent nation is trying to make a virtue of necessity by forcing disarmament upon Europe as a condition of war-debts reduction or cancellation. The position is really amusing. Europe will not pay any more war debts, and will not disarm, because Europe regards both armaments and the conservation of its future finance as essential to its future existence. But it is not going to say so. While professing the utmost sympathy with American ideas and ideals, it is not paying war debts, and it is arming furiously. The European mind, by now, has gripped the fact that America is largely responsible for the world's present economic agony. America seized the world's trade while the world was at war, and so became the world's creditor. America was too stupid to adjust her tariff to the new conditions, which would have permitted most of the debts due to her to be paid in goods; she insisted on payments in gold, so that a huge proportion of the world's gold was sent to America to lie there "frozen" and useless, and the world's system of international exchange, in consequence, was crippled.

September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

5

How Rev. "Mac" Dealt with "Tree of Skulls."

I AM indebted to Ion Idriess, Australian author, for this little story of how "the wandering parson" put upon a Torres Straits island a hoodoo that was stronger than the age-old superstitions of the natives.

In pre-European days, and until recent years, the savage Tugiri people used to come down the Kussa River, from Dutch New Guinea, and cross over to Boigu, Saibai and Dauan Islands, off the coast of Papua. At times, they attacked the inhabitants of those islands; sometimes, they joined forces with them, and carried out ferocious raids along the Papuan coast.

On Boigu Island, they established a sort of ceremonial ground, where they celebrated their victories in horrid fashion. There was a "zogo", or a place where the priests and sorcerers performed; and there was a great tree, from which most of the small branches had been cut, and on every lopped-off limb a human skull was stuck. The "Tree of Skulls"—or, in native language, Sibn Poi—was notorious in that part of the Pacific.

Then there came to the Torres Islands, the Rev. W. McFarlane, known affectionately nowadays all over York Peninsula and Torres Strait as "Mac" and the "wandering parson." He looked Boigu over, and he did not like it a bit—neither its tree of skulls, nor its "zogo", nor the unpleasant effect of the place upon the superstitious natives.

So, alongside the "zogo", the Reverend "Mac" built a little church, where he sometimes held services; and upon the "tree of skulls" he fixed a brass plate, giving its name and its cruel, grisly history. Thus did he exorcise the devil; for, from that time, the influence of Boigu Island in native affairs waned. Priests and sorcerers came no more to perform their rites, and the island lost its terrors for the natives.

But the "wandering parson" still pays his occasional visits to this section of his widely-scattered flock; and the mana of the little church is still stronger than the hoodoo of the zogo.

BIG COPRA SHIPMENTS FROM APIA.

APIA, July 1.
THE S.S. "Benholm" has arrived from Tonga and is loading the largest shipment of produce despatched from the Territory for this year.

She is expected to take about 2,000 tons of copra, chiefly from Burns, Philp's sheds and also about 100 tons of cocoa beans. She will leave on July 2 for European ports, via Rabaul.

The Swedish steamer "Yngaren" is expected at the beginning of August to lift another large shipment of about 1,500 tons of copra and about 80 tons of cocoa from the sheds of Messrs. Morris, Hedstrom, Ltd.

THE MAYOR OF SUVA.

THE present Mayor of Suva is Councillor George Frier Grahame, B.A., LL.B.

He was born in Newcastle, N.S.W., in 1890, and gave early evidence of his scholastic attainments by gaining, in 1902, one of the five State Bursaries of New South Wales for that year. After having been educated at East Maitland High School, he studied at Sydney University, where he graduated as B.A. in 1909 and later, in 1913, gained his LL.B.

He joined the Commonwealth Civil Service as a cadet in the Department of Home Affairs, and subsequently be-



MR. GRAHAME.

came Naval Staff Clerk, Class II., in the Department of Defence.

Attracted by the lure of the tropics, he transferred in 1915 to the service of the High Commissioner for the Western Pacific, then Sir Bickham Sweet Escott, K.C.M.G. Whilst so serving, he was admitted to the Suva Bar, having been admitted to the N.S.W. Bar in 1913. After a couple of years, he left the Civil Service, and entered into partnership with Mr. (now Sir) Henry Scott, K.C. Later, he decided to put up his own brass plate. He is at present a partner in the firm of Ellis & Grahame, well-known Suva solicitors.

Elected Town Councillor in 1919, his fellow Councillors made him Mayor in December, 1922, and he served as such until his retirement from the Council three years later. However, the siren call of politics proved too much and, after rejoining the Council in 1930, he was last year again elected Mayor of Suva.

His Worship takes a keen interest in Rugby, and still turns out as an umpire from time to time.

ISLANDS "REDS"

Communist Interest In Samoa Defeated.

From Our Own Correspondent

APIA, Aug. 20.

PROBABLY on account of the political unrest in Samoa, and the effect of the depression on our peaceful islands, attempts have been made to implant the germ of Soviet propaganda on Samoan soil.

A few months ago, letters were received from New Zealand by two residents who are in straitened circumstances, asking them to start some Communist agitation amongst local Europeans. The residents, however, thought it wiser to hand the letters over to the authorities.

It was probably as a result of this that a man who tried to embark on the Islands steamer for Samoa was arrested by the New Zealand police.

Though the Samoan natives, like so many Pacific races, live under conditions that are almost communist, the teachings of Soviet Communism are not likely to find a fertile soil here, even among the die-hards of the Samoan "Mau".

FIJI OUTLOOK.

Growing Excess of Exports Promises Early Recovery.

From Our Own Correspondent.

SUVA, Aug. 20.

AS the year goes on, prospects are gradually improving.

The sugar crop promises to be a record and the mill estimates are being exceeded in every case. It is certain that the crop will be over 100,000 tons; but whether it will touch 120,000 tons and thus equal the record of 1916, seems a little doubtful.

Copra production is recovering slightly, but the cycle of hurricanes and the drought of 1930 did far more damage than was generally thought.

Reports published in the Government Gazette recently show that the export of copra for the 12 months ended June 30, 1932, will total only 11,000 tons. This is a severe fall from the quantity of 33,000 tons, exported so recently as 1929.

Of course, in addition to the climatic disasters, copra planters have been severely hit by the economic hurricane. The results of the two catastrophes may be judged from the fact that for every £100 the average coconut planter received from his plantation in 1929, he received for the last 12 months just £16/12/6.

The following are the official trade figures, showing imports and exports, for the six months ended June 30, 1932, and the same period in 1931:—

	1931.	1932.
	£	£
Total imports	486,599	353,383
Total exports	351,759	419,920
Details of exports—		
Sugar	152,490	248,276
Copra	119,754	61,279
Bananas	19,320	34,162
Trocas	3,840	6,100
Others	53,812	68,021

PERSONAL.

SIR APIRANA NGATA (New Zealand Minister in charge of the Cook Islands) was a visitor to Rarotonga during August. Like his predecessor in office (the late Sir Maui Pomare, who was a physician), Sir Apirana is a highly educated Maori, and an able administrator. The fact that these men of the Polynesian race can efficiently and creditably fill important professional and administrative positions is not recognised as widely as it should be by those who study Pacific problems.

DR. D. YOUNG, medical officer at the Gilbert and Ellice Island groups, arrived in Sydney on August 30 by the Maunganui. He is returning to duty after a holiday in London.

SISTER MARY JAMES, of the Sisters of Our Lady of the Sacred Heart, Kensington, left recently for Yule Island, Papua. Sister James has already spent nearly 15 years in missionary work, mostly at Inawaia, on the Mekeo Plain, where the missionaries of the Sacred Heart have a station.

MR. B. CALCUTT, district officer at Rabaul, accompanied by Miss Calcutt, returned to New Guinea by the Montoro on August 30.

MR. ALLAN INNES, of the Salamaua Trading Company, arrived in Sydney by the August Montoro, and will return by the September Macdhui. Two tons of machinery will travel with him, to be subsequently erected at Wau, centre of the New Guinea Goldfields, as an up-to-date freezer.

MR. ION L. IDRIESS, well-known Australian author, is at present engaged on a book which will tell the fascinating story of the discovery and development of the Morobe goldfield, in New Guinea. The "old hands"—"Sharkeye" Park, Royal, Leven, Mrs. Booth, George Arnold, etc.—will appear garbed in the full trappings of romance. The book will be published early in 1933, and will be called "Gold Dust and Ashes."

MR. H. L. GILL, who was well-known in the Rabaul and Kavieng Districts, died at Arncliffe, New South Wales, on September 3. He is survived by Mrs. Gill, four daughters and three sons. Mr. W. Gill, his eldest son, is Inspector for Messrs. Burns, Philp and Co. and was formerly chief inspector of the New Guinea Expropriation Board. Mr. C. G. Chadderton, his son-in-law, owns Kapsu Plantation, and Mr. G. Chadderton, another son-in-law, is a plantation overseer in the Baining district.

MR. J. C. BARLEY, First District Officer in the British Solomon Islands, has been appointed to act as Resident Commissioner, during the absence on leave of Mr. F. N. Ashley.

MR. P. C. HUBBARD, who has been acting as British judge on the Joint Court of the New Hebrides, has been appointed Chief Magistrate and Legal Adviser in the Solomon Islands.

MR. F. B. FILOSE, District Officer, has been appointed to Ysabel district, Solomon Islands.

MAJOR C. A. SWINBOURNE, O.B.E., First District Officer, has been appointed acting Resident Commissioner of the Gilbert and Ellice Islands Colony, during the absence on leave of Mr. A. F. Grimble, C.M.G.

MR. AH TAM, a former resident of New Guinea, died in Hongkong, China, on August 14. Last year, he disposed of his business interests in New Guinea and, owing to ill-health, left the Territory. He was 74 years old and had spent over 40 years in New Guinea. He was very well-known and was held in high regard by the European community.

MR. E. KENYON, at one time assistant manager of Burns, Philp's Rabaul branch, and now with Lewis Berger & Sons, Ltd. paint and varnish manufacturers, leaves for Papua and New Guinea by the September "Macdhui" on a business trip.

MR. NORMAN DUCKER died at Manly, New South Wales, on August 7. He was formerly a resident of Papua, having been connected with the Austral Papuan Investments, Ltd., which has plantation interests in the Mekeo district.

DR. F. E. MONTAGUE, of Labasa, Fiji, returned by the "Aorangi," on August 26, after a holiday abroad.

DR. S. M. LAMBERT, the head of the Western Pacific Health Service, left New Zealand during August for the Cook Islands, in connection with the latrine campaign in that Group. He hopes to complete arrangements for the thorough sanitation of the whole of the Group by December.

DR. C. S. JAMES, M.B., F.R.C.S., accompanied by his wife and their son Ivan, arrived in Rabaul, by the August "Macdhui," to take charge of the Stewart Hospital at Vunairima, on the North Coast. Dr. James has had considerable experience in New Zealand and was also engaged in similar work for three years in the Solomon Islands.

MR. IAN MORLEY, formerly on the staff of New Guinea Goldfields, Ltd., has joined the Administration. He took up his duties as assistant warden on August 15.

MR. and MRS. WRIGHT, Methodist Missionaries, left Sydney by the Niagara on September 15, for Fiji. Mr. Wright spent five years in charge of the Indian mission station at Ba, Fiji.

MR. A. H. GAULD, late manager of Choisel Plantations, Ltd., in New Guinea, arrived at Port Moresby during August. Mr. Gauld has been appointed plantations inspector for Messrs. Burns, Philp and Co. in that Territory.

MR. N. N. LYONS, manager of the Murray Island Fisheries, Ltd. (Torres Straits), has recently returned to Thursday Island from a successful business trip to Java, where the Company expects to place the greater part of its output shortly.

MR. R. C. LAYCOCK, of Tulagi, British Solomon Islands, arrived in Sydney by the last "Mataram," and will spend some time with his family, who are at present residing in Sydney.

COPRA.

THE copra market continues featureless, with the London c.i.f. price keeping in the vicinity of £14 per ton.

We have tried to get a line on the future of the market, but without much success. The following, sent to the Coconut Planters' Union of Fiji, by its London brokers, under date early in August, appears to be a fair summary of the position:—

"No doubt if any constructive policy is made by international politicians, and they can settle some of the troubles now existing, sentiment will improve and prices for commodities will respond. We cannot get away from the fact that prices for every article are very low.

As far as copra is concerned, it does seem that there is no great shortage of supplies at the moment. . . . At time of writing, we can see fair quantities of copra available. . . . but there are so many different factors about that it is almost impossible to express a definite opinion."

The correspondents of "The Pacific Islands Monthly" report the following as the "average" of copra quotations at the places stated on the given dates.

Port Moresby, September 5—Smoke dried, £9/15/- per ton; sun-dried £9/5/-.

Rabaul, September 2.—Hot air dried, per ton, in store Rabaul, £9/12/6.

Suva, September 5.—£9/5/- per ton.

Tulagi, August 20.—From £5 to £7 under London c.i.f. price, as reported in "Sydney Morning Herald."

Rarotonga, August 15.—About £4/15/- per ton for native, sun-dried. Only two firms are buying. Export duty (£1 per ton) practically kills industry.

Apia, Western Samoa, September 5.—Kiln-dried, £7/15/- per ton, on the beach here; sun-dried, £7/5/-; native, Apia district, 14 cents per lb.; native, outside districts, 1 cent per lb.

Tonga-Nukunono, August 18.—Copra, sun-dried on the beach, £7 per ton.

MR. COLIN MARRE, son of the Federal Minister for Health, returned to Sydney by the September "Macdhui" after two years' study of tropical agriculture in New Guinea. He is the holder of Hawkesbury Agricultural College diploma, and will next take an agricultural course at Trinidad.

MR. JAS. H. BALDIE, who has acted as honorary secretary of the Pacific Islands Association since its formation, has resigned the duties of that office, and the work is being carried on temporarily by Mr. J. P. Fitzgerald. Mr. Baldie, who is a member of the executive, explained to the committee that his interest in the organisation is as keen as ever, but the growing work of the secretaryship had encroached considerably on the time he required for his own business; and, in addition, it was highly probable that he would leave Sydney in the near future, possibly at very short notice. He would endeavour to assist the Association in every possible way, whether in Sydney or elsewhere. The Committee thanked Mr. Baldie very warmly for the interest he has taken in the Association and the great amount of work he has put into it since he took up the duties of secretary over twelve months ago.

LADY MURRAY, wife of the Lieutenant-Governor of Papua, will sail for England this month, travelling via San Francisco and New York.

AERIAL TRANSPORT CO. FOR FIJI. LES HOLDEN KILLED.

THE men and interests which established the highly successful aerial transport company known as Guinea Airways, Ltd. are hoping to extend their operations to Fiji, where they may conduct an aerial transport service with seaplanes.

A company is about to be formed in Adelaide called Fiji Airways, Ltd. Leading shareholders in Guinea Airways, Limited may take shares in the new company.

Mr. Alan Cross, who has been manager of the Guinea Airways services in New Guinea for some years, has resigned from that position in order to devote himself to the investigation and direction of the new aerial transport services, which it is hoped to establish in the Pacific.

Mr. Cross, accompanied by Mr. George Jeffreys, who is a director of Guinea Airways, Ltd., will leave Sydney for Suva by the "Mariposa" on September 24, with a view to thoroughly investigating the position in Fiji and making the best arrangements that are possible in the circumstances as they find them.

The management of the Guinea Airways service in New Guinea is being taken over by Captain Mustar, who sailed for Lae by the "Montoro" at the beginning of September. Captain Mustar is one of the best known pilots connected with the New Guinea service. It was he who successfully carried out one of the riskiest feats ever undertaken by an airman in the Pacific—namely, he took a De Havilland aeroplane in one hop from Rabaul to Salamaua when the aerial service was first contemplated. There was no available landing ground between the two places, and if anything had gone wrong during the flight, disaster was certain. With

that aeroplane Guinea Airways Ltd. inaugurated the great aviation service which made the development of the Morobe Goldfields possible.

Mr. Cross's fine record and lengthy experience in New Guinea, where he supervised the establishment and development of the aerial transport organisation, should fit him admirably for aerial developmental work in the Pacific.

Mr. Cross visited Fiji in August and carefully looked over the possibilities there; and the result of what he saw is a proposal to form and operate a company called Fiji Airways, Ltd.

The Crown Colony of Fiji is an admirable region for testing out the value of aerial transport in the future development of the Pacific Islands Groups and Territories. It is not only a compact group which can be easily covered by an aeroplane organisation, but it is also the richest territory in the South Pacific. There are small towns and important settlements scattered all over the two main islands, and there are several important centres on the hundreds of adjacent islands. Prospects in Fiji are remarkably good—exports are far in excess of imports and the sugar industry is doing very well.

The active support of the Fijian Government and the principal commercial and financial institutions of Fiji is essential if this aerial transport Company is to be established with reasonable prospects of success; and it is believed that that support will be forthcoming.

A small aeroplane service connecting Suva with the main centres of Viti Levu and Vanua Levu was established in 1930, under Government subsidy, but the depression caused the Government to withdraw the subsidy and the service was discontinued early in 1931. We understand that the Suva interests which were instrumental in starting this service are prepared to link up with Fiji Airways, Ltd.

WELL-known airman Les Holden, who has been conducting a successful aerial transport business between Salamaua and Wau, New Guinea, was killed in an aeroplane smash near Lismore on Sunday afternoon, September 18.

The news arrived just as we go to press, and details are few. Mr. Holden went south on the July "Maedhui" to have a rest and purchase new aeroplanes, and left a relative and Pilot Tommy O'Dea in charge of his business. He left Sydney on Sunday morning, with his old friend, Dr. Hamilton, and Pilot Ralph Virtue, in a Puss Moth, for Brisbane. They were going fishing on the Barrier reef, and then Holden was to return to Brisbane, to prepare a new aeroplane for a flight to New Guinea.

The weather was very boisterous. Something went wrong with the machine soon after they left Lismore, for many people saw it flying low, and the pilot trying to keep control. It nose-dived and crashed. All three were killed instantly.

Holden, who leaves a widow and three young children, had a splendid war record. It was he and Dr. Hamilton, in the aeroplane Canberra, who found Kingsford Smith when the latter, in the Southern Cross was lost in north-west Australia.

QUEEN SALOTE.

Dame of British Empire.

HER MAJESTY QUEEN SALOTE, of Tonga, was invested with the Order of Dame of the British Empire, at Nukualofa on September 8.



Queen Salote and her Consort, Prince Tugi.

The investiture was made by the High Commissioner for the Western Pacific, Sir Murchison Fletcher, who visited the Kingdom early in September in H.M.S. "Laburnum."

EUROPEAN - POLYNESIAN MARRIAGES.

"W.G.B." is outspoken on a delicate subject—

The opinions, expressed by "Sulphonal" in "The Pacific Islands Monthly" for July in an article entitled, "How the White Man Goes Native," are unadulterated rubbish, and are insulting to many highly-respected residents of the Pacific.

There is something to be said against casual unions between European men and native women, on account of the often unhappy fate of any children that may result. But, so far as the association itself is concerned, I have never seen much actual harm done, and I have travelled and resided in most parts of the Pacific. White men who habitually associate with native women in an irregular manner are usually of a poor type, however, and are held in little regard by both Europeans and natives.

But what of white men who have married Polynesian women—particularly high-caste women of the Samoan,

Tahitian or Tongan race? Would "Sulphonal" say that they are "fish-eye," with "occipital protuberances," and "distinctly oxycephalic head," and generally degraded? If he does, I will say that he is not only the ass that his language suggests, but also a blithering idiot, without any real knowledge of the Pacific.

Some of the most highly-respected men in the Pacific are happily married to Polynesian wives.

EDITORIAL NOTE.—We are glad to endorse the views of "W.G.B." We think that "Sulphonal" was writing only about irregular unions between white men and the lower types of Melanesian women; but his remarks might have been applied to regular marriages between European men and Polynesian women, and to that extent they were untrue and deplorable.

Very many white men in the Pacific are married to Polynesians, and we could cite scores of such marriages which have been quite happy and successful. The writer has frequently met the Samoan wives of white traders and planters, and can testify to their intelligence and charm and to their ability as housekeepers. The children of such marriages—and there are thousands of them in the Pacific—have the same status as full-blooded Europeans, and, so far as personality, ability and the qualities of good citizenship are concerned, are fully entitled to that status.

TROPICALITIES

IN May, 1914, in Rarotonga, Cook Islands, I met a loquacious planter, Mr. William McBurney, who was causing considerable comment—mostly hostile—among his neighbours because he was insisting that tomatoes, exported from Rarotonga to New Zealand in winter-time, would be a profitable crop. He showed me three modest rows of shy little tomato plants, with which he was experimenting. I think they were the only tomato plants in the Cook Islands. And now, the sequel! The July steamer from Rarotonga to N.Z. carried 1200 cases of tomatoes, and the August steamer over 2,000 cases—all of which realised the excellent price of from 11/- to 15/- per case. I am told that there are now great tomato gardens in this island; and orange production, once Rarotonga's staple industry, is now comparatively neglected.

IT was learned with pleasure in the offices of the Pacific Islands Monthly that the Governor of Fiji, Sir Murchison Fletcher, in the course of a public statement concerning the rights and privileges of the Legislative Council, quoted "that monthly journal, The Pacific Islands Monthly, whose correspondent appears to be intelligent and well informed." We are glad that His Excellency paid this tribute to our correspondent. The gentleman referred to has loyally carried out the policy of the Pacific Islands Monthly, which strives always to make fair and reasonable comment, free from personal bias and prejudice.

RUBBER planters in Papua, who have been in the doldrums for a considerable time, are beginning to take heart of grace again. The London price of Para rubber, per lb., has steadily increased during the past two months, and is now getting back to a price that makes a modest profit possible. The London C.I.F. quotation on September 9 was 5½d. per lb. To this must be added the exchange premium of 25 per cent., which, allowing for freight, is worth 1d. per lb. Most of the Papuan rubber is sold in a protected market in Australia, and that protection is equal to at least another 2d. per lb. So the value of his product to the Papuan rubber planter, after allowing for freight reductions, should be somewhere close to 8d. per lb. in Australian currency.

THERE must be something very attractive about Papuan sugar, from the company-promoting point of view. We have made references to the enterprise of Tropicane, Ltd., which is trying to sell bonds in connection with some vague sugar-growing project in Papua; and we now hear of another inquiry that is proceeding. A representative from a company called Federal Taxation Pty., Ltd., of 77 King Street, Sydney, has gone to Papua to investigate sugar-growing possibilities. Sangara Sugar, Ltd., and the group known as "Senator Kingsmill's Co.," both of which have land on the north-

east coast of the Territory, are awaiting details of the Ottawa agreements and sugar preferences, before proceeding further.

TRAVELLERS by the Burns, Philp steamers "Macdhui," "Montoro" and "Mataram," warmly praise a recent innovation, under which two young ladies, skilled musicians, are sent along on each vessel to organise entertainments for the passengers. Solomon Islands residents, who came to Sydney on

As we go to press, we have received the following radiogram from Mrs. Allen Innes, of the Salamaua Hotel, N.G.:—

"Consider item in Tropicalities callous. Understand deceased died in Rabaul. Totally unknown to me. Please correct."

The paragraph referred to the reported death of a Mr. Davidson. We understood that it occurred several years ago. Any offence given by the paragraph was quite unintentional.

the last "Mataram," were so pleased with the new arrangement that they called specially at B.P.'s head office to praise the good work of the "Mataram's" musicians, Miss Higgins and Miss Radeski.

IT is reported that French interests in New Caledonia and New Hebrides are definitely moving towards bringing in Javanese, instead of Tonkinese, to work the plantations under a system of indenture. The Tonkinese, although from French territory, are regarded as undesirable, because they have become permeated with Communism.

THE Bill now before the Commonwealth Parliament, providing a Legislative and an Executive Council for New Guinea, has a business-like appearance; and, with the characteristic drive of Major Marr, the responsible Minister, behind it, it soon will be passed and in operation. There will not be any serious objection to it in New Guinea—except, perhaps, by the Missions, who are not to be directly represented on the Legislative Council. Probably, the point received consideration, but the number of seats represented, and their jealousy of each other would be an insuperable difficulty to the appointment of any one man to represent the Missions.

Dr. G. H. Vernon, who has been a resident of Thursday Island for many years, has sold his practice there and is leaving immediately to engage in planting activities on a property which he has purchased in Daru, in Western Papua. Dr. Vernon is one of the most popular men in that part of the South Seas, and news of his intention to leave Thursday Island was received with universal expressions of regret. He has been a devoted and highly esteemed medical man, and has also proved himself a splendid citizen, and has taken a keen and helpful interest in all public movements for the benefit of the community. The goodwill of the people was expressed in many forms, with a remarkable underlying note of sincerity, at a series of functions at which the popular doctor was farewelled. No one regrets more than "The Pacific Islands Monthly" the departure of Dr. Vernon from Thursday Island. He is a writer of unusual ability, and many of his little sketches describing Islands life have been among the most valued features of this journal.

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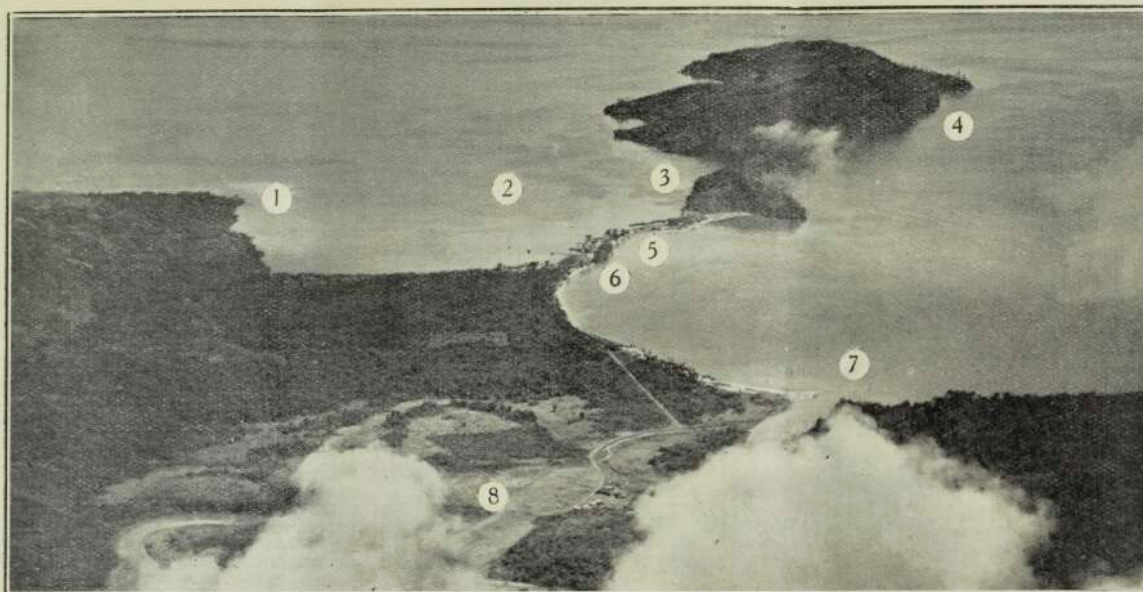
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Aerial view of Salamaua, showing Isthmus and District, which illustrates the accompanying article. 1. Kila Point, where there is high ground and deep water, suitable for a deep-water wharf. 2. Spot where oversea steamers now anchor for discharge of cargo. 3. Deep water and high ground, at one end of Salamaua, where a wharf could easily be constructed. 4. Cape Parsee. 5, 6. The sea-beach on the eastern side of Salamaua Isthmus, where there is considerable erosion. 7. The mouth of the Francisco River. 8. The Salamaua Aerodrome, about two miles from Salamaua.

THE RIVAL CLAIMS OF SALAMAU AND LAE TO BE PORT OF N.G. GOLDFIELDS.

By R. W. ROBSON.

A CLOSE personal examination of the position of the port of Salamaua in relation to the Goldfields transport system, and the question of erosion along the sand spit on which Salamaua is built, has convinced me that, if a shelter is necessary, there is no alternative to Salamaua; and that one of the three available routes—the Markham Valley, the Buangs, and Sheldon's track—must be eventually used in order to build a road from the coast to the Goldfields.

Published in connection with this article, there will be found an aerial photograph of Salamaua and a map of the Morobe district, showing Salamaua and Lae; and these two pictures will serve to illustrate the different points and arguments in this article.

The whole of the New Guinea coast from Morobe, in the south, to the Huon Peninsula, in the north, contains only one sheltered harbour—namely, the deep water behind the high lofty peninsula and low narrow isthmus which is known as Salamaua. Steamers regularly working this coast must have a sheltered port, as during a great portion of the year the south-east trades sweep up into Huon Gulf, and cause a big, and occasionally dangerous, swell.

Salamaua, in a direct line, is only 40 to 60 miles from the Goldfields settle-

ments, but those comparatively few miles comprise country so broken and rough and so steeply mountainous, that it is almost impenetrable; and native carriers using the native track take about a week to cover the distance.

Owing to the extraordinarily broken country, the big companies which are developing the Goldfields, are exclusively using aerial transport. The cost is very heavy, but the aerial service, in which enormous aeroplanes are used, is carried on with remarkable efficiency.

It therefore became necessary to find on the coast a port where steamers could discharge cargo for the Goldfields and alongside of which an aerodrome could be constructed, where aeroplanes could pick up the cargo for transport to the Goldfields.

Salamaua fulfilled the port requirements, but a difficulty arose in connection with the aerodrome. There is plenty of level land on the mainland adjoining the isthmus of Salamaua, and between Salamaua and the mouth of the Francisco River (see map and photograph), but aviation experts have insisted that the conditions there are not suitable for the purposes of an aerodrome. The land is swampy—extremely so in wet weather—and it is somewhat exposed to the south-east gales. In spite of these disabilities,

however, a large aerodrome has been constructed there, and is now regularly used by aeroplanes working in the Goldfields service.

The large and very efficient company known as Guinea Airways, Ltd., which carries out most of the aerial transport work connected with the New Guinea goldfield, decided that Salamaua was not suitable as an aerodrome; and it accordingly placed its establishment on the opposite side of the Huon Gulf at Lae, 18 miles from Salamaua, where there is a large area of completely flat ground, which has been converted into an excellent aerodrome. Guinea Airways placed at Lae large buildings, comprising hangars, workshops, and extensive accommodation for its personnel. The Bulolo Company, associated with Guinea Airways, Ltd., built a wharf and about

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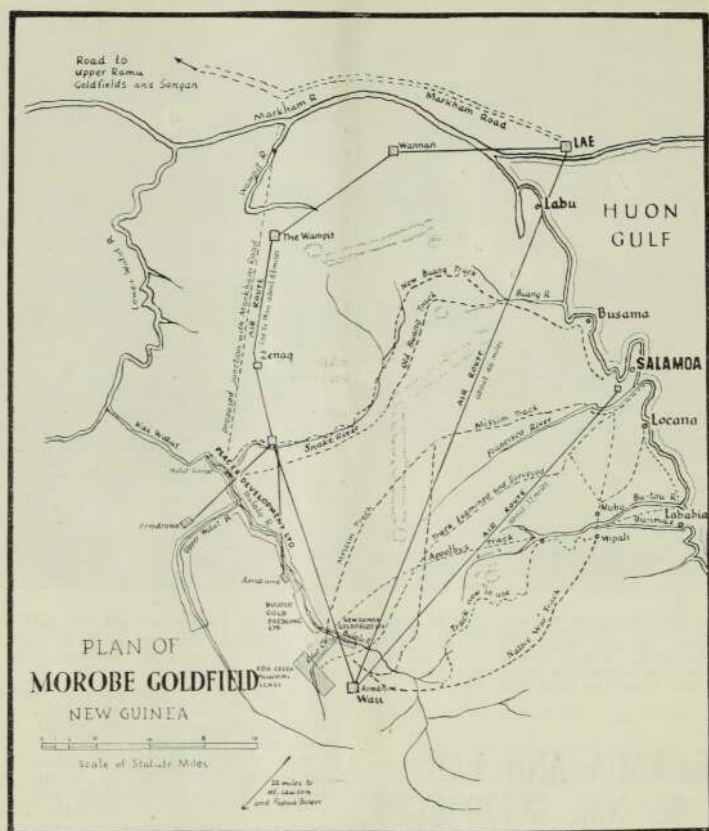
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half a mile of railway, from the wharf to the aerodrome, equipped with trucks and a large movable steam crane.

Guinea Airways, Ltd., then arranged that steamers should take heavy mining machinery and other cargo of similar nature to Lae, for discharge there by lighters, and direct loading into aeroplanes, instead of to Salamaua. From that time onwards, an argument developed between the shipping companies, which insist that Lae is not a convenient or safe anchorage, and Guinea Airways, Ltd., backed by some of the Goldfield companies, which desire that Lae, instead of Salamaua, shall become the permanent Goldfields port.

Between 1925 and 1932 an attractive little township has been built along the isthmus of Salamaua. The total value of building construction there is estimated at £30,000.

During the past year or two, there has been considerable erosion by the sea on the seaward side of the isthmus of Salamaua. The isthmus in places is only 30 or 40 yards wide, and it is not more than two or three feet above sea level; and on the occasion of a stiff south-east blow, the water has been known to come right across.

It is possible to establish a deep water wharf for steamers at Salamaua, either at the Parsee Cape end of the isthmus, or at Kila Point, directly op-

posite Salamaua, and about a mile away. Such a wharf would have been built long ago had it not been for the agitation in favour of the establishment of a permanent port at Lae. There is no possibility of establishing a deep water wharf for steamers at Lae. As a matter of fact, the possibilities of putting even a small wharf on this shore for the use of light craft is now seriously questioned. There is a crumbling, friable shore at Lae, which is being steadily eaten away by the waters from the Markham River, which run into the sea just westward of the aerodrome. One of several outlets of the Markham appears to rush along the foreshore in front of the aerodrome, and the erosion is constant. Men who have known the spot for a long time declare that a depth of at least 400 yards of shore has been swept away in the last five years. At the end of August, about five acres of the shore, eastwards of the aerodrome, simply slid into the sea, carrying with it the wharf that had been built for light craft, two or three sheds at the end of the wharf, the large steam crane, and about 100 yards of railway. Captains of steamers which regularly anchor off this shore declare that there is a shelf, extending out a couple of hundred yards, where the depth is not great, but where the bottom is very soft and shifty, and then beyond that the bottom drops sharply down into

enormous depth. There is a sharp current which sweeps along the shore eastwards from the Markham River, and there is a more or less heavy swell, which is almost constant here during the south-east season. Guinea Airways, Limited, and the associated Gold Companies are building another wharf and providing another steam crane, but the recent accident shows what they have to contend against, and bears out in a somewhat remarkable manner, the arguments of the shipping interests against the establishment of a permanent port at Lae.

The claims of the two possible ports may, therefore, be summed up in this way: At Salamaua, there is a first-class port, where deep water wharfage may be secured; but the aerodrome is not regarded by the aviation experts as satisfactory. At Lae, there is a first-class aerodrome, suitable in every way for aviation requirements, but there is no possibility of providing deep water accommodation for cargo steamers, and the recent disappearance of the wharf and a section of the foreshore seems to emphasise the difficulties in the way of developing Lae as a port of discharge in the future. Against Salamaua, on the other hand, is the fact that there is considerable erosion on the seaward side of the isthmus.

That sums up the general position.

When I was in Salamaua, in July, I spent considerable time examining the seaward side of the isthmus and discussing the erosion with old residents who had had it under observation for several years. I found that none of these old residents regarded the erosion very seriously. They said that there was erosion during the south-east season and a silting up during the north-west season, when the wind was in the opposite direction. The waves were actually breaking among the piles at the back of Mr. McDonald's store, and the width of the isthmus at this point was not more than 30 feet; but Mr. McDonald, who is one of the oldest residents there, was not unduly concerned about it. He said that the erosion would soon cease and the

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sea go back to its original line on the beach.

From various signs along the waterfront, it was clear to me that the sea had come in at least 20 feet from its customary line, and the erosion had reached the backyard of the Salamaua Hotel and the buildings on either side of it. Old residents declared that if there was abnormal erosion, it was due to the fact that foolish people, who arrived at the beginning of the settlement, had cut away the overhanging kaliphylum trees, whose branches had served to break the wash of the waves.

At the northern end of the beach, a Mr. Powell, employed by the New Guinea Department of Public Works, with a few score native labourers, was putting in a series of wooden piles along the beach at the present high water mark, and filling the intervening spaces with rubbish, and it was believed that this would serve to break the higher waves and stop the erosion.

Coming southwards, between the scene of Mr. Powell's work and the hotel, I found the best evidence available that the erosion is not serious and can be controlled. It is 50 or 60 feet of concrete wall, erected by the progressive firm of W. R. Carpenter & Co., Ltd., whose land it guards. This wall rises from below low-water mark to a height well above high-water mark. It is about seven or eight inches thick, and it is solidly stayed on the landward side. The waves, on have not destroyed its solidity, and when I saw it there was a considerable accumulation of sand on its seaward side, protecting it from the water. The general opinion thereabouts seemed to be that if such a wall were built along that foreshore, set deeply below low water level and thoroughly stayed on the landward side, there would be no further trouble from erosion. None of those people appear to recognise any danger—and the majority of them ridicule the idea that it will be necessary to abandon a port like Salamaua because of the comparatively slight amount of erosion that has taken place there.

I also got the clear impression that the Administration has simply footed about with the whole problem of stopping the erosion. Apparently, until Mr. Powell and his small team of labourers began to drive in a few piles at the back of the radio station, nothing worthy of mention had been done by the Administration, although the erosion was noticed some two years ago. This probably is because the late Administrator, General Wisdom, was impressed by the establishment of Guinea Airways aerodrome at Lae, and was inclined to regard the Markham valley route as the ultimate route for the Goldfields road. That, of course, would have involved the establishment of a seaport at Lae.

The simplest solution of the whole problem, obviously, is to spend a few hundred pounds in stopping the erosion at Salamaua and leaving the whole position much as it is at present. The Guinea Airways people say that the Salamaua aerodrome is unsuitable; but the other aerial transport concerns regularly use the Salamaua aerodrome, and declare that with a little improvement and enlargement, it will become suitable for all purposes. In recent times, the aeroplanes of Guinea Airways, Limited, have regularly made use of the Salamaua aerodrome, for passengers and light cargo. All heavy cargo, of course, is handled at Lae.

It would be a comparatively simple and inexpensive matter to construct a deep water wharf at Salamaua—either at the Cape Parsee end, or round the bay, at Kila. From that wharf, it would be possible, and quite a simple matter, to construct a line of light railway to the aerodrome. It would then be open to the shipping companies to do whatever they felt was most convenient—that is, they could discharge their cargo and passengers at either Salamaua or Lae, according to requirements. The ship could berth at Salamaua and cut out the cost and inconvenience of lightering. Lightering will always be necessary at Lae.

Another question to be settled in relation to these two ports is that of

the Goldfields road. The route which ends at Lae is the Markham Valley route, and this road, while twice as long as any other route, would open up a considerable area of good agricultural country. The route which ends at Salamaua follows the ranges between the Francisco and Butoi rivers, and is known as Sheldon's route. It has a practicable grade, and is easily the shortest track between Wau and the coast. The third route, known as the Buangs, reaches the coast about half-way between Salamaua and Lae. It is believed to be the best graded track of the lot, and is reasonably short. It would have to run along the coast to Salamaua, however, as it could only reach Lae by crossing the Markham River, and the expense of such a bridge would be enormous.

One of these roads will be built, sooner or later, and along it will be carried much of the heavy and bulky material whose transport by aeroplane is not economic. That will mean the discharge of much heavy cargo at whichever port—Salamaua or Lae—the road starts from.

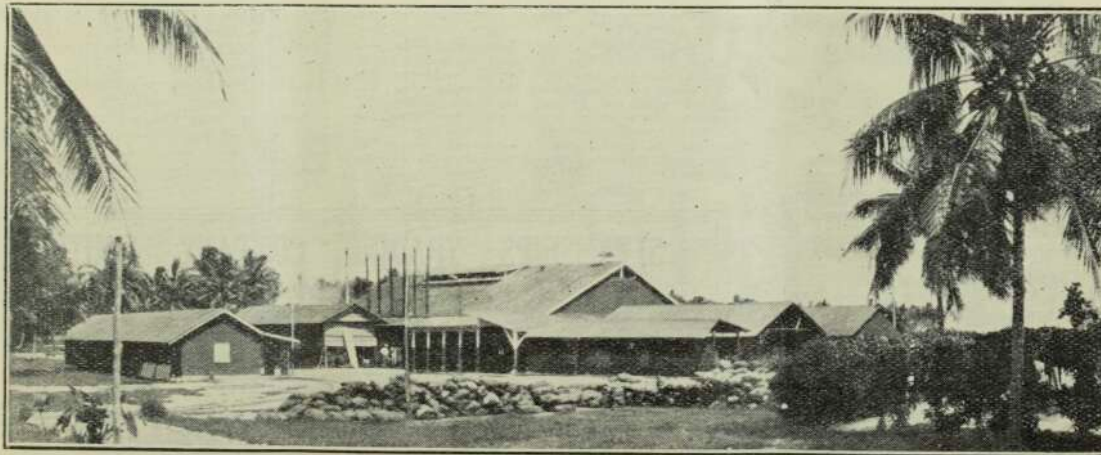
The first big shipment of 7,200 cases of Fiji bananas to be sent to New Zealand under the new quota system, left Suva by the "Waiphal" on August 25. Fiji's quota is now 9,000 cases.

The steamer "Antonio" arrived in Port Moresby on September 3, after loading copra at Samarai and Tulagi, B.S.I.; and later departed for European ports via Torres Straits.

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Recent photograph of Mr. W. R. Carpenter's desiccated coconut factory at Pondo, on the northern coast of New Britain. Over 500 native labourers are employed here under model conditions. The product of this new factory has won an excellent market in Australia. A department for treating coconut by-products is being added.

To mark the sixth anniversary of the establishment of the Assembly of God Mission in Fiji, a service was held at the Rodwell Road Mission Hall on August 26. A large number of the adherents of the church attended and were addressed by Mrs. A. Heeteby, the first missionary.

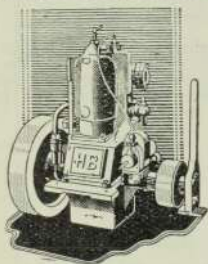
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RABAUŁ CATHOLIC MISSION CELEBRATES ITS GOLDEN JUBILEE.

ON September 29, 1932, there will be celebrated the Golden Jubilee of the landing of the first Missionaries of the Sacred Heart at Matupit, New Guinea, in the year, 1882.

The Society of Missionaries of the Sacred Heart—a term which specifies, in English-speaking Catholic circles, an organised body of men who freely devote their lives to missionary work—has its own special organisation within the Catholic Church.

In the Mandated Territory of New Guinea, we find three distinct units working as Catholic Missions: The Marist Mission in the Solomon Islands, the Divine Word Society on the mainland, and the Missionaries of the Sacred Heart. This last named mission has for its field of labour New Britain, New Ireland, the Admiralty Group, and numerous other adjacent islands. This field is designated as the Vicariate of Rabaul.

The headquarters of the Missionaries of the Sacred Heart, in the Vicariate of Rabaul, are at Vunapope, near Kokopo, in New Britain. The head of this particular mission, whose Golden Jubilee falls this year, is the Right Reverend Dr. Vesters, whose official residence is in Vunapope. He has for his helpers a large staff of highly trained and devoted priests, brothers and sisters, comprising 12 nationalities in all, and he is able to speak to each member of this body in his or her own national language—which means that His Lordship speaks all the important West-European languages.

One will always find well-meaning men who cannot see the good of missions amongst uncivilised races. His Excellency Sir Hubert Murray, a man whose intellectual training runs on high classical lines, and who has had wide-reaching experience as Lieutenant-Governor of Papua, sets the matter in a light which could not be improved upon. Says His Excellency:

"The civilising influence which the mere presence of a missionary has upon the native population, and the fact that all the native schools in Papua are conducted by missionaries, together with the devoted assistance which the missions have given in combating the epidemics with which the territory has been visited, constitute, in my opinion, a sufficient answer to the contention that the missionaries have done no good."

"But, upon broader grounds, I think not only that the missions do good, but that they are absolutely necessary to the development of backward races. An uncivilised people who come into contact with Europeans will inevitably be led sooner or later, to abandon their old customs and beliefs, many of which are admirable, and which have served as a guide for generations of men and women in the past, and when these are gone the 'native' (as we call him) is lost, unless some one is there to put some form of religious teaching in their place."

"The Government obviously cannot do this, and it is not likely that the majority of settlers will, and, unless the missionary is there to help him, the native is left like a ship without a rudder, and will run a great risk of being wrecked in the sea of an alien civilisation."

"This is one reason why I think that missions are necessary. Another is that Christianity is an integral part of our civilisation, and when we are imposing that civilisation upon a people who would perhaps much sooner be without it, we should at least impose it in its entirety, and not leave out what many persons would consider the best part. This again cannot be done without missionary teaching." ("British New Guinea," by J. H. P. Murray, Lieut.-Gov., 1912, p. 8-9.)

The foundation of the Catholic Mission, as it is to-day constituted in the Vicariate of Rabaul, was due to the projected new colony of "Nouvelle France" by the Marquis de Ray. This adventurer set out to found a colony in New Ireland, and asked for some Catholic priests as chaplains. The first three missionaries who left France for this object, when they arrived at Manila, heard that de Ray's "white elephant" had expired, and that the projected new colony was abandoned. The missionaries, however, decided to continue their journey and devote their lives to mission work amongst the cannibals of the country. They landed at Matupit on September 29, 1882, after thirteen months spent on the way from Europe.

The mission work for the first seven or eight years was not crowned with much success. It was not until the late Archbishop Coupe sailed from Europe, after his consecration as Bishop, that the mission began to cast off its swaddling clothes and advance towards its present prosperity.

Not, however, without affliction and tribulation was the advance made. In 1904, ten of the devoted missionaries—two priests, three brothers, and five sisters—were massacred in the Baining

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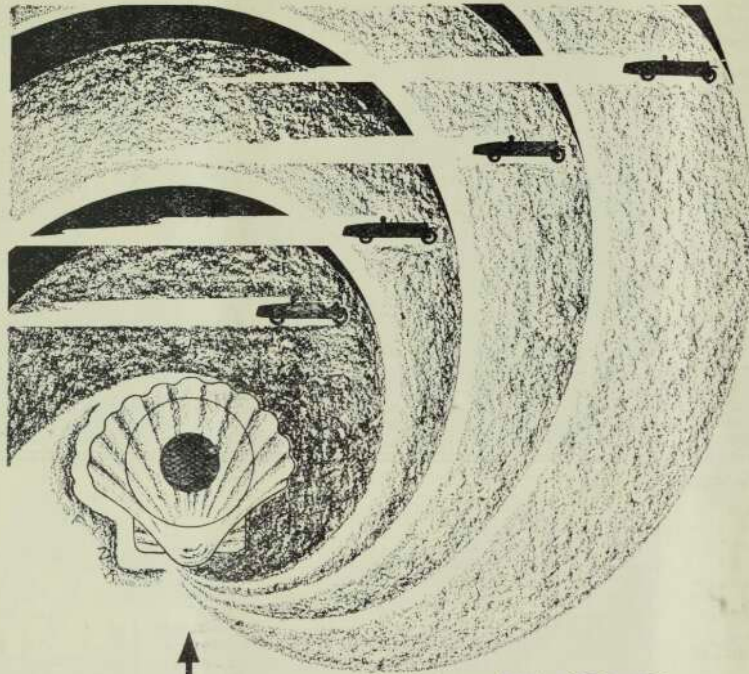
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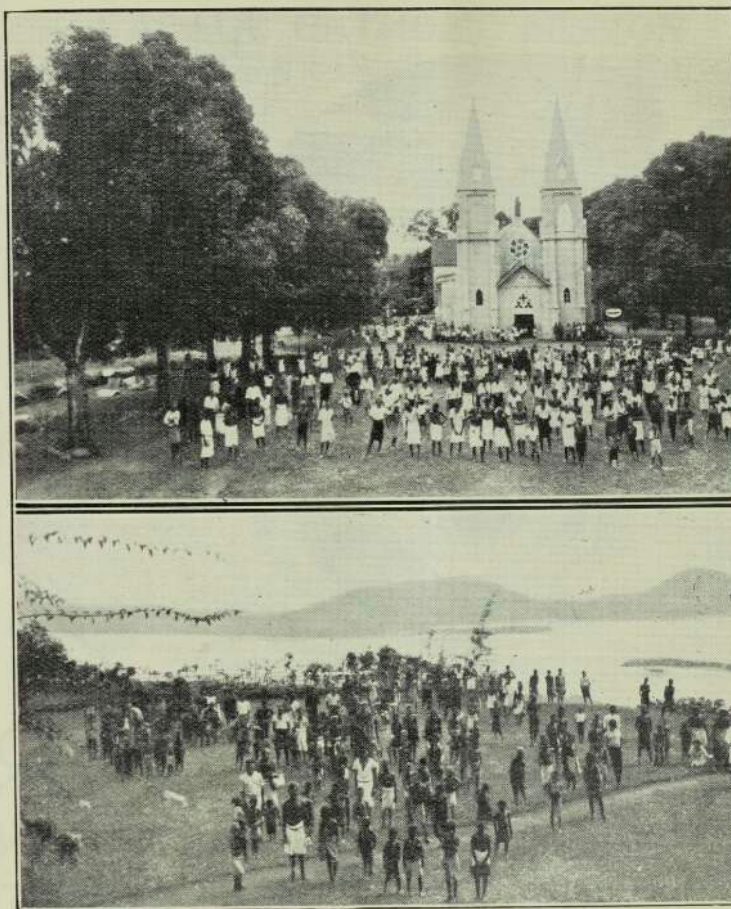
district. This cruel event, so disastrous seemingly, helped to fire ardent young hearts in various countries of Europe with a burning zeal to replace those who were killed, and to continue the work.

In the year 1889, the late Archbishop Couppe was transferred from Papua to New Britain, to take charge of the mission. After one year, he was appointed Bishop, and he returned to Europe for his consecration. When he came back to New Britain, he brought with him some of the missionaries who are still labouring in the Vicariate—for instance, Father Bley, who is well known and highly esteemed in the Territory.

Of the late Archbishop Couppe, who retired towards the end of his life, and died in Australia in 1926, it may be interesting to quote what the former Military Administrator, Brigadier-General Johnston, said to him one day (the quotation is from memory): "Your Lordship, I must say you are a wonderful man. I cannot understand whatever led you to join the Church, for you are a man of great organising ability. If you had entered any civil profession instead, you would have risen to the top of it. There is no profession that I know of which you would not have mastered and become a leader in it."

There are at present 37,000 Catholics in the Vicariate. The mission staff consists of 165 members — priests, brothers and sisters — the Bishop, of course, directing all. The Mission has built hundreds of churches and schools, one college for native catechists, 10 orphanages for girls, two schools for training girls in domestic affairs, and one industrial school. Besides the white staff, there are 333 native catechists and 52 native sisters. No payment is received by the members of the white mission staff; the work is done freely and generously, with no hope of monetary reward in this life.

All idealists, perhaps, but none the less happy ones. And what more than happiness can life give any man!



Above: A Sunday morning scene in front of the church at Yunapope Mission, New Britain.
Below: A gathering of natives in the Mission grounds at Yunapope, New Britain. Blanche Bay and Mounts Mother and Daughters are in the background. The town of Rabaul is situated on the bay in the left-hand corner of the picture.

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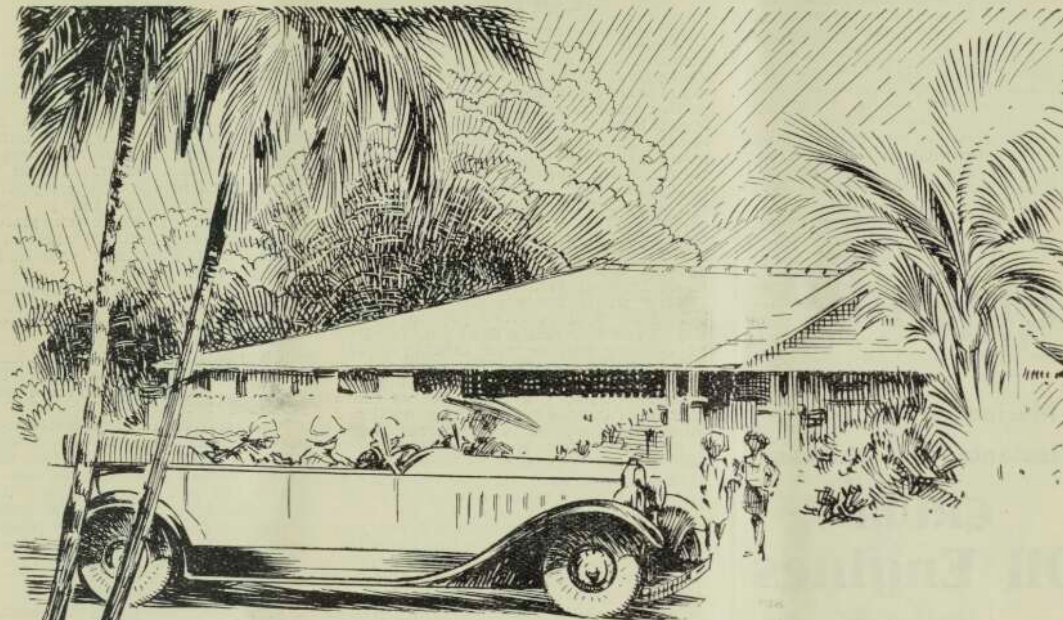
BOXING IN SOUTH SEAS.

APLA, Aug. 20.
FOR the first time in Samoa, articles have been signed for a ten-round boxing bout between William ("Bull") Scanlon and Rudolf ("Red") David, to take place on August 31, at Tifaga Play House.

The contest, under the somewhat high-sounding caption, "The Championship of the South Seas," will be for the corresponding title and a belt donated by Mr. T. H. Carruthers. The winner will be given a purse of £40, and the loser £20. Scanlon claims to have been the "leading heavyweight of the Hawaiian Islands." David has no former experience of boxing.

The promoters, the Tifaga Playhouse Company, are doing their best to evoke public interest in the sport of boxing.

The Tongan Parliament, in August, passed the Boxing Matches Regulation Act, under which no boxing or wrestling match may take place in the Kingdom except under strict regulation and subject to payment of fees.



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ISLANDS NEWSPAPERS.

FILES of the following Pacific Islands newspapers may be examined at Pacific Publications office, Union House, 247 George Street, Sydney:—
The Times and Herald (Suva),
The Samoa Herald (Apia),
The Rabaul Times (New Guinea),
Papuan Courier (Port Moresby).

Mr. A. C. HALL, of the Papuan public service, accompanied by his wife and family, returned to Port Moresby, Papua, on August 26, by the "Van Rees."

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SOLOMON ISLANDS
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Recently, we asked a trader in the Solomon Islands what was the average price he has been receiving for his copra. His interesting reply follows:

"In regard to copra price, I am afraid I am hardly able to quote 'average,' for the simple reason that there are so many prices and I only know two of them. Much depends on one's ability to haggle and work one firm against the other, and in this connection 'conscience' plays a big part. Again, the man well in debt gets from about £2 per ton less than the free agent; indeed, I believe the difference in some cases is even greater than this.

"The whole thing gives an example of where it does NOT pay to advertise what one really does get, for fear of causing trouble and making a rod for one's own back. For instance, if I tell my trading opponents (say the Chinese) what I get for copra, there will be a chorus of 'whaffors' until my advantage in price is wiped out, when I will not be able to show a fair profit at trading. The sort of Chinese who trades about here in boats seems to have no idea of business or what ought to be a fair profit, and for the most part he makes no profit at all, but just goes bung, when another takes his place.

"I know of one regular parity price which is £5/2/6 under 'Sydney Morning Herald' quote, for copra landed at Makambo, while what we call 'ordinary' price would be about £7 under. The buyers are forever putting their heads together to pay certain prices, but along comes a rumour or a tail-spinner, and one or other breaks the agreement.

"Altogether, we seem to get much less for our copra than New Guinea producers, but why this should be I do not know, especially as it is often carried away in the same boat."

A PAPUAN PLAIN.

By H.J.E.S.

I OBJECT to burglars and villains of every sort being pictured with projecting jaws, in popular papers. I have a projecting jaw.

On many mornings my wife missed things from the pantry. I work far into the night. She ever suspected me until this week. Someone sent her a parcel of literature of the lighter sort. A big proportion of the pictures included faces of gentlemen plate-and-jewel-removers, ordinary thieves, stage sinners, and what not. All had projecting jaws!

My wife cut out all such pictures and pasted them over a print of beautiful—I mean a beautiful print of Aphrodite, that adorned a calendar. Vile vandalism, I call it! She hung the horror over the pastry-box in the pantry. I hate to think there was any inference . . .

It all started at afternoon-tea. Some people came unexpectedly. My wife told the maid to rifle the bun-bin, and while we were chatting with the visitors I saw the girl moving agitatedly outside the door and looking plaintively at me. I got leave on the plea of urgent private affairs and met her in the kitchen. Her face was blanched as brown. As she is a Papuan, the latter colour is accounted for.

"Velepara," she cried, "Logeapara will be very angry. There is nothing for the people to eat."

As a matter of fact, I had consumed all the cakes the previous night. I must say, in fairness to myself, it was the first time I had done that on the eve of a visitation. How was I to know there was a boat on the way? We have visitors only once in many moons.

"I know the girl is innocent," I explained to my wife; "but the rations have . . . er . . . run out."

My wife does get annoyed sometimes, and this was one of them. After the visitors had sailed away with biscuit crumbs on their shirt front, my wife held another enquiry. It was the fiercest in my memory, but, as no one would get hurt and I am an awful coward before women, I did not offer myself for sentence.

Then we opened the mail-bag our visitors had brought, and there were those pictures! My wife seemed to put two and two together . . . in fact, there were twenty-two or so. There they were with their projecting jaws—and there was I, with mine.

I must be fair. My wife is a perfect lady, so never has called me a liar in the ordinary four-letter sound of the word, as it were; but her casual reference to the similarity of my jaw with those of the pictures placed over the pastry-box in the pantry seemed singularly suggestive.

The matter recalls a painful incident in the life of a friend of mine. He is unfortunate enough to be a parson with what might be termed a proboscis. He was visiting a home one day and a little boy there kept gazing at the parson's nose. The mother watched her offspring anxiously, and at last said, "Don't forget what I told you, Johnnie!"

"It's all right, Mum," replied the boy, "I'm not going to say anything. I'm just looking at it!"



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Primus or similar stove. The inside measurements of Model "A" are: 18 inches high, 20½ inches wide, and 22½ inches deep, with a capacity of 5 cubic feet. White seamless porcelain enamel interior, stainless steel fittings, nothing to wear out, nothing to be renewed. Refrigerating unit manufactured in accordance with the latest specifications recently imposed by the Queensland Government. Absolutely ideal for isolated homes. Write for full particulars, prices and copies of testimonials. 3 YEARS' GUARANTEE.

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September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

17

FIJI GOLD.

Search in Very Broken Country.

From Our Own Correspondent.

SUVA, Aug. 8.

THE recent shipment of 143 ounces of fine gold, from the Mount Kasi mine, in the Yanawai district of Vanua Levu, has directed attention to the gold possibilities of Fiji.

For many years it has been known that gold could be found in Vanua Levu, in the country to the west of Savusavu. It is very difficult country, and cut off from regular communication. In a number of the creeks it has been possible to wash a dish and get colours of gold, and these colours have led to much prospecting. Many syndicates have been formed and much money lost.

In recent years, the attempt which seemed to be most favoured by fortune was that of Ernest Creswell, who was then manager of the Grand Pacific Hotel. At great labour, a 6-head battery was erected near the Yanawai River, Savusavu district, and a quantity of slimes brought to Suva to be retorted. The result was a lump of what was described by those interested in the venture as superfine gold. It was sent away to a Sydney bank for assay.

However, the prospectors had been somewhat too optimistic in scraping the tables to remove the gold, and in this instance, at any rate, "all was not gold that glittered", for the Sydney bank reported that the lump was brass.

In the last couple of years a small local syndicate, headed by Mr. A. O. Mackenzie, the manager in Fiji of Burns, Philp & Co., has been working in the Yanawai district. Messrs. Collie and Cameron are in charge of the field activities, and they are employing about 10 Europeans and 20 Fijians at Mount Kasi. The development work has been very difficult, as the site of the mine is about 1200 feet above sea-level. Apparently, the syndicate has ample financial backing and is quite content to find the money itself for all development work. Rumour has it that a very considerable sum has been spent.

RESIDENCY COLLAPSES.

From Our Own Correspondent.

TULAGI, July 22.

The Residency, 24 years old, showed grave signs of collapsing recently, and the Resident Commissioner (Mr. Ashley) hurriedly moved elsewhere. The building was pulled down, and it was found to be completely riddled by white ants.

Mr. and Mrs. Ashley have gone on long leave, and it is not certain whether he will return, as the term of his appointment almost has expired.

A new Residency will be built, however, in spite of the financial stringency—one cannot expect His Majesty's representative to sleep under the palms.

Native Cricket Club for Port Moresby.

From Our Own Correspondent.

PORT MORESBY, June 16.

HIS Excellency, the Lieut. Governor, Sir Hubert Murray, in the presence of a large number of Government officials, residents, and natives, officially opened, on June 14, a new native cricket club and grounds, owned by Kapur and his "clan."

Kapur, the Central Court interpreter, a prominent native of the village, and a member of the village Council, had recently been granted the land by the Government for his club, and it was on his invitation that Sir Hubert Murray and Lady Murray and His Honor Justice Gore and Mrs. Gore, and other Government officials were present.

An address, written in English, was presented to Sir Hubert, and was read out by the captain of the team. In the address, Kapur and his club members thanked Sir Hubert Murray and

the Government for the gift of the land and for their presence at the opening, at the same time expressing the hope that the land would belong to them for all time.

His Excellency, in reply, thanked Kapur and his club. He pointed out the advantage of cricket as a game for the youth of the village, and voiced his appreciation of the interest they had shown in the sport within the last few years. He expressed a hope that they would continue to do so. The land, he said, was given by the Government to encourage and interest the youth of the village in sport and activity, as against idleness. He hoped Kapur and his club would take full advantage of it.

Tea was served by the members of the club. Chairs and tables were provided by them, as were also the cakes and sandwiches.

The reception of the guests and the address to Sir Hubert Murray were a great credit to the natives, more so when one remembers that fifty years ago these natives were "barbarians."



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THE END OF HISTORIC BITA PAKA.

Spot Where First Australians Killed To Be Abandoned Because Advance of Science Makes Radio Station at Rabaul Possible.

By R. W. ROBSON.

ONE of these days soon they are going to move Bita Paka radio station from Bita Paka into Rabaul. Some 30 miles of expensive land-line will be cut out—and the tropical jungle will quickly resume dominion over the historic place where Australian fighting men were first engaged in the Great War, and where the first Australian lives were sacrificed.

In July last, I drove out from Rabaul with Mr. Twycross, the A.W.A. officer in charge of the radio network which serves New Guinea, and of which Bita Paka is the centre. He is a keen, practical chap, and I learned with much interest of the way in which wireless traffic in and out of Rabaul, Salamaua, Kavieng, Kieta, Madang, Manus and Eltapa is organised and concentrated at Bita Paka, and thence distributed south to Port Moresby and Australia, east to Suva, Noumea, Nauru and Ocean Island, and north to Truk. It was a fascinating experience to stand beside an operator there in a jungle clearing, on a hilltop in the interior of New Britain and, through his Morse, chat with a friend at 47 York Street, Sydney.

But I confess I was even more interested in examining the ground over which those Australian sailors travelled on September 11, 1914. It was so easy to reconstruct the scene of 18 years ago. Eighteen years! It seems only yesterday that we read the brief newspaper accounts of how Australians and Germans first met in war.

After we left Kokopo, for Bita Paka, the car bumped along an evil road, through rain-soaked plantations, running parallel with the shore. Then, on rising ground, we came to a cross road. (See map on this page.)

This ran up from Kabakaul Bay, a mile away, on our left, and it climbed upwards, through thick jungle, to Bita

Paka wireless station, on the low hills, some five miles away. We turned sharp right, and followed the road.

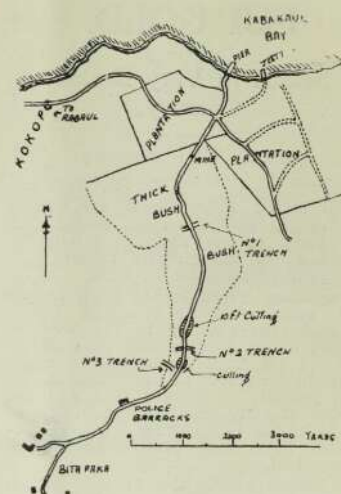
We were now on historic ground. At daylight on September 11, 1914, a landing party of 25 men from H.M.A.S. "Australia" was put ashore at Kabakaul jetty, and was joined by 12 men from the destroyers, and 60 men from H.M.A.S. "Yarra." They marched along this road towards Bita Paka, encountering at first some harmless sniping, until they met severe fire from a trench, at the foot of the hill, some two miles from the cross roads. Another 100 men, including a machine gun section, under Lieut.-Commander Elwell, was sent to support the main body. In the charge on this No. 1 trench, Lieut.-Commander Elwell was shot through the heart—the first Australian fighter to die in the War.

Taking the trench, the Australians made prisoners of six Germans and 20 native police, and pushed on up the hill, about $\frac{1}{2}$ miles, to the next defences.

There is a considerable cutting where the road finally crosses the densely-wooded hill; and right on top of the hill, astride of the cutting, the Germans cut a deep trench. This commanded the road, and as the Australian naval men slowly advanced through the thick bush on each side of the road, they met a brisk, continuous rifle fire from the Germans and natives in the trench.

The trench is still there, partly filled with rubbish and decaying vegetation. I stood in it, pointed the camera down the road, along which the Australians came 18 years ago, and took the photograph which is reproduced herewith. There was not a sound or sight of man anywhere. Yet, on or near this spot, two Australians and one German were killed, and six Australians and two Germans wounded. Fourteen Germans and 46 natives were captured. Several natives were killed and wounded.

On my right, as I took this picture, was a big tree; and I was told that, until recently, there still dangled from it the rope by which an enemy rifleman had ascended to snipe at the Aus-



Sketch of country over which Australians advanced to attack Bita Paka, in September, 1914.

tralian bluejackets as they crept up through the jungle.

The German defence collapsed when this trench on the hilltop was taken, and the Australians pushed on and occupied Bita Paka Station at 9 p.m.

The wireless mast had been dropped and some of the machinery destroyed. Vital parts were removed to the ships and the station was abandoned.

Rabaul was occupied by the military expeditionary force a few days' later, and a temporary radio station set up on Namanula heights, above the town. Then a large quantity of Telefunken apparatus was found buried in tanks at Bita Paka. Some of this was removed to Rabaul, where a new station was established in the town.

In due course, the Commonwealth Radio Service set to work to erect a new station at Bita Paka, using a good deal of the captured German gear. The Germans had planned four masts of 250 feet each. The Australians erected one mast of 315 and another of 155. The station was opened in September, 1916, and was taken over by Amalgamated Wireless, Ltd. in July, 1922, by whom it has been efficiently operated ever since.

Digging has been a favourite occupation among the A.W.A. men at Bita

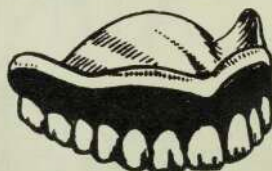
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P.I.M.



The road leading up to Bita Paka, New Guinea, where first Australian lives were lost, September 11, 1914. Photo taken from old German trench on top of hill.

Paka. The Germans buried much of their property and there was a belief that it included a quantity of gold. An extraordinary amount of wireless gear was brought to light, and much of it was used. One day, an optimistic spadesman struck a heavily-bound case. Gold! There was wild excitement as the object was unearthed and opened. But it was a box of German military rifles.

When Bita Paka was planned by the Germans and completed by the Australians, it was necessary, if one was to get communication with the other side of the world, to erect a high mast out in unscreened, open country. To-day, such has been the advance of wireless science, one may communicate on short wave from almost anywhere to anywhere. There is no longer any need to keep the station and staff at Bita Paka—the personnel consisted, when I was there, of eight operators, four mechanics, five wives and a number of native servants. The maintenance of 30 miles of wire through mostly untamed jungle between Rabaul and Bita Paka, is an expensive job. Mr. Twycross's nights are made hideous with nightmares, in which trees continually fall across those spans of slender wire.

Land has been set aside in Rabaul for a new station for A.W.A.; and, since the expense of the present system is no longer justified, it will not be long before there will arise above Rabaul's rain-trees a slender aerial, more capable of communicating with the world under present conditions than is Bita Paka's huge, but obsolete masts. And the staff, who now live and flourish on chickens, cabbages, dairy milk, and extreme isolation, on the cool uplands of Bita Paka, will join the Rabaul community and enjoy its clubs, talkie-theatre, frozen food, mosquitoes, and enervating heat. The pending removal is not viewed with any enthusiasm at Bita Paka, where there is a very happy, comfortable, hospitable community.

"ARIADNE" ARRIVES AT THURSDAY ISLAND.

From Our Own Correspondent.

THURSDAY IS., June 30.
MR. BISSELL and party arrived at Thursday Island in the yacht, "Ariadne" and spent several days in social festivities.

The party spoke in favourable terms of their voyage and especially enjoyed their stay in the Solomon Islands.

The "Ariadne" is only one of several world-wandering yachts which have called at T.I. in recent months.

DEATH OF CAPT. DAVID REID

Captain David Reid, who died at his residence at Drummoyne on September 1, aged 76 years, was born in Tarbert, Argyllshire, Scotland. Qualifying as a master mariner in Britain, he made several voyages to Australia in sailing vessels. He made his home here in 1887. He was master of inter-island ships in the New Hebrides for Burns, Philp, Ltd., and was also with the old A.S.N. Co. He was harbour master at Thursday Island for about three years, and subsequently acted as a Torres Straits pilot for about 19 years. He retired in 1923. For a considerable time he had been blind.

He is survived by Mrs. Reid and three sons—Messrs. Charles, Robert, and James Colin Reid.

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The Queen of Tonga arriving at a public function at Nukualofa.

TRAVELLING JOURNALIST'S CRITICISM BRINGS SHARP RETORTS FROM TONGA.

[To the Editor.]

Sir,—A letter in your issue of May 19, signed by a Mr. Marc. T. Greene, contains the following astounding statement:—

"The notion that a journalist requires more than four or five weeks to grasp the essentials of such a place and life as that in Tonga, is merely silly ignorance."

If Mr. Greene intends this statement to be taken seriously, then he is wasting his time as a journalist, and should be a Prime Minister, at least. I am quite prepared to accept the editor's assurance that Mr. Greene is an experienced journalist, but not the implication that he is, ipso facto, a kind of super-statesman.

Disregarding altogether the point at issue as to the standing of the Tongan in relation to other Pacific races, an assertion of this kind can only be described as absurd.

In the first place, a summing-up of the conditions of the Tongan people cannot be made on the strength of a few weeks spent under restricted limits in the townships of Nukualofa and Vavau, which is the basis of Mr. Greene's statements. The "Town" Tongan leads an entirely different existence from the Tongan on the land, and no reasonable estimate of the conditions under which some 90 per cent. of the people live can be made without weeks of travelling and extensive observation and enquiry in the country districts and outlying islands, where automobiles, radios, picture shows, etc., are merely legends. This, Mr. Greene emphatically did not do.

Further, the writing of letters under a nom-de-plume is not necessarily a sign of cowardice; newspapers of the standing of the "Times" and "Spectator" have no objection to publishing such letters, which, in many cases, are written by people who, by reason of their employment or condition of life, would otherwise be unable to express their opinions. For instance, discussion on religious matters would be largely stifled were nom-de-plume not allowed; and letters on this subject alone form practically the only method of questioning assertions made from the pulpit.

The trouble is that the Islands have been suffering from an overdose of "journalists" and "authors" for the past ten or fifteen years. They have ranged from the idiotically-romantic, who describe islands and people who do not exist and never have existed (see Pacific Islands Year Book, in regard to articles of this kind on Rapa Island), through the critical and know-all type (who frequently give offence to Islanders, both white and brown, by highly-coloured and reputedly humorous descriptions of those who have, in many cases, been their hosts), down to what may be described as the "stiff" type, i.e., persons, self-styled as "journalists," who appear to consider that

such description entitles them to more or less free travelling in local vessels, free entertainment by local clubs and sporting bodies, and free drinks. This last type is, unfortunately, not the most uncommon.

As an instance of the second type referred to, I recently read a book, circulated locally amongst many of the author's hosts, by some feminine writer—Elinor Mordaunt. This lady did not even require four or five weeks in the place, but, on the strength of a four or five days' stay in Nukualofa, whilst her vessel was in port, and during the time of the Church troubles of 1924, describes how she "dressed down" Her Majesty the Queen, and H.R.H. Prince Tugi, the Prime Minister, in regard to their actions in this affair.

Apparently these writers lack a sense of humour, otherwise a statement of this kind would surely strike this author as being, at the least, impertinent and offensive.

Finally, if Mr. Greene's dignity is hurt by "offensive personalities," I would suggest that the remedy is not retaliation in the form of referring to other correspondence as "braying asses."

I am, etc.

ALSAGER.

Nukualofa,
June 22, 1932.

ANOTHER POINT OF VIEW.

[To The Editor.]

Sir,—

I have read with interest, in your issue of May 19, a letter from Mr. Marc. T. Greene, dated Auckland, May 5.

I had no idea, in writing my letter of March 1, that it would produce such a loud detonation as that, nor that the explosion would throw up a further lot of his debris into the air. I have again read my letter of March 1, and see nothing in it that oversteps the limits of newspaper controversy. Mr. Greene is entitled to his opinions, and I am entitled to differ from them. Surely Mr. Greene has not such an overweening sense of his own importance as to imagine that when he expresses an opinion no dog must bark and no ass bray?

But the last paragraph of his letter is splendid as a piece of journalese, unadulterated, stupid, and yellow. From the footnote to his letter, I gather that Mr. Greene is an international journalist, and a correspondent of "The Christian Science Monitor." That does not render his opinions sacrosanct, nor excuse his display of rancour.

I remain, sir, cryptically,
SPARTAN.

Nukualofa,
June 20, 1932.

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THE PACIFIC ISLANDS MONTHLY

21

A NIGHTMARE EXPEDITION.

De Rays' Attempt to Colonise New Ireland in 1880.

(By R. F. Thomson, F.R.G.S.)

OVER fifty years ago—on the 16th January, 1880—the first vessel sent out with colonists by the Marquis de Rays to form a settlement at Port Preslin (renamed by the Marquis, Port Breton—on the coast of New Ireland, opposite Rabaul) stood off this anchorage in New Ireland.

The vessel was the "Chandernagor," a three-masted sailing ship, of 900 tons burden. The "Chandernagor," presumably, was named after the little French settlement lying 20 miles from Calcutta.

The name, Chandernagor, has a significance to Australians, inasmuch as it is the burial place of Henry Piddington, known to the maritime world as "Stormy Piddington," who was an ancestor of our well-known Justice Piddington. He wrote the "Sailors' Handbook for the Law of Storms," a book which is in use on many ships at the present day. "Stormy Piddington" was the first man to use the word "cyclone" in his writings. A Greek word, signifying, amongst other things, the coil of a serpent, may have inspired Piddington with this expressive term.

Charles Marie Bonaventure du Breil, Marquis de Rays (who has at times been wrongfully described in many newspaper articles as the Marquis de Ray), a Catholic and a Royalist living in Brittany, France, dreamed of great colonisation schemes, and chafed against the irksomeness of civilised surroundings. His great idea was to establish an independent and Christian State, far away from the restrictions and prejudices of the Old World. He had been greatly influenced by the writings of Duperrey, commandant of the corvette "Coquille", who had anchored for some days in Port Preslin, New Ireland—a name given by Bougainville, to recall the Minister of Marine of the period, who was responsible for the expedition he was making round the world.

Duperrey wrote glowingly of this part of New Ireland. According to him, this was indeed a land of milk and honey, well wooded and well watered by many beautiful cascades, which wended their way from the mountain slopes, and peopled by friendly natives, who offered many gifts of food, consisting of fruits, fish, and wild pig, to the visitors. The reefs outlying this safe anchorage were found to be teeming with beche-de-mer and valuable shells, while the woods on the mainland had many rare trees that would in all probability be very acceptable on the markets of the world.

The Marquis was so impressed with the description that he made up his mind to form a settlement on this part of New Ireland. Already, he had figured out in his Quixotic mind that huge forests had been cut down and that smiling plantations were producing sugar cane, coffee and other tropical products—a large city with churches and statuary, schools and public

buildings, with well laid-out gardens and town squares. Kind missionaries and Sisters of Mercy toiled hard amongst the hordes of autochthons, teaching them to love and cherish rather than to hate and destroy one another.

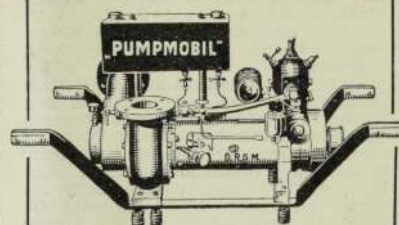
He established agencies in many parts of France, and the scheme unfolded itself very rapidly. Land was to be had at five francs the hectare, and as New Ireland was estimated to contain over one and a quarter million hectares, there was plenty of space for all operations.

The Marquis held meetings at Marseilles, where he was the Bolivian Consul. His pale blue eyes beaming with honest intent, and his plain and honest Breton manner, induced many persons to subscribe to the scheme. There was much enthusiasm in certain parts of France and Belgium.

However, the French Government looked askance at the proposals of the Marquis, and tried to thwart the sending of the "Chandernagor" out from any European port with emi-

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grants, whose welfare would not be guaranteed by the Republican Government. The Marquis, not to be daunted, found a complacent and clever American of good character, named Captain MacLaughlin, who had fought in the Civil War in America, and could converse fluently in seven different languages.

Flying the American flag, the "Chandernagor," in the early dawn of September 14, 1879, sailed from Flushing, in Holland, with a motley of humanity. There were representatives of many trades and professions—waiter, gardener, saddler, wharf labourer, actor, and writer all rubbed shoulders with one another. Fifty of these were French, 20 were Germans, and the balance of 29 were Italians, Belgians and Poles—in all, 89 souls.

Having no bill of health, the "Chandernagor" was quarantined at Cape Verde Islands, on October 3, 1879, and the American Consul there objected to the use of the American flag on the vessel. Captain MacLaughlin, to avoid unpleasantness, stole away from these islands, where he had hoped to obtain fresh food. He made up his mind to refrain from calling at any other port until he reached Port Breton.

Everyone quarrelled, on board, and life in the ship was a little hell. No doctor was carried, although it must have been well known to the Marquis de Rays that malaria would be prevalent in New Ireland.

Titeu du la Croix, the provisional Governor of the new Colony, hated the captain. Seykens, the Belgian mate, was a violent drunkard and, although he was an excellent navigator, he at times became so obstreperous that it was found necessary to tie him to the mast until he recovered. Forgotten was the hymn of New France, which they

had sung so lustily when departing from Europe—

Bonne est la brise, et l'esperance
Sourit au navire vaillant:
Des vieux rivages de la France
Nous allons au soleil levant.
Terre aimée avant que connue,
Nouvelle-France, pays d'or,
Prepares-toi pour la venue
Des Français du Chandernagor!

"Beloved earth that we do not know"—to give the fifth line of this first verse a free translation—is certainly the work of an optimist, who expands further in the second verse, and in the last two lines of this sings—

Qu'il couvre tes plages desertées
Des bienfaits du Chandernagor.

This strewing of benefits upon the sand beaches of wild New Ireland, by the good ship "Chandernagor" assists us to realise in the last verse that this vessel is the torch-bearer of a new civilisation in the Pacific—

Tu deviendras grande et féconde,
Le travail sera ton trésor.
Ce beau pays, dira le monde,
C'est l'enfant du Chandernagor!

The coast of Australia was sighted on December 17, 1879. The emigrants must have had a depressing Christmas, as the stout ship sailed up the Australian coast. Eventually, New Breton was reached, on January 16, 1880.

At first, the emigrants were filled with the wildest enthusiasm, but soon their hardships began. The dense jungle seemed to present to them difficulties that could not be overcome. The coral soil appeared poor, being so different from the black loamy earth that they had been accustomed to in their home land.

Titeu de la Croix, after a little ex-

ploration, summed up the situation, that the colony could never succeed in such an unsuitable country. The spongy soil, and the bitter water at Likli Likli, where the first settlement was made, filled him with only one desire, and that was to hasten to some country where the fleshpots would be well filled. He fled to Sydney with the ship, taking Seykens with him as navigator.

The indomitable MacLaughlin was determined to justify his salt, and toiled hard at Likli Likli, where he hoped to establish the genesis of the colony and assist the Marquis de Rays in the realisation of his dream. He inspired the settlers with his wonderful spirit, and worked hard at the cultivation of bananas, sweet potatoes, and other tropical products. But nostalgia and fever played a strong part. Discontent was rife, and the unhappy settlers resolved to abandon the enterprise.

The aid of the missionaries at the Duke of York group, which was not very far away from Likli Likli, was invoked, and the pioneer missionary, the Rev. George Brown, D.D., F.R.G.S., who gave MacLaughlin great assistance, describes the Likli Likli colony as he saw it:

On the beach were a large steam boiler and fireplace, bricks for foundation of cathedral, sugar refining machinery, steam crane, incubators, saw mills, etc., etc. There were cases of knife handles, but there were no blades; numbers of wheelbarrows, but there were no wheels; scarcely any axes; no quinine and few other medicines.

At the subsequent trial in France, many mis-statements were made regarding the island being desolate, etc. The soil, however, was really very rich, and capable of growing yams, taro, bananas, sweet potatoes, etc. The fact is that the people were disheartened from the very commencement, and even before the "Chandernagor" left.

Out of the original 89 settlers, 27 were dead. The colony was a failure, but there is no doubt that it would have succeeded had a market been nearer than Australia. The country near Port Breton would have done well under tropical plants, such as bananas, coconuts, etc., but there is always a waiting period, and, during that period, the vitality of the settlers became lower and lower. There was plenty of time for fever and nostalgia to gain ground.

The French are a race subject to extreme home-sickness, but if this is conquered they seem to adapt themselves to the loneliest situations on the face of the globe. The French Fathers and Sisters of Mercy belonging to such orders as the Marist Mission and the Sacred Heart seldom see civilisation; and if they do they are surprised at the locomotion of the modern world—motor cars, aeroplanes, etc., being quite new and strange to them. They are happy in surroundings in the lone Solomons and other groups, that would make the average tourist shudder if he was told he had to spend an extra day there. The "nostalgia Française" is no longer a disease that worries these devoted missionaries.

It was only a small band of the "Chandernagor" settlers that arrived in the "Victor" at Sydney—probably less than half the original number that had set out from Holland. The balance of

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them had either died, or had been eaten by savages, and a few had been taken to Cooktown, in Queensland.

Captain MacLaughlin, after seven months at Liki Liki, finally abandoned the project during August, 1880. He died at Woy Woy, Sydney, in 1927, having attained the venerable age of 79 years.

MacLaughlin was a man of many parts. For some time he was editor of the "Lang Leader", the "Newtown Chronicle," and other papers; a lecturer at the Technical College, and secretary of the Illawarra Tramway League. He was also a well known chess player. His greatest adventure must have been the leadership of this nightmare expedition, sent across the world by the Marquis de Rays.

A PLANTER'S LIFE IN NEW HEBRIDES.

WE have taken the liberty of publishing the following extract from a private letter to the editor from a planter in the New Hebrides. People, who read and write rubbish about the "romance" of the Pacific Islands, are invited to seek the romance in this simple recital of an average planter's life.

"My wife and I went up to Australia last November, as we received word through 4QG, Brisbane, that her mother was very ill. We thought we would call on you, on our way back, but that was knocked on the head by the hurricane in February.

"By the time we got definite news, we had to hurry to get things together to get home, as all our buildings were unroofed and some destroyed altogether. We had to take timber and iron for the roof of the dwelling house back with us.

"Our two sons were here during the hurricane. The settlers and natives say it was the worst ever known. The loss reported in the May issue of P.I.M. is not exaggerated, as far as our coconut palms are concerned. Most people say our palms suffered the worst on this island. A great number are down altogether, others badly bent and twisted about. In places it looks as though the wind had come straight down and then formed into a whirlwind. With other palms, the trunks are standing, with the tops snapped off and some of them broken in two places.

"The dwelling-house, store, two copra drying houses and bakehouse were unroofed, and beds for drying the copra on were also blown away. The copra house, which was a concrete building, collapsed altogether.

"This is a pretty hard knock for us settlers, on top of low copra prices. Copra has been as low as £4/10/- per ton here and the highest I have received since April, 1931, is £7/10/-. That was in May, 1931. In October I received £5/10/-. Just after the hurricane, my son says, they were offering £7/10/-. This trip (June 24) they paid £6/15/- per ton. So you can see we are not making fortunes down here.

"Although the French settlers got assistance from their Government, as far as I know the British Government has given no assistance to the settlers here. When I heard that the French were assisting their settlers, I wrote to the Resident Commissioner here to see if we could get anything, but so far I have had no reply."

NEWS FOR ISLANDS.

Increasing Use of Radio.

The term "coconut wireless" is applied to items of news (principally of a "hush-hush" nature, released in the early morning) to indicate that no reliance can be placed on the information circulated.

But more and more wireless sets of the genuine type are coming into use here and the morning news disseminated for discussion is gradually being raised to a better and more reliable level.

As a means of entertainment for island residents, a radio set is possibly unsurpassed. This was demonstrated to us at Rarotonga by the recent broadcast programmes specially sent for the benefit of the Pacific peoples, during the progress of the Olympic Games at Los Angeles.

These programmes were broadcast from the Olympic Stadium. Vivid descriptions of the stadium and the events were given nightly. Competitors from countries in and around the Pacific spoke over the air to their friends and relatives.

The radio is in many ways the next best thing to a daily newspaper. At Rarotonga, we have no daily or weekly newspaper. Our closest association with the printing press is "The Pacific Islands Monthly."

Honours for Former Fiji Officials.

From Our Own Correspondent.

SUVA, Aug. 10.

AN interesting item of recent news is the award of a K.C.M.G. to R. S. D. Rankine.

Sir Richard Rankine was Receiver-General in Fiji 10 or 12 years ago. The office of Receiver-General has now been renamed as Colonial Treasurer.

Sir Richard went to Nyasaland. His promotion is peculiarly interesting to residents of Fiji, and it shows that the training which civil servants receive in Fiji stands them in good stead in later years.

The colonists in a small Crown Colony have a natural tendency to under-value the merits of the civil servants set in authority over them, and it is interesting to recall other instances of those who received promotion in recent years. There are many examples, but in recent years one recalls such names as those of the present Administrator of the Leeward Islands, His Honour D. R. Stewart, C.M.G.; the Colonial Secretary of British Guiana, Hon. H. G. Pilling, C.M.G.; and Mr. G. V. Maxwell, C.B.E., who recently retired from the post of Secretary of Native Affairs in Kenya. These three all served their apprenticeship in Fiji.

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WHAT IS WESTERN SAMOA DOING FOR ITS 3800 HALF-CASTES?

Specially written for "The Pacific Islands Monthly" by a Samoan Planter.

AT the present time—and for the last six years—the "Mau", or national movement of the Samoans, with its policy of passive resistance against the New Zealand Administration, attracts the attention of those interested in Samoan affairs.

It is generally overlooked that, besides this purely political problem, another problem, social and economic, has grown more difficult and important, chiefly as a result of the world-wide depression during the last two years. This is the problem of the ever-increasing half-caste European population, for which a place in the economic structure of the country cannot be found.

Of all the Pacific Islands, only in Hawaii is the problem of like importance—though Hawaii, with its large and varied plantation industry, tourist traffic, etc., offers far more opportunities for remunerative employment than the much smaller Samoan Islands.

According to Census figures of January 1, 1910, the half-caste population of Western Samoa at that date amounted to 1003 souls, or, in a total population of about 35,000, approximately 3 per cent.

In 1930, the figures given in the official report to the League of Nations estimate the European and half-caste population, at December 31, 1930, at 2,815. Of this number, about 500 are whites, so that the half-caste population is estimated at 2,300. Out of a total population of about 45,000, at that date, the half-castes represented over 5 per cent.

The local-born of European-Samoan origin have, during the last 20 years, more than doubled their numbers, whilst their proportion of the total population has gone up from 3 per cent. to 5 per cent.

One very important point has to be taken into consideration. The demographic statistics of 1930 do not give any specific figures for the large number of Chinese-Samoan origin. They are enumerated mostly as "Native Samoans", though by education and legal status they should be statistically treated as European half-castes. Their number may be correctly estimated as 1,500. When added to the 2,300 half-castes of European descent, we thus find that the total half-caste population of Western Samoa comes to the large total of 3,800 out of a population of 45,000—or approximately 8½ per cent.

A large number of half-caste boys, attending mainly the Marist Brothers' School at Apia, complete their school term every year and look for employment. Their chances of obtaining work of any kind are very slender. A very few may find work as office boys, messengers, engineers' assistants, motor car drivers, or traders. But the majority must await some chance that the uncertain future may bring them; and this chance may not come for years.

The first who realised the seriousness of the problem, and sought a solution, was the former Administrator, General Sir George Richardson, who, during his term of office, started courses of instruction for local born boys in plumbing, carpentering, wireless, etc. Unfortunately—probably owing to the political trouble—this well-meant attempt was given up after a few months.

General Richardson also requested the Planters' Association to prepare some scheme of land settlement for local-born boys, by which the Administration would lease small plots of land to suitable applicants and, under supervision, enable them to plant cocoa, bananas, and other products, so as to make a homestead and become useful members of the community. A scheme was prepared and discussed, but for the same reason as the cessation of the instruction courses, did not get farther than the initial stage.

In a recent letter regarding the European petition to cut up the Government Reparation Estates, Sir George Richardson says:

"I realised some years ago that such a policy would ultimately be necessary in the interests of that comparatively large section of the community—the locally-born Europeans, including those of mixed descent, whose well-being I strove so hard to serve during my five years' regime in Samoa, and whose future welfare I have still very much at heart. . . . I have always viewed with anxiety the lack of suitable avenues of employment in Samoa for the large number of boys who receive a good education at the Marist Bros.' School and leave there with no future prospects of playing their part as good citizens, because of the absence of a

land policy providing for their absorption as planters.

"If no progress has been made in so providing for these youths since I left the Territory, their position must now be very serious, and I feel sure that you have only to represent the problem to your Administrator and make constructive proposals to him, in order to have immediate action taken to remedy the position."

There is no need to further elaborate the problem described by Sir George Richardson. The Administrator, it is true, is unable, owing to the difficult financial position of the Treasury, to render any financial assistance. In normal times, steps could be taken to establish some kind of agricultural school for local-born boys, or at least some kind of lessons, to prepare the boys for work on plantations.

Strange to say, Mr. O. F. Nelson, who is considered the leading local-born citizen of Samoa, in a political as well as economical sense, and who has devoted so much time to the furtherance of the Mau movement, has never paid much attention to the future of the Samoan half-castes, nor has he advanced any practical ideas or suggestions for the solution of the problem. Economically, the native Samoan is much better off than the unemployed half-caste. The former, living on his own land, is practically self-sustaining. It is to be hoped that the New Zealand Government will realise the urgent need to make the Government plantations and bush land in Government possession available for closer agricultural settlement by the local and local-born population.

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BIRD OF PARADISE.

Plea for Resumption of Trade.

THERE is probably no more mistaken policy in the Pacific than the prohibition of export of bird of paradise plumes.

Professional ornithologists note a considerable depletion since the shooting of plumed males ceased. This would seem a paradox to the uninitiated; but the facts are that the male bird only develops full plumage and becomes saleable when his potency as a breeder is upon the wane. His interference with the matrimonial affairs of younger potent birds is the real cause of the very serious decline which is only too evident to close observers.

The hen bird is a mere little drab, and no one would shoot her on purpose—while the younger males are not worth powder and shot.

There is some idea that shot cartridges are not discriminating in their effect—destroying all and sundry. Were this true, a small calibre rifle or 410 bore shot gun could be prescribed. But, as one familiar with the birds, I have seldom seen the plumed bird in close association—seated amongst the others. He is usually busy "showing off", and dancing the "hula hula" some ten or twenty yards away, trying to attract attention to himself. The fact that he bounces the others and breaks up the family circle is to his detriment.

In the days of licensed shooting, the Germans built up many very fine plantations from the income obtained by trading plumes, because licenses were only issued to bona-fide settlers.

Certain it is that, like many other well intentioned interferences, the prohibition of plume trading is a failure. Egrets may be a different matter—but the natives kill thousands of them, and bushels of "white grass" (egret feathers) can be got for a song on the Sepik river.

In the Paradise Birds, blue bird plumes have brought as high as £50 on occasion, and few marketed plumes of other species were worth less than £5. Excise duty was £2 per plume, so that the trade was of appreciable assistance to revenue.—E.G.

MORE GOLD SEEKERS.

American Expedition for Bismarck Range, N.G.

MR. ALFRED TOWNSEND arrived in Sydney on August 27 from Chicago by the steamer "Makura," to make arrangements for an American expedition's visit to New Guinea early in 1933.

Captain J. W. Harridine, consulting engineer to the American Steam Shovel and Tractor Company, will be in charge of the expedition, which will include doctors and anthropologists. Operations will be centred about the Bismarck Ranges, where a search for gold and a geographical survey will be made. The scientific members of the party will study tropical diseases and

native psychology. The doctors will be from the Rush Medical College at Chicago.

A large aeroplane and scientific instruments are to be brought from America, but the rest of the outfit and a motor boat for the rivers will be bought in Sydney.

The Bismarck Mountains are on the

mainland of New Guinea, northwards of the Morobe goldfield. The range runs parallel with the Ramu River. This very rugged, broken country has had a great deal of attention lately from prospectors, who go in either from Salamaua, via the Markham Valley and the headwaters of the Ramu, or from Madang, via the Ramu River.

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DOUBTFUL VALUE OF INDIAN PEASANT FARMERS IN FIJI.

Old Resident Declares Asiatic Immigrants Useless, and Huge,
Rich Districts Remain Empty and Undeveloped.

Written for the "Pacific Islands Monthly" by Richard B. Howard, of
Racikulu, Nodroga, Fiji.

ATTENTION has been drawn to, and comments have recently been made in regard to an article, written by Mr. Trevor Casling-Cottle, under the title of "Chinese Labour in Fiji is Called Uneconomic," and published in the "Pacific Island Monthly" of March last.

After some 15 years' residence in Fiji, and having had every opportunity of studying this class of labour, I will say that Mr. Casling-Cottle's view of the question is the correct and sensible one.

Mr. Casling-Cottle, however, has not touched upon the Indian labour. Thousands of Indians are employed or resident in the colony, to, it is contended, the detriment of the native Fijian. The Indians certainly do not, to any appreciable extent, send their earnings out of the colony, but they hoard them up by hiding them in the ground or other place thought to be safe, and thus stop any circulation of the money. In the meantime they live, proverbially, on the smell of an oil rag.

These remarks are intended to apply to those Indians who are supposed to be engaged on their own account in agricultural pursuits, and not to those in any other class of business.

As tenant farmers under the immediate direction of a European, they no doubt may be considered fairly efficient. But out on their own they are an utter failure, and it is a question if they grow even £1 worth of exportable produce. They seem to concentrate on growing rice—but only sufficient of that to supply their own food requirements. Some may grow a little cotton, but nothing worth mentioning. Some years back maize was produced, but now there is little or no local demand for it.

The Indians persistently refuse to employ modern methods, but carry out the primitive ideas obtaining in their home land, and resent any attempt to educate them in this direction. They reside in what cannot be described as other than hovels, with no sanitary conveniences whatsoever. It is not uncommon to find a whole family, with adults of both sexes, sleeping in one room.

To the observer it is a problem to guess what the objection may be on the part of the Government in regard to these people. They are granted many concessions, but are still dissatisfied and incessantly clamour for more.

It is the custom to allow them to obtain leases of land in small areas, which they are supposed to cultivate. But they do so in the most primitive and slovenly fashion. Some of these so-called settlers will have a lease of anything from 5 to 25 acres on which, in addition to any cultivation, they will try to depasture from 20 to 50 head of stock. It is needless to say that this can be done only by pirating the grass of adjoining holdings or vacant lands. Moreover, quarrels amongst them are

frequent and free, often resulting in serious affrays.

The writer is of the opinion—and he is not alone in this respect—that it was not necessary and certainly undesirable, to bring large numbers of this class

Mr. Howard's article is interesting and timely, because the question of introducing Asiatic labour is being considered by more than one Islands Administration, and information is being sought concerning the result of the Indian peasant farmer experiment in Fiji.—Editor.

to the colony, as under proper supervision and tuition the native Fijian would be equally or more efficient than the imported Indian.

After many suggestions in the local press, by experienced and practical men, Fijian labour is now being tried out, both by planters and the Government—the former being the first to make the effort—and it gives every promise of being a success. But it took years of hammering through the press before those responsible would take any steps in the desired direction.

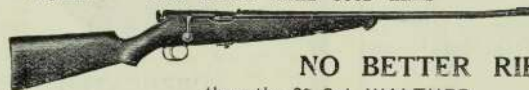
The Fijians are acknowledged to be an intelligent race, capable of being brought into line with modern methods. Hitherto, however, the whole task of uplifting these people has been left in the hands of the respective religious bodies, with almost negligible results as far as commercial undertakings are concerned. It was apparent to many that perhaps a little more work and a little less praying would be beneficial.

Had the colony been blessed in years gone by with an Administrator of some experience of a new country, and some little vision, there is little doubt that the colony would have progressed to a much greater extent.

At the moment of writing there are thousands of acres of rich agricultural land, besides a still larger area of excellent grazing spaces, lying idle, unoccupied and unproductive—just a breeding ground for all manner of noxious vegetable pests. These lands offer grand opportunities for both farmer and grazier, especially as there is few or no diseases among stock—no ticks, no dry spells, and abundant indigenous pasture.

The authorities, however, in their wisdom keep these lands locked up, by imposing conditions and tenures for occupation by Europeans which are not acceptable to the pioneer settler. It is contended, if these areas were thrown open to selection on reasonably easy terms and long tenures, they would be readily occupied by intending settlers from the adjacent colonies, especially those engaged in tropical or sub-tropical pursuits. A considerable amount of capital would necessarily be brought into circulation, much to the advantage of the Government and the business community. These newcomers would settle the transport difficulty at present existing—even if they had to do the

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THE PACIFIC ISLANDS MONTHLY

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work themselves—as was the case in many parts of Australia in the early pioneering days.

The writer was, in the early sixties, pioneering in the outer beyond of Australia, particularly in the tropical and sub-tropical parts, and has had a fairly large experience of native races, not only Australian aboriginals, but also South Sea Islanders.

In the opinion of several it is evident that some steps in the direction indicated will have to be taken by the authorities of Fiji, if the colony is to be lifted from its present state of unprogressiveness and stagnation. The suggestions of our elected members to the Legislative Council are ignored; and, as they are always in a minority, anything brought before the Council, no matter how practical or commonsense it may be, if not in accordance with official views, is bludgeoned out by the nominee (or official) members. The great majority of these responsible officers are selected and appointed by the Home authorities to serve a given period in one or other of the Crown colonies. Naturally, they have no interest in the future development of the place, and just perform their allotted duties with as little trouble as possible to themselves, awaiting the expiry of their term of office, then to be transferred to a pension.

So long as this state of affairs continues, just so long will the colony of Fiji remain in the doldrums.

NEW GUINEA PUBLIC SERVICE.

From Our Own Correspondent.

RABAU, Aug. 18.

THE Public Service Association held its annual general meeting at Rabaul on July 25.

The classification of the Service was discussed at some length. The Council advised members that His Honor the Acting Administrator had informed them in a recent interview that the whole question was under the consideration of the Minister at Canberra, and that the delay was due to a hitch in connection with one or two of the senior positions; but, to the best of his knowledge, none of the junior staff were concerned.

His Honor was also of opinion that when the classification was published the classification would be ante-dated.

The Association reported having been successful in frustrating a proposal to utilise superannuation funds at a low rate of interest to build the native labour quarters at Rapindik.

The Council had been in communication with the Sydney office of the E. & A. line of steamers, in consequence of rumours that this company intended withdrawing from the Rabaul service. The company concerned had asked the Council of the Association to give these rumours an unqualified denial.

The Acting Administrator had indicated his approval of a lease of land for the erection of a suitable building as a club-house for the Association.

The financial statement showed the Association's affairs to be in a very healthy state.

LARGEST ISLANDS CHURCH.

Sent to Solomon Islands in 203 Crates.

WHEN the "Mataram" left Sydney for the Solomons on September 14, she carried a complete church, to be erected at the port of Fui, and two carpenters, who will supervise the erection of the building.

The church, packed in 203 crates, was brought from Melbourne to Sydney on the R.P. steamer "Marella", and is the gift of Mr. Alfred C. Sage, of Clifton Hill, as a memorial to his son, the Rev. Charles C. Sage, who lost his life in the service of the South Sea Mission 19 years ago.

The church, when erected, will be 85 feet long and 58 feet wide, and will be the largest church in the Pacific Islands.

BOTANICAL RESEARCH IN FRENCH OCEANIA.

From Our Own Correspondent

PAPEETE, July 15.
DR. GERRIT WILDER, of Honolulu, and Mrs. Wilder, arrived by the "Maunganui" last month for a lengthy stay in the Society Group.

Dr. Wilder has visited the Islands on several occasions, and the last time he was here spent many months on research work in connection with the breadfruit species, many varieties of which are to be found here. He was also successful in transporting root cuttings of this valuable tree to the Hawaiian Islands, where it seems they are extremely scarce. The results of his investigations were subsequently published in a bulletin by the Bishop Museum, Honolulu.

Dr. Wilder intends to continue his botanical work by investigating the plants in the Leeward Islands and Makatea.

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PLEA FOR CROWN COLONY OF NEW GUINEA, TO INCLUDE PAPUA AND SOLOMONS.

(Written for "The Pacific Islands Monthly" by Henry K. Eckhoff.)

(A homogeneous self-governing Crown colony formed by the amalgamation of the rich, half-developed Territories of Papua, New Guinea and British Solomon Islands, with the administrative centre at Samarai—that is the attractive, broad vision of the writer of the following article. He is a well-known trader in New Guinea.)

THE most ill-used dominions in the British Empire to-day are in the Pacific. It is the old tale of "too many cooks spoiling the broth."

The League of Nations, the British Colonial Office, Australia, New Zealand, Foreign Mission Societies, and the itinerant free press politician, all wield a spoon in the soup.

Only in the Condominium of the New Hebrides can Britishers be found bartering their birthright for foreign naturalisation. Only in New Guinea can be heard war veterans expressing the view that the Mandated Territory should be returned to Germany with a note of apology. Only in Samoa can be found a handful of indigenous natives so incensed as to resort to boycott.

Only in the Solomon Islands do they moot the importation of Asiatic coolies to reinforce the depleted native population, while there is a source of supply in both Papua and New Guinea under the same flag next door.

Only in Papua can be instanced a fertile island with prolific sources of labour, lacking a solvent industry.

Like stars in a murky firmament stand New Zealand, Fiji, and Tonga, for

New Zealand has succeeded in preserving her Maori population and raising it to respectability. In Fiji, the native is recovering from the first shock of contact with European civilisation, and showing signs of the recovery being permanent. Tonga, with a native Government under intellectual European advice, is both happy and solvent.

Both New Zealand and Fiji instance the beneficial effect of the comprehension displayed by local administration. Certainly, New Zealand has been established for a long time—but she owes her success to local Colonial Government in early days. Yet New Zealand, herself successful, is a conspicuous failure in the endeavour to govern the distant Samoans.

All this proves conclusively that the only successful spots in the British Pacific are those who administer their own affairs. As the attitude of Australia and Britain to-day has changed, they no longer credit their pioneers with intelligence or humanity. It becomes necessary, therefore, to bring such issues home to them for the purpose of emphasising that the pioneers are, on direct evidence, better adapted

to control these places than those who prefer to misgovern them from comparatively remote distances.

One great cause of the Pacific chaos is that well meaning, but uninformed, people in the Homeland, in the League of Nations, in Australia, New Zealand, and the world in general, regard the interests of Europeans in the Pacific as being diametrically opposed to the best interests of the indigenous races. No greater fallacy was ever propounded.

Because of this stupid misconception, the British people of the Pacific are distrusted, and steps are specially taken to frustrate the slightest initiative. The wild and poisonous romances of Pacific fiction have done much to cloud the view of the outside world. The imaginary combination of beach-comber, trader, and buccaneer, with the inevitable bottle of "squareface", rises like a ghost to confuse common sense. To such people, the Pacific is peopled with Bully Hayeses, hell ships, and Captain Kidds, instead of prosaic industrious planters and traders, undergoing the inevitable honest struggle to make ends meet.

For centuries past, the Pacific races have been upon the decline. Long before Captain Cook visited the Pacific, the early Dutch and Spanish navigators found it so, and perhaps contributed something to the causes.

The remoter natives have not responded generally to mission influences, and remain as decadent and insanitary as ever, after over fifty years of mission effort. The only native communities showing increased vitality and productivity are those which are most in contact with Europeans.

The reason for this is self evident. No settler would tolerate disease amongst the natives for whom he is responsible. Balanced rations, sanitation, medical attention, and industrial incentive excited by precept—all go to rescue the native from misery, disease, and decline. Tourists along the beaten track observe these healthy contact people, and fail to discover the factors which stand as a reproach to the present system.

Could they proceed with one of these sleek Melaneseans on a visit to his village brother, born of the same parents, in his native village, they would find the brother to be two stone lighter, filthy and disease ridden, and the parents in rapid decline at the age of forty. There in the village are no white mentors and, save for the annual tax collection, they are seldom visited by the casual official, enervated by travel in a humid climate. Other occasional visitors are missionaries in pursuit of baptismal aspirants, and recruiters.

The only meat is the tuberculous pig, which functions in life as the communal septic tank. Malaria, elephantiasis, skin diseases, hookworm, tuberculosis, and framboesia, with its horrible disfigurements, sap the population—so much so, that most recruiters spend time and money in cleaning up their volunteer labourers before presenting them to the local magistrate and the certifying medical officers.

The settler is vitally interested in the elimination of these evils from the source of his labour supply. To others,

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One corner of the town of Samarai, suggested as Administrative centre for "Crown Colony of New Guinea."

it is a mere onerous duty, more conspicuous in neglect than observance. Unfortunately, these village people are the mainspring of the race, and mortality is high among old and young of both sexes. It is desirable to influence these people at a fairly early age, during the period of mental expansion, but, unfortunately, they are not suitable for employment at this period. Natives beyond contact are a suspicious and timid people, but they do eventually become wholesomely responsive on close contact. Thus, it is only when the native community brushes the skirts of good-class European settlement that the benefit is duly reflected.

The foregoing suggests that the native is ultimately dependent upon European settlement for his eventual survival, and such settlement is only promoted by attractive conditions. The European looks and thinks ahead, but the Melanesian neither dwells on yesterday nor plans for to-morrow. He has been largely weaned from his ancient method of obtaining sustenance, and has become increasingly dependent upon white men's tools and industrialisation to obtain his actual food supply. With Europeans suffering from "slump", the native suffers in proportion from hunger and disease.

Those whose high ideals and altruism suggest that the Pacific Melanesians be developed at the expense of British and Australian taxpayers to the stage of self government, do not realise that the process of evolution is a slow one, and that hundreds of years must elapse before these stone-age peoples can overtake the modern world. The history of government in Haiti and Liberia proves that.

There is little doubt that the British and Australian areas can be locally administered; but a haze hangs over the national title in respect of Samoa and New Guinea. These so-called "Mandated Territories" were conquered from a nation which has since added default to her other crimes against civilisation, and are just payment in part for the debt which Britain incurred on behalf of the civilised world. Apart from conquest, they have been paid for a thousand times over in blood and specie by British races.

Before the League of Nations was born, they were relinquished by Ger-

many at Versailles, in a Treaty to which America was a witness. At a later stage, political jobbers, fearing jingoistic accusations of territorial acquisition, conceived the cowardly subterfuge of "dummying" these areas through the creation of a Mandates Commission, incorporated in the League of Nations. They were sublimely indifferent to the possibility that the League of Nations might eventually include inimical forces—at is does at present. Fortunately, America, as a witness to the original treaty, has never endorsed the League, and she may, or may not, have commercial, and perhaps sentimental, interests in seeing these countries developed by a race of common origin and speech.

Turning to the Tanganyika Mandate, we obtain some comfort. In this Territory, the inhabitants, both European and native, resented the implied insecurity of title in the Mandatory tenure. The British Commissioner found a reassurance necessary, and, after negotiations with the British Government, made a statement to the following effect:—

"I am here with the authority of the King and by the consent of Parliament to assure the inhabitants of Tanganyika that this Territory is no less an integral portion of the British Empire than any of the older colonies, and no provision has been made in the Mandate for the rescission of the Mandate." (Vide "Current History Magazine" for March and April, 1927.)

[It is my recollection that there has been a later development, at Germany's instigation, which makes the East African position somewhat different from that suggested by Mr. Eekhoff.—EDITOR.]

The League of Nations seems to reserve all its reproaches for the deferential and courteous representatives of British Mandates rather than for the French in Syria, or for Japan in her independent attitude in regard to her so-called Mandates. But even if the title allegedly enjoyed by the Mandates Commission were unclouded, sweet reason should not demand the present crucifixion of both brown and white in the Pacific.

There are two natural foci of administration in the British Pacific. The first is Fiji, upon the main Pacific mail-route, with a government already experienced in native administration, and with a striking victory to its credit

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in the modern recovery of its indigenous peoples, and its successful European colonisation and establishment of industries. Bravely has Fiji fought her pioneer battle against loaded tariffs and Australian prejudices. This centre is surely worthy to control her Pacific environs, and it may be confidently assumed that Samoa would be more happily circumstanced if governed from Suva than in association with New Zealand.

The second centre is Samarai, situated upon the China Straits, the direct route from Australia to China and the East, and the logical focus for Papua, the British Solomons, and New Guinea, as it can reach any of these centres with a radius of 600 miles.

There is a useful nucleus of population, quite competent to control its own destiny, grouped in these areas, possibly five thousand whites in all.

There are, at present, three wholly heterogeneous and futile administrations in these areas.

The British Solomon Islands Protectorate, with a seriously depleted labour supply, is struggling along. After all these years, the interior of the islands is unsafe for European life, though an aeroplane could hop from one side to the other of the largest under an hour. The Rabaul strike of New Guinea natives, though officially minimised, had a prophetic element of danger. Such rumblings are suggestive of the horrors of the Jamaican affair of the 1860's, and the New Caledonian rising of half a century ago.

The use of the Papuan Government's yacht to convey repressed criminals away from curious eyes has contributed to the Papuans' sense of security in the commission of crime, and also contributed to the insecurity of European life generally—especially with sex offences on the increase. It may not be out of place to refer to the elevation of discharged murderers to the village constabulary in Papua, or to the case of O'Brien on the Yodda, a European committed for trial, put to work felling scrub with a line of native criminals. O'Brien eventually escaped, to perish in the bush. Though these days are past, the attitude is not extinct, officially.

The areas around Samarai are merely held through fear for Australia's unprotected coastline. The Solomons are an embarrassment to Britain; and Papua and New Guinea are white elephants to Australia.

It may surprise some people to know that no native or white British subject may travel between the Solomons, Papua, and New Guinea without special permission. No schooner may trade across the imaginary boundary line without £100 per capita guarantee upon her crew. There is no homogeneity in the laws of these adjoining places, and each government represents an independent experiment in native administration.

New Guinea is afraid to put her Native Labour Ordinance into public print. New Guinea has, moreover, eventually succeeded in dissipating the heritage of German colonial prosperity, and her goldfields, which provide tem-

porary rescue, are suffering under unsympathetic legislation, high tariffs (even on machinery), and the extraordinary labour regulations which prescribe such items as "marmite" on the menu.

In Papua, a striking example of Australian success is the introduction of electric light into the "native village" of Hanuabada, the residents of which prosper owing to the tourist traffic in "curios".

The fact is that two of these expensive administrations must go, for many reasons, of which economy is not the least. With fertile country galore and ample labour, there is no reason why this area should not prosper under the direction of a sympathetic local administration, familiar with local conditions and requirements. With a home source of gold supply, and freedom from trade restrictions, financial stability in New Guinea could be made as certain as the sunrise.

The advantages of an incorporation of Papua, New Guinea, and the Solomons under free colonial conditions would be enormous. Australia would have a buffer State in the Pacific, without having to support it by taxation upon her own citizens. Britain would get rid of the reproach of the Solomons, and the Empire would benefit by the addition of a loyal colony.

Freedom has ever been a bond where restriction has been a failure, and the Empire of the past was built up of such colonial systems. The loyalty of the French Canadians, and the Boer races of Africa are proof of these things.

Certainly a Pacific Amalgamation is the best prophylactic against the arrival of a foreign power in Australia's unprotected north; and such invasion is a certainty unless some sane policy is adopted in the Pacific.

Development of the Pacific Islands Association probably would be the best method of inaugurating a movement for better conditions of government in the New Guinea-Solomons section of the Pacific.

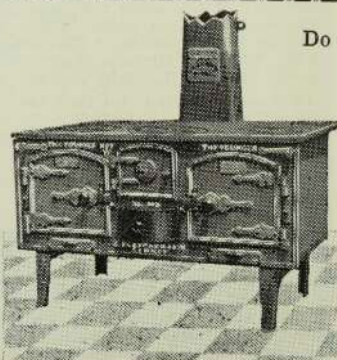
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September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

31

TREASURE SEEKERS.

Lonely Hermit of The
Tuamotus.

From Our Own Correspondent.

PAPEETE, Aug. 8.

THE ending of a long story of crime, bloodshed, and rich adventure by the discovery of the Cocos Island treasure, as reported in papers from New Zealand and elsewhere, has set the old-timers' tongues a-wagging. They are wondering if, after all, there may not be some truth behind the story of still another hoard on one of that labyrinth of islands known as the Tuamotu archipelago, and whether the employment of the latest scientific devices used by Col. Lecky on Cocos might not bring the long-drawn quest to an equally successful conclusion.

Some of us recall the day, many years ago, when a certain individual dropped off the north-bound mail steamer, bought a few supplies, and vanished over the Eastern horizon on one of the island schooners, to be forthwith forgotten for many a long year.

Then, his funds having come to an end, he reappeared in Papeete in search of succour and financial aid to bring his plans to fruition. He had been subsisting largely on fish and coconuts on an uninhabited atoll, and was burnt to the colour of a Tuamotu native. But he was hot on the trail of what he came to seek.

Hard-headed business men put money into the venture on a share basis, and some others even went so far as to mortgage all they possessed in order to participate. So off our friend sailed again, to his island, in a schooner specially chartered and fully equipped to lift the loot, but with company this time. The expedition proved a failure and returned to Papeete with an empty ship. It was also minus the promoter, who again showed his faith by electing to remain on the island and continue the search single-handed.

Later on, our treasure seeker degenerated into vagabondage and received a polite request to leave the Colony, where he was becoming a public nuisance.

But, even then, he did not relinquish the quest, and as recently as last year made another attempt to land in Tahiti, though without success. He did, however, while on board the steamer, induce a visiting yachtsman to take a hand in the game, and this gentleman subsequently spent some time at the island, with equally discouraging results.

Naturally, this affair could not be kept entirely secret. Rumour, aided by the "coconut radio," soon worked up a story, and then embellished it and exaggerated the same even to the extent of the actual lifting of the treasure and giving the value thereof in pounds, dollars, and francs. But, from time to time, details bearing at least the possibility of truth, did leak out, to a few.

The nameless old man dying in hospital and imparting his secret to a benevolent stranger; the theft of a loot-laden vessel; the flight from Peru; the hiding of the treasure; and the subsequent obliteration of landmarks by the tidal waves and shifting coast lines of the Tuamotus—all this may or may

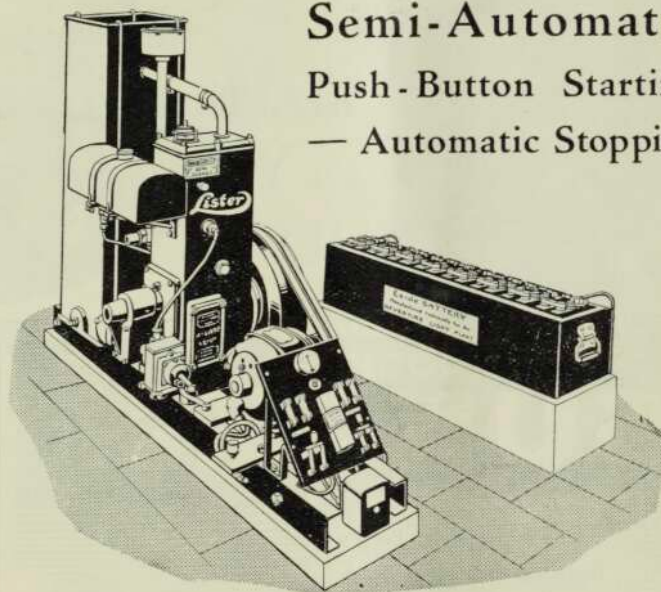
not have a background of truth, but there was at least one person who had enough faith in the story to endure many years of hardship on one of the least attractive places in the Pacific.

Where others have failed someone, using Colonel Lecky's appliances, might at least have a sporting chance of success.

It is reported that the Pratten interests have secured important mining leases in the Lower Wattut area of the Morobe goldfield, New Guinea. The late Mr. H. E. Pratten and his brother were instrumental in introducing Australian capital to the Malayan tin-mines, where rich rewards were secured.

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New Missionary Ship.

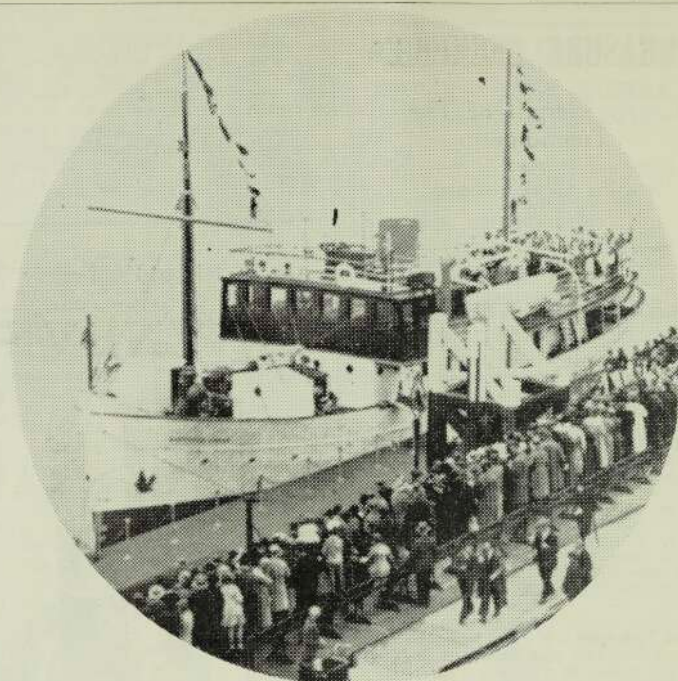
THE new ship of the Melanesian Mission, the Southern Cross VI., will commence her work shortly in the Pacific Islands. She left the Thames in July, to proceed directly to Auckland, where the new Bishop of Melanesia will join her.

Southern Cross VI. is a two-screw motor vessel and has been designed with the assistance of Sir Fortescue Flannery, the greatest of living naval architects and in consultation with the engineering firm of Flannery, Bogga-blay and Johnson. She is built of wood and steel construction, with an overall length of 106 feet and a gross tonnage of 215 tons.

The main propelling machinery consists of two Gardner heavy-oil engines, capable of producing a speed of nine knots.

This vessel was built at the cost of £25,000 by Messrs. J. Samuel White & Co. at Cowes, England. This money has been given by friends of the Mission in England.

Captain A. M. Stanton, who was the Chief Officer of the Mawson Antarctic Expedition, has been appointed master of the new schooner which left England on Friday, July 29, on her 12,000



The dedication of the "Southern Cross" at Greenwich, England, by the Archbishop of Canterbury.

—Photo by courtesy of the "Daily Telegraph."

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miles voyage to Auckland, New Zealand.

The Rev. W. H. Baddeley, vicar of South Bank, Yorkshire, England, has been appointed Bishop of Melanesia, and it is expected that he will arrive in the Islands towards the end of the year. Mr. Baddeley served in the War, receiving the M.C. in 1917, to which a bar was added in 1918, in which year he was also awarded the D.S.O. He joined up as a private and finished as a Colonel.—R. P. Fallows.

A NIEUW MURDERER.

From Our Own Correspondent.

APIA, July 10.

THE N.Z. Government steamer "Maui Pomare," on her last arrival, from New Zealand, via Niue, carried a native of Niue Island, named Tioneuga, who, some time ago, murdered another Niue native named Mohelagi, and had been sentenced to death by the Resident Commissioner and Judge of Niue, Captain M. Bell, a former Deputy Administrator of the Island of Savaii.

The condemned man was delivered to the Samoan police and imprisoned at Valmea prison, there to await the decision of the Governor-General of N.Z., in regard to his sentence.

Crimes of violence are rare at Niue Island, though its former name, "Savage Island," given by Captain Cook, suggests that it was not always so.

EDITORIAL NOTE—*Autre pays, autre mœurs!* The writer visited the native gaol in Port Moresby the other day. Out of 160 prisoners, about 123 were murderers.

September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

33

AUSTRALIA'S MUDDLING EXPORTERS.

What Islands Traders Have to Endure.

(Written for The Pacific Islands Monthly by an Experienced Islands Trader.)

ALL good Australians must applaud the efforts of The Pacific Islands Monthly to win back to Australia the Islands trade she has lost over the past years through (as you have put it) the short-sightedness of her politicians.

But perhaps the time is ripe to say that not all the blame can be portioned out in this direction, for there can be no question that many of our orders have gone overseas as a direct result of the slipshod methods of Australian agents, merchants, and manufacturers, whose motto at all times seems to have been, "Anything is good enough for the Islands." This has been admitted to the writer on more than one occasion by men doing a fairly large business with us.

One of them unblushingly said that if he had difficulty in selling a doubtful boat or engine in Australia, all he did was to give it a lick of paint and unload it on the Islands, per medium of an agent.

Of course, this sort of thing could not be if agents were alive to their responsibilities, and knew their business. The late S. H. Howard, for instance, though he had never visited the Islands, made it his business to know, not only what Islanders wanted, but where their requirements could be obtained, and their price, worth, and all about it.

There is far too much telephone-buying done now, and not nearly enough boot-leather used. Here is a rough illustration:

An order is at hand for six dozen of Blogg's tin-openers. The agent rings up some wholesalers and the following ensues:—

"I have an order here for Blogg's tin-openers for the Islands. Do you stock them?"

"No! You won't get them in Sydney. But I have a better and cheaper line here, at 4/6 doz. We send hundreds of dozens of these to the Islands every boat."

"Right. I want six dozen."

The deal is closed, and with the goods goes the accompanying letter:—

"Blogg's Tin-openers. We searched the City for these, but they were unobtainable, so we have substituted Mugg's, which are cheaper and a much more popular Island line."

And so our Islands Store shelves become littered with unwanted stock.

The fact is well known that it seldom pays to return goods. I have received lines from one of Sydney's largest Islands suppliers, which no conscientious merchant would dream

of keeping away from the tip, and full price has been charged.

As for the old confidence trick about "shipping large quantities to the Islands"—if the writer had been given a sovereign each time he has had this poured over him, he would not now be off the gold standard.

The engineering fraternity of Sydney seem to be a particularly lax lot; they do not know our conditions and needs, and simply do not want to be told. Letters of inquiry for quotations time and again do not fetch a reply by the same mail, and sometimes not at all. A request for a metal benzine tank

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without discomfort, no matter how badly injured
or infected. The relief that speedily follows is
little short of miraculous!

Because of its remarkable combination of
germicidal and healing powers.

OIL-of-SALT

has a surprisingly wide range of effectiveness.
It destroys infection wherever applied—skin
(eczema), gums (pyorrhoea) or throat (tonsillitis).
Its ability to stop pain makes it simply priceless
for treating burns, cuts, bruises, and injuries of
all kinds. Rubbed on the skin, it gives remark-
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YOU WILL NEVER REGRET IT.

to be supplied with a small Sydney-
made engine, in place of a tin one,
which is standard equipment, fetches
the reply that "we do not supply metal
benzine tanks," and, we assume, "Take
what we supply, or go to blazes." Now,
a metal tank will last years, where a tin
one rusts through in weeks. The extra cost
should not amount to sixpence. Yet this firm
spends hundreds of pounds per annum in
advertising.

As for repair work, one can only
assume that award rates in Sydney are
in the vicinity of £1 per hour in this
trade. While, as regards electric re-
pairs, it is the exception rather than the
rule to get a job done decently and
successfully.

The Islands would use many more
Australian-made engines if makers
would only show that they really
wanted business. But here is a very
recent example of a small engine im-
ported on the strength of an adver-
tisement. On being uncased, it was
almost too stiff to turn, and was found
to be incorrectly lined up with the
reverse. There was not a scrap of
literature to aid installation and run-
ning. The starting handle was rivetted
together wrong way about, rendering
it useless. The exhaust connection was
useless for our purpose, and a substi-
tute made by the makers—which was
worth 30/- extreme value but charged
50/-—had to have 15/- worth of work
done to it to make it fit the engine.
And then, to cap the lot, the magneto
was useless!

It is a waste of time to point out
these errors to the makers themselves
—they simply do not believe you.

Next, we come to importing agents—
and the dictionary meaning of the
word "agent" in this connection seems
to be "a person who retards business." Often
they do not understand the first
thing about the line they handle, and
have to write back and ask you for
further particulars.

One could go on, for pages, quoting
instances like the following: I was
quoted 13/6 each, for dozen lots, in
bond, Sydney, of an American line.
But, knowing the American price, I
got one of the larger stores here to
stock them, and they were sold at 12/6
retail, after paying the extra freight
and charges as between here and Syd-
ney, and showing the usual 33-1/3 per
cent. What profit did that Sydney
agent wish to show?

The ridiculously high tariff walls in
Australia have encouraged attempts to

manufacture some of our lines, but,
judging by some of the stuff I have
seen and handled and which is quite
unsaleable for the purpose intended,
Australia would be well advised to
either mend her ways or keep well
out of the business.

I do not suppose for one moment
that you will find space in your valu-
able paper for all this, but it ought
to be known generally. It is not the
blathering of an inexperienced new-
comer, but the result of over 26 years
of business dealings with Australia—
and particularly with Sydney over the
last ten years.

Let merchants and manufacturers
sell us goods at fair world-parity
value, and the agent show us that he
is worthy to act in that capacity, and
there will be no need to worry about
a flow back of trade.

German Eagle and South Seas.

(Continued from page 4.)

This evil condition was accentuated
by the madness of over-production and
over-export, which dominated America
in 1921-29, so that the world was
cluttered with American goods—which
had to be paid for largely in gold.
Europe argues that America contri-
buted hugely to the present economic
depression, and America, therefore, can
whistle in future for her war debts.

Europe is not yet saying these things
officially. Publicists are saying
them, and newspapers, and the man
in the street. But, in the Chancelleries,
such crudities are blandly ignored, and
the suave diplomats continue to play
ping-pong with the idea of disarmament,
while the coo of their mutual
good wishes drowns the rattle of the
naval yards and the roar of the big-
gun factories.

The end, however, is certain. It will
be most courteously expressed, with
deep regrets and splendid flourishes;
but a thumb at the nose, and a little
finger pointed at America, would con-
vey the intimation just as effectively.
It will mean many things; and it will
mean the end of the League of Nations.

This may come soon—perhaps in
1933. It may not come for five years.
But the end of the present decade will
see no League of Nations—that quaint
creation of a Princeton Professor's
dream, which the Princeton Professor's
own country repudiated.

It means a period of waiting—to see
what foolish, trusting Britain will do;
what this aggressive, re-awakening
Germany will do; what stupid, altruistic
Uncle Sam will do. But the wise
people in New Guinea and Samoa, and
the Mandatories, will read the signs
and prepare accordingly.—R.W.R.

BULOLO G.D. RETURNS.

The Bulolo Gold-Dredging Ltd.'s yield for the
28-day period ended September 9, amounted to
3,592 ounces of bullion from 195,100 cubic
yards of an approximate value of 48,492 gold
dollars. Operations were delayed 41 hours
through a shut-down of the power plant. Dred-
ging has been confined to the eastern side of the
property and for part of the period the dredge
was digging ground outside the originally con-
templated dredging area, which on account of
low operating costs is now profitable.

The order for the hull of No. 4 dredge was
placed with Poole and Steel, Ltd. on 12th
instant.



Auxiliary Ketch built for Solomon Islands.

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etc. Can also quote for Second-hand Craft. Send particulars of your
requirements — HAYES STREET, NEUTRAL BAY, SYDNEY, N.S.W.

September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

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Lae Foreshore Slips Into Sea.

IT was officially reported at the end of August that about five acres of the foreshore at Lae to the eastwards of the aerodrome had slipped down into the sea, and that the wharf, the travelling crane, 3 sheds and 100 yards of railway line had also disappeared.

It appears that the wharf, railway and shed were owned by the Bulolo Gold Dredging Company, whose aerial transport service is operated by Guinea Airways, Limited. Mr. L. V. Waterhouse, technical director of Bulolo Gold Dredgings, Ltd., stated in Sydney on September 3 that his Company had already made arrangements for a new wharf to be built on firmer ground and that a new steam crane was being sent to Lae by the Macdhuil at the end of September.

The Chairman of Guinea Airways, Ltd., Mr. C. V. T. Wells, in a letter to the Pacific Islands Monthly remarked, "We do not yet know all the facts regarding the subsidence at Lae, but one thing is perfectly clear, and that is that it was a greatly exaggerated report. Perhaps it would be more correct to say that the construction placed on the report in Australia was greatly exaggerated. The subsidence was in the far corner of the Bay, which is low-lying and spongy ground, some of it below sea level. There is nothing to indicate that such a subsidence would be likely or possible on the settled section of Lae."

The cause of the subsidence is discussed in an article in this issue dealing with the rival claims of Salamaua and Lae.

Lae Social Notes.*From Our Own Correspondent.*

LAE, Sep. 8.

A little round of gaiety for Lae commenced on July 30. Mr. and Mrs. Eric Haynes called together their friends and neighbours for a social party. The evening was pleasantly employed in dancing, singing and competitions and, although it was pouring with rain, the spirit of the party was not damped. Lae now being the proud possessor of numerous motor cars and plenty of volunteer drivers, guests were conveyed to the party in quite a dry condition. A very dainty supper was served about 11 p.m.

On August 6 the scene of festivity was Mr. and Mrs. Eekhoff's new residence and took the form of a fancy dress dance. Mrs. Innes, of Salamaua, being a guest of Mrs. Eekhoff for a few days, lent her talent and wit and the whole affair was voted a huge success. A great number of friends were going on leave by the next boat and the party was really to wish them "bon voyage" and a safe return. Amongst those going on leave were Messrs. Gordon Eekhoff, Ossie Priebe, Ted Priebe, Grabowsky, Gray and Bush. First prize for lady's fancy dress was awarded to Mrs. Gurney, who was a "Lady Pirate", second prize to Mrs. Innes, as a "bold buccaneeress." Both ladies looked charming in their costumes and well earned their awards. The first prize for gentlemen went to Mr. G. R. Simpson, as "Nero," and second prize to Mr. Haynes as "Harold Lloyd." Dancing was the chief form of amusement. Supper was served at a late hour, and the usual toasts were followed by community singing.

Another jolly evening was spent on Saturday, August 20, when the host and hostess were Mr. and Mrs. R. Gurney. The party was in honour of Mrs. Gurney's 21st birthday. Guests included Mr. and Mrs. Lewis (Wau) Mr. and Mrs. Bowman Jones (Wau) and Mrs. Jukes—some of whom arrived during the day by 'plane. Dancing was kept going with a fine swing, and there was not a dull moment. After supper, Mrs. Gurney was presented with a huge key—being the proverbial 'key of the door' which is available when one is 21. This ceremony was followed by the cutting of a very fine two-tier cake, decorated with 21 candles, and ornamented with a model Junker made especially for the occasion by one of the Guinea Airways' staff.

STEELO—A NEW LINE FOR TRADERS.

The manufacturers of Steelo Steel Wool will forward samples and full particulars to traders ready to stock this line. Steelo is a cleaner for aluminium and all kitchenware and for baths, basins and sinks. It is used, as well, to smooth down woodwork before painting and to remove rust.

Steeleo is packed in neat cartons, each containing four pads and a cake of special soap. That is enough for a month.

Housewives' Samples.—A small, free carton of Steelo will be sent to any address. Write to H. H. Armstrong & Co., 44 King Street, St. Peters, N.S.W., stating name of your usual storekeeper.

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Nigger Brown, with Reproduced Seal Skin Gillie Tie Shoe, 15-8 leather heel, Genuine Goodyear light, close-edged welted sole. Milo last.



SE.33.

On the Superb Last. Men's All Patent Step-in Evening Shoe. Specially designed with French Silk Elastic Side Gussets. Genuine Goodyear light welted sole. Superb last. B.C.D.E. fitting.

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Dark Brown Calf Step-in Buckle Shoe. Genuine Goodyear welted sole, medium toe. 11-8 shaped leather heel. Winsome last.



643.

Reproduced Croc. 1-bar Shoe, in Nigger, Brown and Black. Good college shoe; 9-8 leather heel. Genuine Goodyear welted sole, on the Nuforn last.

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PACIFIC ISLANDS ASSOCIATION.

THE membership of the Pacific Islands Associations now exceeds 100. Members have recently admitted from the more distant groups in the Central and Eastern Pacific.

The steady growth of membership and the practical interest being shown makes it possible that the Association in 1933 will begin to carry out the primary purpose of its formation and speak with united voice on Pacific Islands affairs.

Negotiations between the committee of the Association and the committee of a well-known Sydney Club have been further advanced during the month, but they have not been finalised. It is expected that, when they are completed, membership of the Pacific Islands Association will automatically carry with it membership of the Sydney Club referred to—the privileges of which include facilities which will be of great value to members of the Pacific Islands Association when visiting Sydney.

The following are among the newly-elected members of the Association:—

C. R. Pinney (Norfolk Island); W. Grube (New Hebrides), F. L. Jones (Santa Cruz Group), W. S. Wells and Agnes Wells (Papua), C. C. Beckett, H. L. Downing, M. J. Dwyer, J. L. Leahy and M. J. Leahy (all of New Guinea); C. T. Wirth (Papua), J. R. Clay (Papua).

MRS. K. D. BIGNELL, of Fulakora Plantation, Ysabel, Solomon Islands, accompanied by her young daughter, Margaret, arrived in Sydney by the September "Mataram," and will spend some months in Australia and in Norfolk Island before returning to the Protectorate early in the New Year.

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Comfort Service Convenience
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Will Papua Get Colonial Sugar Preference?

Two Big Plans Depend on News of Ottawa.

CERTAIN information, the character of which is as yet unknown, but which may have a direct bearing upon the future of Papua, is being brought to Australia from the Ottawa Conference by Mr. Harry Gullett, Minister for Customs.

The information—which is awaited with considerable eagerness in certain quarters—has to do with preferential duties on sugar, which have been promised or already granted to the imperial units by Great Britain. It will be remembered that, several months ago, Britain granted to her Crown Colonies a substantial preference for sugar grown in those Colonies. But that preference did not extend to Dominion-grown sugar. Britain held that up her sleeve as something with which to bargain at Ottawa. It was obvious, of course, that if Australian-grown sugar is to freely enter the British market on the same terms as colonial-grown sugar, Australia will have to give something substantial in the way of preferences to Britain, in return.

So far, so good. But the position of Papua, in relation to sugar-growing, is most anomalous and unfortunate. Papua, although a territory of Australia, has an independent life of its own so far as customs duties are concerned. That is to say, the import duties imposed by Papua are applied to all goods, quite irrespective of their country of origin. They are not Australian duties, in any shape or form. In any event, the Customs duties imposed by Papua, being purely revenue duties, are comparatively low.

It was quite a fair thing, therefore, that Papua should enjoy the same conditions in regard to British sugar preferences as the Crown Colonies. If this were granted it would make a considerable difference to the future of Papua. It would permit the early establishment of the sugar industry in Papua on favourable conditions, and this would take the place of the rubber industry, which has collapsed, and of gold, on which were built high hopes which never materialised.

Before the Australian delegation left for Ottawa, the Ministers were asked by Sir Hubert Murray to specially bring before the British delegation in Ottawa the desirability of giving to Papuan sugar the same preference as is given to sugar grown in the Crown Colony. It is not yet known at Canberra whether this has been granted—the secret remains with Mr. Gullett, along with all the other details of what has been arranged on Australia's behalf at Ottawa.

But if Papua is to have Colonial preference for sugar, at least two huge sugar-growing concerns will begin to operate immediately in Papua, and the effect upon the future of the Territory will be profound.

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September 21, 1932.

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PAPUA'S GOLD.

The Search Goes On.

From Our Own Correspondent.

PT. MORESBY, Sep. 3.
MR. WARD WILLIAMS, the American mining expert, who returned to the Territory a few months ago, is at present on the Gira and Yodda, investigating the possibilities of the goldfields for low grade metals.

The Gira and Yodda are in the Northern Division of Papua. The Yodda is a tributary of the Mamberi River. These fields were first exploited in 1897 and 1900 and yielded between them 144,427 ounces of gold.

The New Misisma gold mines reports show that gold was produced valued approximately at £1786 for June and £1452 for July; also silver, 371 ounces, valued at £27. Two dividends, Nos. 8 and 9, of 1/- each, were declared and paid. Important improvements were carried out during June and July. Electric light was installed throughout the battery and cyanide works, the smelting and assay rooms and the stores and offices. The running costs are nominal, the dynamo being driven off the shaft of the main engine. The No. 5 concrete slime vat was completed and is in use, with satisfactory results.

The Government patrol, under Mr. R. G. Speedie, to the head waters of the Tauri River, has returned. Mr. Speedie was accompanied by Mr. Mahoney, a leader of the Mahoney Gold Syndicate, who made the journey to examine the country for minerals. The party attempted the head waters of the Vailala River to the west, but came down the Ivori, a tributary. Twenty years ago both these rivers were examined for minerals. In 1911 Bob Elliott, the Pryke Bros., and Charles Pridde travelled up the Vailala to prospect the upper reaches and the flats, but were not successful. Mr. Mahoney, in a report, considers the vast country covered by the Tauri well worth examining for minerals.

NATIVE TUBU FEAST.

Owing to the remarkable harvest of yams, taro, and other native products from the new native gardens by the Laloki River, the natives of Hannabada, near Port Moresby, held a large "tubu" feast on August 28.

The Dubu (Ceremonial Platform) had on this occasion additional carved horizontal bearers, which the host of the feast, a Hohodae village native, placed on the "dubu" of his Hannabada friend, A. Huia.

The feast was given by the Motu people to the Kolari and Koltapunn, once their bitter enemies, but who have been for several years now on friendly terms with them. The Laloki gardens are on the borders of the Kolari county; perhaps in their wisdom the Motu people see the advisability of sharing their first fruits with their former enemies.

The scene was quite remarkable for its barbaric splendour. The spectacular entrance of over a hundred dancing Kolari, gaily dressed in plumes and ornaments, and prancing wildly to the beat of the drums, was a singularly impressive sight. They advanced in form to their hosts by the platform, who later on, as the dance ceased, distributed native foods to their guests, with great ceremony.

Europeans present at the opening of the feast included the Acting Lieut. Governor (Hon. Dr. W. M. Strong), Mr. Justice Gore and Mrs. Gore, members of the Executive Council, the Resident Magistrate, and Mr. F. E. Williams (Anthropologist to the Papuan Government).

DEATH OF TWO MISSION SISTERS.

News has been received from the Sacred Heart Mission at Yule Island, of the death of two of their sisters—Sister Kevin and Sister Mary. Sister Kevin (a sister of Dr. Gleeson, the Bishop of Maitland, New South Wales) was a very much loved worker, and a pioneer of the Mission in 1893. She died in July after a very long illness.

Sister Mary, from France, had arrived only four years ago. She became suddenly ill and died on August 26.

The Sisters of the Sacred Heart Mission are well known and respected throughout the Territory. Their chief centres are at Yule Island and in the mountains in the interior on the mainland. In Port Moresby and the districts nearby, not only do they train the young Papuan and half-castes, but they superintend a day-school for the small white children of the community.

The Sacred Heart Mission started operations in the territory of Papua, after the proclamation of the Protectorate in 1884, and established themselves ultimately at Yule Island about 1885-6, under Father Verjees, with Father Navarre as Superior, at Thursday Island.

TRADE FIGURES.

The following shipments to Australia were made in August:—

	By Macdhui.	By Montoro.
Des. coconut, packages	603 ..	538
Rubber, packings	1,232 ..	1,335
Coffee, bags	67 ..	27
Pearl shell	9 ..	—
Mauritius beans, bags	— ..	81

All the coffee is from Mr. G.A. London's Ellogo plantation, 30 miles inland from Port Moresby.

Customs duty was collected during July as follows:—Port Moresby, £1,227; Samarai, £843; Daru, £7; total, £2,078. About one-third of the amount was "primage."



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TULAGI GOSSIP.

From Our Own Correspondent.

OF the 53 passengers who arrived by the "Mataram" on August 13 from south, six were Government officials, as follows: Mr. J. C. Barley (Acting Resident Commissioner), Dr. Crichtlow, Mr. Hubbard (Judicial Commissioner), and Mrs. Hubbard, Captain Middleton (D.O., Gizo), Mrs. Middleton and son, Mr. A. Dicks (Chief Customs Clerk) and Mrs. Dicks and children, and Mr. Shearwin (Govt. Storekeeper).

Mr. R. F. Thompson, who was retired on a pension a few months ago, when his office of Labor Inspector was abolished, is now managing one of Lever's plantations. He says that, as a result of starting work at 5 a.m.

and working hard all day, he has reduced from a Governmental 20-stone odd to a planter's 15, and considers that he is now quite qualified to institute a correspondence course of "Weight Reduction." But, as far as the islands are concerned, as there are no longer any fat planters, and Government officials would rather shoot him than pay him for such advice, one is inclined to advise him against the venture.

Mr. P. S. Palmer, senr., is nearly ready to leave Tulagi Hospital, where he was carried many months ago in a frightful state of health. A leg which appeared to be one huge sore was only part of his ailments. He now cannot say enough for Dr. Hetherington, C.M.O., and the nursing staff, who literally patched him up by grafting. The common idea is that such work is not feasible in this climate, but Dr. Hetherington has pretty conclusively dispelled the notion in this case, and Palmer has reason to be thankful to him.

On January 31, 1932, our finances showed an excess of assets over liabilities of £263,649/14/3, which is only a slight reduction on last figures published, so we are doing "fairly nicely, thank you." Of course, as is natural to suppose, we have the taint of Australian politics in our midst and here are "statesmen" who consider that the sixty-five thou, together with a heap of borrowed money, ought to be broadcast in the air to be scrambled for ad libitum.

Gold-mining activities do not appear to be looking freight-space ahead for the transport of their bullion. A mining engineer returned from an inspection of the most likely field the other day, but unless the connections have "poker faces," his report did not create any undue excitement. It really looks as though we shall have to work hard for our bread and margarine after all.

Strange that nobody has thought of starting a lottery, so far! Of course, we have no money to put into such a venture, but we have heaps of coconuts, and a sweep made up of 500 tickets at ten coconuts each would pan out about a ton of coconuts, which, after cooking exes, were deducted, might net enough to buy a packet of cigarettes! Not very much, it is true, but every little helps to lift us out of the depression. Of course, as we only have about 500 white inhabitants, there might be some difficulty in filling each sweep; but we could get over this by allowing natives to take part, and, if missionaries did not care about coming in, we might call it a charitable affair by donating, say, ten coconuts from each lottery towards "upkeep of hospitals."

NEIGHBOURLY CALLS IN COOK IS.

Rarotonga Sends Footballers and Trenchermen.

From Our Own Correspondent.

RAROTONGA, AUG. 19.

IN the good old days, when a Polynesian community wanted excitement, an expeditionary army and a fleet of war-canoes were prepared; and some neighbourly island, if it was not alert, literally got it in the neck. We do things differently to-day—we send our picked sportsmen to call on our neighbours.

It has never been possible to send a local team of native footballers and cricketers to New Zealand to meet members of their own race, the Maoris, at sport.

The Rarotonga Sports' Association decided to send a team of footballers and cricketers this year to Atiu, 116 miles away. Funds were raised, chiefly by dances. Troupes of native dancers gave a series of hula-hula dances of astonishing variety. These performances at last came to an end, and final arrangements were made to transfer some 40 players and visitors to Atiu by the schooner Tagua.

The party departed as "deck cargo" and provided their own rations while aboard ship. The journey was expected to last about 24 hours. Four or five days went by without news of the arrival of the Tagua, and fears were aroused that something had gone amiss with the schooner.

The party eventually reached their destination, and commenced a series of test matches. These are still in progress, and wireless results indicate that the Rarotongans are having the best of things.

A consideration which crops up when inter-island tours are being planned is whether the food resources of the island visited will stand up to the strain of the feasts that inevitably have to be provided for the visitors. The next worst thing to a hurricane at an island is the arrival of teams of lusty footballers and cricketers.

Very little produce has been exported this year from Atiu, owing to the lack of shipping. In view of this, it has been estimated that the food resources of the island will not be entirely wiped out.

On the return of the tourists to Rarotonga, they will most likely be challenged to meet teams on their own island, both of footballers and cricketers. This arises from the somewhat peculiar custom which the selectors are obliged to observe in deciding upon those to be included in the touring team. There is a kind of tribal law to be observed. An equal number of players must be picked from each sports district. Consequently, many of the best players are left behind. They plan to have their revenge when the lucky ones return.

Sutton's
Canned Vegetables

Green Peas,
In 1lb. and 2lb. Tins.

French Beans
(Sliced) in 1lb. Tins.

Carrots,
In 1lb. Tins.

Beetroot
(Sliced) in 1lb. Tins.

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D.S. 523

September 21, 1932.

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BOOKS WORTH BUYING.

"WHITE MAN, BROWN WOMAN"—the life-story of a trader in the South Seas; by T. L. Richards and T. Stuart Gurr. Our copy from Angus and Robertson, Ltd., Sydney. 6/6.

ONE who knows the Pacific Islands is repelled by the title of a new book, "White Man—Brown Woman," and by the phrase that is blazed across the cover: "I have lived a life beyond the pale!" It is so obviously arranged to catch the attention of those who picture the Pacific in the colours of things exotic and erotic, and to stimulate their feverish imagination. To that extent, it is unfair to the Pacific Islands, which have suffered cruelly from that sort of reputation.

That is a pity, because "White Man—Brown Woman" is a really attractive description of present-day life in Polynesia. It is well written, gives an accurate description of places and conditions far off the tourist track, and is packed with incidents of a picturesque and unusual kind. One becomes a little weary of the recital of "Trader Tom's" amatory adventures, and the manner in which he proudly accepts parental responsibility for sundry infants on various islands. It is as if complaisant ladies were peculiar to the Eastern Pacific. They can be found, in greater numbers, in Auckland and Sydney—the only difference being that their skin is white, and they are ingeniously hypocritical in concealing their love affairs. Mixed in with the "love motif," however, is a great amount of valuable material describing the islands of French Oceania, and the Northern Cooks, the literature relating to which is far too scanty.

Every man who has been in Polynesia will meet old friends in these pages. Captain Viggo Rasmussen, for instance, and his famous schooner, "Tiare Taporo"; old-time associates of Bully Hayes; the cafes and well-known residents of Tahiti and Rarotonga; skippers whose names are household words in the South Seas.

It is a most entertaining, interesting and readable book, which can be warmly recommended to Pacific residents. On account of its wealth of historic and descriptive material, we have added it to our reference library—although we use bad language whenever its "box-office" title catches our eye.

"MEN OF THE JUNGLE"—a description of life and conditions in York Peninsula, North Queensland; by Ion Idriess. Our copy from Angus and Robertson, Ltd. 6/6.

We started to read this book, lazily, at 8 p.m.; we finished it that night, after many hours of eager reading.

There is no "story" about it. It is simply a description of the life lived by three young Australians who, seeking gold, buried themselves for a period in the dense forest, in the ranges at the base of York Peninsula, between Cairns and Cooktown.

But what a description! And what power of observation! And what a memory—for Ion Idriess is telling of the things he saw, and experiences he underwent, some twenty years ago. Nearly all men who walk through the bush, and make contact with primitive life, see nothing. But, with Ion Idriess, every leaf that flutters in the wind, every forest noise, every mark on the skin of an odoriferous native, every sullen splash in the mangrove river has a meaning and a story; and he tells it all in one of the most fascinating books we have read in years. Most men find the Australian forest dull and lifeless. Idriess shows that it is brimful of interest and liveliness, if only one has the bushcraft to see and hear. No less delightful than his stories of beasts and birds and trees, are his sympathetic descriptions of the natives—their ambitions and fears, their loves and hates. Through it all runs the inimitable Idriess humour—we are still chuckling at the memory of the pig-hunt, and the encounter between the cassowary and the porcupine.

Incidentally, how does Idriess do it? Four excellent books within a year—"Lasseter's Last Ride," "Flynn of the Inland," "The Desert Column," "Men of the Jungle"—and another due early next year. The man must be a human dynamo! And what a "find" for the publishers—for each book has won big and ever-growing sales!

THE P.I. MAGAZINE FOR SEPTEMBER—Published by Burns, Philp and Co., Ltd.

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SYDNEY.

ISLANDS' PROPERTIES FOR SALE.

Any property (plantation, store, manufacturing business, hotel, etc.) situated in any of the Pacific Islands may be advertised for sale in this section of "The Pacific Islands Monthly" at a specially low rate—namely, 15/- per insertion. Advertisers, when forwarding particulars, should give all details of the property, for the information of possible buyers; but—unless otherwise instructed—we shall advertise only essential information, and not indicate the location of the property. Further details will be sent to genuine inquirers direct from this office; and, if such inquirers are interested, they will be referred to the advertiser.

PLANTATION FOR SALE.

FILIPINO GOVERNMENT CROWN
LEASE, 99 years; 958 acres, ex-road; 80 years to run, with a further renewal for 99 years. Normal ground rent, £49/5/- per annum, reduced to £15 per annum, for a period of two years, on account of hurricane damage, and low price for produce—

Copra: 60/80 acres of young nuts bearing and commencing to bear; 28/30 tons copra per annum, increasing to 40 or 50 tons.

New homestead bungalow, concrete foundations, with all woodwork securely bolted down to concrete with 12in. bolts, ½-in. thick. All plates tarred, and joints painted to prevent insect attacks, etc. Has withstood three hurricanes.

Nicely laid-out grounds, garden, lawn, fruit trees, kitchen and food garden. Fine panoramic view of the sea, river and mountains. Homestead near Government road. Very accessible, also by river and sea.

Copra equipment and shed, small punt, saddle horse, milking cows, 100 wild and semi-wild cattle, poultry, etc.; 28/30 tons copra per annum.

Fruit consists of 80/100 Tahitian seedling orange trees, several lemons, dwarf and semi-dwarf mangoes, three kinds very large fruiting varieties Tamarind trees shaddock, 800/1000 cayenne pineapples (Queen variety), 150/200 Ripleys and others, 200 bananas, four kinds breadfruit trees, and various other native fruits. Tapioca, taro, kava, sweet potatoes, etc. Any amount of root foods in the bush; yams, etc., unlimited supply. Very well supplied with fruit—in fact, self-supporting.

Furniture, working tools, implements, etc., etc.; carpentering tools, guns, etc., etc. Excellent shooting and fishing.

Permanent water supply from various creeks, springs and river. Fertile river flats, alluvial loamy soil, running almost whole length of property. Undulating, hilly land, suitable for pineapples and sweet potatoes.

Shipping facilities: Various local cutters running at irregular intervals.

A going concern which will be hard to equal and which will stand strictest investigation.

Special reasons for selling.

Price: £2,000. Terms.

For further information, write to Plantation No. 4, Pacific Islands Monthly, Union House, 247 George Street, Sydney.

COCONUT PLANTATION For Sale in

Group contiguous to Australia. Rain-fall, over 100 inches annually.

Over 2,000 acres, mostly first-class land, 365 acres under coconuts in full bearing. Estimated yield is from 80 to 95 tons of copra annually. Some trade in native-grown copra.

Buildings: Small house, suitable for bachelor.

Livestock: 300 head of cattle.

Labour: There is a good recruiting-ground near. Local natives live near the property, and there are bush natives inland.

Markets: Produce may be sold for cash aboard B.P. inter-island steamer; or shipped direct to Sydney; or direct to European or American port per Messageries steamer (freight to Marseilles is 420 francs); or sold to local trading firms.

There is a small store trade, which might be increased.

The B.P. steamer calls every six weeks, and carries a large stock of general stores. General stores situated at centre, 24 miles away.

Price, walk in, walk out, £2,500. Terms may be arranged.

For further details, refer to Plantation No. 3, c/o. "Pacific Islands Monthly."

ISLAND EMPLOYMENT.

Young lady, extensive office experience, shorthand and typewriting, desires employment in New Guinea or other Pacific Islands. Good health and thoroughly familiar with Tropics. Apply L. Burkitt, c/o. Burkitt and Burkitt, Bourbon Street, Bundaberg, Q.

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Public Notice.

TAKE NOTICE that the partnership heretofore subsisting and carried on at Vellalavella in the Goava District between Alan Henderson Gauld, Leslie Francis Gill, Leslie William Tulloh and Allan Macdonald Turnbull, under the style of "The Ruravai Plantation Syndicate," has been dissolved by mutual consent as and from the Thirtieth day of June One thousand nine hundred and thirty-two the said Alan Henderson Gauld and Allan Macdonald Turnbull having retired from the said partnership. The business of the Ruravai Plantation Syndicate will in future be carried on by the said Leslie Francis Gill and Leslie William Tulloh.

DATED at Sydney this 13th day of September One thousand nine hundred and thirty-two.

SMITHERS, WARREN & LYONS,
Solicitors for Alan Henderson Gauld
and Allan Macdonald Turnbull.

DEATH NOTICE.

(Notices of Births, Marriages, and Deaths will be inserted in "The Pacific Islands Monthly" for 2/6 each. All such notices must be accompanied by the full name and address of the sender.)

BREMEN.—At War Memorial Hospital, Katoomba, N.S.W., on June 11, Tom, beloved son of Mrs. L. Bremen, of Samarai, Papua.

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.

LEGISLATIVE COUNCIL FOR NEW GUINEA.

Comprehensive Act Before Federal Parliament.

IN future, European interests in New Guinea will have some voice in the government of the Territory. In the past the Administrator has carried the whole responsibility for legislation and administration.

An amendment of the New Guinea Act was introduced in the Federal Parliament early in September and is still before Parliament. The measure may yet be amended in certain respects; but the following is a summary of its provisions, as originally introduced.

There will be a Legislative Council, which will be primarily concerned with the amendment and making of laws; and an Executive Council, whose primary duty will be to assist in the work of administration.

The executive council, "to advise and assist the administrator," is to consist of nine members appointed by the Governor-General, to hold office during his pleasure—eight to be officers of the Territory and one to be chosen by and from the non-official members of the Legislative Council. The Councilors are to have seniority as the Governor-General decides; or according to the priority of their appointments; or, if appointed at the one time, in the order in which they are named. The Administrator will summon meetings, at which he, or the senior member present, will preside.

Only the Administrator is entitled to submit matters to the Executive Council; but if the Administrator refuses to submit a question when requested in writing by a member to do so, that member may require that his request, and the Administrator's answer, be recorded on the minutes. The Administrator may act contrary to the will of the Executive Council; but in that event he must report the circumstances fully to the Federal Minister.

The Legislative Council for the Territory is to consist of the Administrator, the eight official members of the Executive Council and seven non-official members who shall be nominated by the Administrator. The seven shall be nominated as follows:—

Three as representing the planting industry;

Two as representing the mining industry;

Two as representing commercial interests.

Non-official members must vacate their seats at the end of four years, subject to re-appointment; but they may be removed at any time by the Governor-General.

Whenever the Administrator wishes to obtain the views of any person within the Territory touching any matters before the Council, he may appoint such person to be an extraordinary member of the Legislative Council for a required period.

One third of the members present will constitute a quorum. The Administrator or the senior official member present will preside. Questions shall be determined by a majority of votes.

The following are important clauses

defining the powers of the Legislative Council:—

26. An ordinance, vote, resolution, or question, the object or effect of which is to dispose of or charge any part of the revenue of the Territory, shall not be proposed in the Legislative Council except by the Administrator, unless this proposal has been expressly allowed or directed by him.

27. Subject to this Act, the Legislative Council shall have power to make ordinances for the peace, order and good government of the Territory.

Other provisions are that the Legislative Council may not, in arranging Customs duties, discriminate in any way against importations from Australia.

The Administrator has the power to assent to an Ordinance, refuse assent, or reserve same for the Governor-General's pleasure. The Governor-General may, at any time within six months after the Administrator has given his consent, disallow an Ordinance.

All Ordinances in force at the passing of this Act are to remain in force until altered or repealed by the Legislative Council.

M.O.P. and Trochus.

Object Lesson In Tariffs.

From Our Own Correspondent.

THURSDAY IS., Aug. 26.

THE reduction of the duty on pearl and trochus buttons, and the resumption of imports of this nature from Japan, emphasises the delicate balance which exists between Australian - manufactured products and similar articles from overseas.

Australia is unable to use more than a very small portion of the pearl shell that is produced and protection can no

longer be given to the small button industry recently established in Australia without danger of retaliation from abroad.

The total pearl-shell produced in Australian waters is 2750 tons per annum, valued at £400,000. The value of pearl buttons used in Australia does not exceed £70,000. The output of the type of button that required protection was not more than £10,000.

The sale of trochus depends equally on international goodwill. Japan buys practically the whole Australian output, valued at £66,000 in normal years and, if the Commonwealth refused to buy Japanese buttons, there would be a strong possibility of Japan buying elsewhere.



The quickest cleaner is STEELO. It scours them bright and smooth with less rubbing than ever. Gets off every scrap of grease or burnt substance. And doesn't scratch. STEELO is a fine steel wool, made up in handy pads, and sold in cartons containing a month's supply, with a cake of special soap. If unobtainable locally, write for free sample to the Manufacturers, R. H. ARMSTRONG & CO., 44 King Street, St. Peters, N.S.W., stating your grocer's name.

STEELO



IRON IN COMFORT WITH A COMFORT IRON

It will do your ironing Quickly, Easily, Thoroughly. Will Save Time, Lighten Labour, Preserve your Health, Strength, and Good Looks.
Price, 37/6 each.

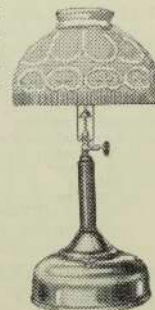
EVERYTHING for LIGHT and HEAT.

A Light that is Twenty Times as Powerful as an ordinary wick coal-oil lamp. NULITE always ready — always reliable—always performing its one duty of furnishing a better light at a lower cost.

Write for Catalogue.

BRANDTS LTD.,

371 PITT STREET, SYDNEY.



SAMOAN NEWS.

Plantation Manager Fined for Assault.

From Our Own Correspondent.

APIA, Aug. 18.
A prosecution which, on account of its unusual features and the persons concerned, has attracted wide attention was decided on August 6 at Apia High Court. A charge of assault had been brought by the police against A. B. Stewart, assistant manager of one of the N.Z. Reparation Estates, and Mr. F. L. A. Goetz, manager of the N.Z.R.E. They were charged with assault on Alfred Leslie Williams, clerk on Falelauniu Plantation.

The first accused, Stewart, had, at a previous hearing, been convicted and fined 20/- on the charge. The hearing against Mr. Goetz brought out a lot of conflicting evidence. Whilst Williams asserted that he had been struck by Goetz and after falling down subsequently been kicked so that he had to undergo medical treatment for his injuries, Mr. Goetz's defence was a complete denial of Williams' story. There were no eye witnesses to the happenings. Chief Judge Luxford pointed out that there was no evidence to prove whether Williams' injuries

were caused by blows or by a fall and that therefore the defendant must get the benefit of the doubt. His Honor further stated that when Goetz shouted at Williams in a booming voice, the latter might have become frightened and fallen over. The case consequently was dismissed.

THE COMING ELECTIONS TO THE LEGISLATIVE COUNCIL.

Official notice has just been given that an election of unofficial Elected Members (Europeans) of the Legislative Council will be held on November 9, 1932. Two European members are to be elected. The seat of the First Member has been vacant since the death of the Hon. G. W. Johnston two months ago. The second member is the Hon. S. H. Meredith.

No meetings of the Council have been held for a considerable time.

So far, no candidates have come forward and in some circles a feeling seems to exist to abstain from voting, as representation and voting power of the elected members in the Council is of little practical value and of no influence on the decisions arrived at.

It is believed that the Hon. S. H. Meredith has little chance of re-election.

CLUB LIFE IN APIA.

Though to the outsider club life in Apia may seem to be lively and varied, many of the club's suffer considerably from lack of interest of the general public. Clubs which, for a short period after their foundation, were flourishing and seemed to be "going strong," have faded away and are now, for all practical purposes, defunct. Others exist, but show only intermittent and temporary activity in no way corresponding to the initial programme.

To the former group belong, for instance, the Welfare League, the Overseas Club, the Returned Soldiers' Association, the "Sons of Samoa," and others. In the second group are the Planters' Association and the Chamber of Commerce.

Two new clubs have just been organised and it is hoped that they will not share the same fate. They are the German Club "Concordia"—a social club, originally founded in 1883 and now revived—and a new tennis club, the "Estates Tennis Club," composed mainly of employees of the N.Z. Reparation Estates.

OUR PRODUCTS.

There is little change in the copra market to report. The arrivals at Apia sheds are very satisfactory and point to a good crop. Copra still holds its price, though during the present off-season only small quantities are available for shipment. The "Yangaren" on August 6 took 125 tons away for delivery to the European market.

A recent visitor from New Zealand has published a statement in N.Z. papers to the effect that Samoa is not suffering from the depression and that in some districts the natives are getting much better prices for their copra. This is incorrect, as there is a uniform rate paid in all districts which at present amounts to one cent per lb.

MR. NELSON'S ACTIVITIES.

In a letter in the Samoa "Herald," Mr. O. F. Nelson violently attacks General Sir George Richardson, of Auckland, N.Z., former Administrator of Samoa, for his support of the public petition to divide and lease the N.Z. Reparation Estates.

Mr. Nelson does not advance any notable arguments against the proposed scheme, but in his usual way delivers a personal attack on General Richardson and blames him for all his own and Samoa's misfortunes. As the petition is in the interest of and mainly signed by the local-born residents of Samoa, Mr. Nelson's letter does little credit to his intelligence and his love of country.

Further proof of blind fanaticism is a complaint advanced in Mr. Nelson's own paper in New Zealand regarding the recent memorial service at Mulinu'u, when German, British and Samoan graves were decorated in honour of the sailors who lost their lives in Samoa in the late 'eighties of the last century. He claims that the grave of High Chief Tamasese, who was killed in 1929, should also have been decorated on the occasion.

As Tamasese had no connection whatever with the purpose for which the memorial service was held and in any case this purpose was not an empty political demonstration, Mr. Nelson's strange attitude is generally resented.

CONTINUATION OF YAWS CAMPAIGN.

The Yaws campaign, following its termination in Savaii, is being continued at present

on Upolu and round Apia. The very beneficial effect of the injections on children and adolescents is favourably commented upon by both Europeans and Samoans. The attempted boycott of the treatment has not eventuated. The campaign will be terminated in October.

TROPHY FOR FOOTBALL COMPETITION.

Through the good services of Mr. A. G. Smyth, manager for M.H. Ltd., at Apia, the firm has generously donated a handsome silver shield to the Apia Rugby Union for local competition amongst Rugby football teams. The trophy will surely stimulate interest in the game.

NEW GOVERNOR OF AMERICAN SAMOA.

Governor G. S. Lincoln, of American Samoa, has resigned his office on the termination of his three years' term. His successor, Captain George B. Lancaster, has already taken up his new duties.

INVINCIBLE Marine Motors
BENZINE — KEROSENE — CRUDE OIL
20 MODELS : 3 TO 160 H.P.
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Two only, brand new 16-h.p. "Speeditwin" Models, £45 each. f.o.b. Sydney (under Bond).

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OLD GOLD and MONEY Buyers and Sellers.

Gold Prices are at present exceptionally high, and it is advisable to sell without delay.

MAIL your SCRAP JEWELLERY to us, and we will remit your cash by return mail.

HIGHEST PRICES PAID for Sovereigns and New Zealand Notes and English Notes.
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THE ROYAL GOLD & CURRENCY EXCHANGE,
40 Martin Place, SYDNEY, AUST.



The Tonic and Restorative for those living in the Tropics.

SATYRIN GOLD (For Men)

Promotes Energy and Stimulates the Brain Cells.

SATYRIN SILVER (For Women)

Rejuvenates and Strengthens the Nervous System.

MORINDA'S ROUTE.

THE alteration in the itinerary of the Burns, Philp steamer "Morinda," which now serves Norfolk Island, Auckland and the New Hebrides, was the subject of a complaint in the Federal Parliament on August 31, by Mr. Beasley, the leader of the Lang party.

Mr. Beasley said that it had been represented to him by one of his constituents that in June, 1931, the "Morinda" included an Auckland call in its itinerary because a steamer service to New Zealand, which formerly included Norfolk Island, had been found unprofitable and had been discontinued. The result was that the "Morinda" was able to supply Auckland merchants with a transport service to Norfolk Island and other islands which otherwise was not available. The effect of this was that New Zealand merchants were securing trade which otherwise would have gone to Australian merchants. Mr. Beasley considered this unfair, because the Burns, Philp Company was receiving a subsidy from the Australian Government.

The Minister in charge of Islands' affairs, Major Marr, replied to Mr. Beasley on September 2.

Major Marr explained that formerly a New Zealand steamer gave Norfolk Island a regular connection with Auckland. In 1930 this service was discontinued in order that the N.Z. steamer might provide a more frequent service between New Zealand and Samoa and Niue. As a result, Norfolk Island was deprived of the profitable tourist traffic with Auckland and of the Auckland market, in which it disposes of a considerable production of bananas. Therefore, as Norfolk Island interests were threatened by the cutting out of the Auckland connection, Messrs. Burns, Philp and Co., in co-operation with the Commonwealth Government, arranged to extend the service provided by the "Morinda," so that it would include Auckland. The new service was under constant review and was subject to termination at any time. It was regarded as the best thing that could be arranged in the special circumstances.

NEW MOTORSHIP.

THE contract for the construction of a new motorship for the Burns, Philp island service has been placed with Barclay, Curle, & Co., Ltd., of Glasgow, builders of the lost Malabar and the Macdhui. The vessel is expected to be completed in time to reach Sydney towards the end of 1933.

The new vessel will be of 3500 tons gross, with a length of about 312 ft., a beam of 43 ft., and a moulded depth of 24 ft. 9 in. She will have a raked stem and cruiser stern, and will be powered with Diesel engines designed to give her a speed of 12 knots under service conditions, driving a single screw. Accommodation will be provided for 64 saloon passengers, and five cargo holds will be served by 10 electric winches. Provision will also be made for the carriage of refrigerated cargo.

Mr. W. G. R. Snellgrove, the company's superintendent engineer, who supervised the construction of the Malabar and Macdhui, left Sydney in May for the United Kingdom, and will be stationed in Barclay, Curle's yards while the new ship is building.

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The leading Australian Food Organisation,
can supply your needs at Bedrock Prices.

Rangoon Ration Rice, double 100s. . . .	13/3 bag, 250/- ton
Hardman's Navy Bread (2 x 50 lb. tins)	31/6 crate
Globe Trade Beef, 12oz. tins (4 doz.)	20/6 case
Nestle's Condensed Milk, Full Cream	8/6 doz., 30/- case
Laurel Kerosene (2 x 4 gal. tins)	14/- case
Californian Asparagus Tips, 9½oz. tins	1/4½ tin, 15/6 doz.
Sydies French Beans, 1lb. tins	8d., 7/6 doz.
Capital Powdered Skim Milk, 1lb. tins	9d., 8/9 doz.
"Rosa" Baking Powder, 1lb. tins	1/6 tin, 17/6 doz.
Cerebos Shaker Salt, 1½lb. drums	1/1 tin, 12/- doz.
Bisto Gravy Maker, 1lb. tins	1/7 tin, 18/- doz.
"Rosa" Granulated Gelatine, 4oz. pkts. . . .	1/-, 11/6 doz.
"I.X.L." Tomato Sauce, 10oz. bots. . . .	7½d., 7/3 doz.
Brunswick Sardines, ¼lb. tins	4d., 3/9 doz.
C. & B. Fresh Herrings, 14oz. tins	9d., 8/6 doz.
Horseshoe Salmon, 1lb. tins	1/7, 18/6 doz.
Evaporated Apple Rings, loose	11d. lb. 10/6 doz.
"Rosa" or "I.X.L." Pears in Syrup, 30oz. tins	10½d., 10/3 doz.
"I.X.L." Quinces in Syrup, 30oz. tins	10½d., 10/- doz.
"Rosa" Lemon Butter, 11oz. jars	1/-, 11/6 doz.
Emorna Carbolic Soap, giant cakes	3½d., 3/3 doz.

All Prices F.O.B. Sydney.

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GARRETT & DAVIDSON Ltd.

Assayers, Bullion Merchants, Metallurgists,

BANK OF N.S.W. BUILDINGS, REGENT STREET, SYDNEY.

RADIO FOR ROTUMA.

Small Station In Operation.

A NEW wireless station on the island of Rotuma (north of Fiji) was opened on August 24, when the first commercial message was received in Suva by a shipping firm.

The station was built by the Fiji Government from funds donated by the residents of the island.

At present, the station is still in the experimental stage and is in operation only for an hour, each morning and

afternoon. The clerk to the District Commissioner is acting as operator. He received training at Suva and, although he is not a fully qualified operator, it is considered that he is capable of working the station satisfactorily.

Before the station was opened the only established means of communication with Suva was by the schooner "Lei Viti," which visits the island once a month.

At the recent election in Fiji for the Southern Division Indian seat, Mr. K. B. Singh was returned by a large majority.

DEATH OF TOM BREMEN.

The many friends of Mrs. L. Bremen, of Samarai, Papua, learned with deep regret of the sudden and untimely death of her son, Tom, who died at the War Memorial Hospital in Katoomba, N.S.W., on June 11.

Mrs. Bremen and her two sons, Tom and Ernest, came down to Australia for a holiday early in 1932. In May, it was found necessary to place Tom in St. Vincent's Hospital, Sydney, in order that he might undergo an operation to his tonsils. The operation appeared to be successful and, after ten days, he was allowed to leave and go to Katoomba with his mother and brother. The following day he complained of illness and, a fortnight later, he died from septic pneumonia.

Mrs. Bremen and her younger son returned to Samarai at the end of July. Tom was a lad of bright and attractive disposition and very popular in Samarai.

ROMILLY SAWMILLS,
PAPUA.

The Port Romilly sawmill in Papua, about which recently there was a great deal of litigation, has now been handed over under the authority of the Court, to the purchaser; and it is understood that the concern is now being operated under the direction of Papuan Steamships Company, Limited.

It will be remembered that the Court held that the sale to the present purchaser—which was one of the matters contested in the suit—was valid; and therefore, when the whole estate was transferred to the new liquidator, Mr. Ernest James, his principal duty was to hand over the sawmilling property to the purchaser. The only items left

NEW GUINEA AND PAPUAN GOLD
SHAREMARKET

The following gives details of shares of New Guinea and Papuan goldmining companies, listed on the Sydney Stock Exchange, with latest available market price:

Company.	Authorised Capital.	Shares Issued		Paid-up.	Market Price	
		Number.	Amount.		Buyer.	Seller.
	£		£ s. d.	£ s. d.	September 10.	September 10.
Akmana New Guinea, N.L. pd.	30,000	140,000	0 1 0	0 1 0	—	—
Akmana New Guinea, N.L. ctg.	30,000	350,000	0 1 0	0 0 7	—	—
Bulolo Gold Dredging Ltd.	\$5,000,000	765,000	\$5.00	\$5.00	2 18 3	2 18 6
Guinea Gold, N.L.	50,000	50,000	1 0 0	1 0 0	—	—
Mount Kaindi, N.L. pd.	50,000	90,000	0 4 0	0 4 0	—	—
Mount Kaindi, N.L. ctg.	50,000	190,000	0 4 0	0 1 3	—	—
Mount Lawson Blocks, N.L. pd.	48,000	80,000	0 4 0	0 4 0	—	—
Mount Lawson Blocks, N.L. ctg.	48,000	140,000	0 4 0	0 1 0	—	—
Mount Lawson Extended, N.L. pd.	48,000	80,000	0 4 0	0 4 0	—	—
Mount Lawson Extended, N.L. ctg.	48,000	140,000	0 4 0	0 1 0	—	—
Mount Sisa, N.L. pd.	70,000	120,000	0 4 0	0 4 0	—	—
Mount Sisa, N.L. ctg.	70,000	190,000	0 4 0	0 1 10 3	—	—
N. Guinea Developments, N.L.	40,000	643,800	0 1 0	0 1 0	—	—
N. Guinea Gold Deposits, N.L. pd.	20,000	20,000	0 2 6	0 2 6	—	—
N. Guinea Gold Deposits, N.L. ctg.	20,000	100,000	0 2 6	0 1 3	—	—
N. Guinea Gold & Osmiridium, N.L.	10,000	80,000	0 2 6	0 2 6	—	—
N. Guinea Goldfields, Ltd. pd.	5,250,000	4,055,185	1 0 0	1 0 0	0 7 11	0 8 0
N. Guinea Goldfields, Ltd. ctg.*	5,250,000	375,000	1 0 0	0 1 0	—	—
N. Guinea Options, Ltd., N.L. pd.	50,000	50,000	0 2 0	0 2 0	—	—
N. Guinea Options, Ltd., N.L. ctg.	50,000	272,200	0 2 0	0 0 9	—	—
North East N. Guinea, N.L. pd.	50,000	90,000	0 4 0	0 4 0	—	—
North East N. Guinea, N.L. ctg.	50,000	140,000	0 4 0	0 1 0	—	—
Placer Development, Ltd.	\$500,000	80,000	\$5.00	\$5.00	8 5 0	8 7 6
Sloane's New Guinea, N.L. pd.	25,000	25,000	0 2 0	0 2 0	—	—
Sloane's New Guinea, N.L. ctg.	25,000	200,000	0 2 0	0 0 8	—	—

* Quotation not granted these shares.

WEEKLY FLUCTUATIONS.

The following shows weekly fluctuations for two of the main New Guinea concerns:—

	August 20.	August 27.	September 3.
Placer D'ment., Ltd.	b 47/15/- s 47/17/0	b 48/7/6 s 48/10/-	b 48/10/- s 48/12/0
N.G. Goldfields	b 7/2d. s 7/3d.	b 7/4d. s 7/5d.	b 7/8d. s 7/9d.

In his hands to be disposed of were some timber stocks, a launch and one or two small articles.

PRICE OF IVORY NUTS.

WE have learned, on inquiry among some of the Islands' agents who handle ivory nuts from the Solomon Islands, that the principal reasons why the market for this commodity is uncertain and unsatisfactory, are the bad packing of the ivory nuts and the lack of care shown in their selection.

It appears that ivory nuts are likely to be affected by insects and by decay, and if care is not taken in the selection of the nuts before they are packed in bags, it may happen that the buyer, on opening up the consignment in his factory in Japan, will find that a considerable portion of the nuts, for which he may have paid anything from £9 to £12 per ton, are quite useless. This has happened on a number of occasions during the past couple of years, with the result that buyers are now not at all ready to purchase ivory nuts from planters or traders whom they do not know. But ivory nuts sent into the Sydney market by men who are known to carefully select and pack them can usually be sold at a good price without much trouble.

Pearson's Offer Samples.

Traders can obtain free samples of Pearson's Carbolic Sand Soap by writing to the Pearson Soap Co., Ltd., Roselle, N.S.W., who will supply complete information about prices, as well. Pearson's Sand Soap is well adapted for use in the islands. It is antiseptic, destroys germs, and helps to banish ants, flies and other vermin. Residents who cannot locally obtain Pearson's also are invited to write to the manufacturers for samples, stating name of usual storekeeper and mentioning this journal.

1870.

QUALITY STANDS
THE TEST OF TIME.

1932.

S.M.P. "WAR
MEDAL" BRAND MEATSSpecially packed
for Island TradeCORNED, BOILED, ROAST, BEEF OR MUTTON.
Packed in 12oz., 1lb., 1½lb., 2lb., 3lb., 4lb., 5lb., 6lb. tins.

Tins fitted with Patent Key Opener.

S.M.P. MILESTONE BRAND.

Special Offer Assorted Fancy Meats:—

MINCE COLLOPS	MINCE MEAT
SHEEP TROTTERS	BROWN
HARICOT MUTTON	IRISH STEW
STEAK & KIDNEY	CORNED OX
MINER'S LUNCH	CHEEK

Case contains Four Dozen Tins in all.
Price, per case, 36/- f.o.b. Sydney.

F. J. WALKER LTD., 33 Macquarie Place, Sydney.

Sole Selling Agents for: THE SYDNEY MEAT PRESERVING CO. LTD.



September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

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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.

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

RUBBER.

London.	Para.	Plantation.
Price on—	Per lb.	Smoked.
		Per lb.
November 6	3½d.	2½d.
November 20	3½d.	2½d.

London.	Para.	Plantation.
Price on—	Per lb.	Smoked.
		Per lb.
December 4	3½d.	3½d.
January 1, 1932	4½d.	3½d.
January 29	4½d.	2½d.
February 5	3½d.	2½d.
February 19	3½d.	2½d.
March 4	3½d.	2½d.
March 18	3½d.	2½d.
April 1	3½d.	1½d.
April 15	3½d.	1½d.
April 29	3½d.	1½d.
May 13	3½d.	1½d.
May 20	3½d.	1½d.
May 27	3½d.	1½d.
June 3	3½d.	1½d.
June 10	3½d.	1½d.
June 17	3½d.	1½d.
June 24	3½d.	1½d.
July 1	3½d.	1½d.
July 8	3½d.	1½d.
July 15	3½d.	1½d.
July 22	3½d.	1½d.
July 29	3½d.	1½d.
August 5	4d.	2½d.
August 12	4½d.	2½d.
August 19	4½d.	2½d.
August 26	4½d.	2½d.
September 2	5½d.	2½d.
September 9	5½d.	2½d.
September 16	5½d.	2½d.

COTTON.
Good Middling.

London.	Para.	Plantation.
Price on—	Per lb.	Per lb.
January 1, 1932	5.01d.	February Shipment
January 29	5.16d.	March Shipment
February 5	5.23d.	March Shipment
February 19	5.65d.	March Shipment
March 4	5.40d.	April Shipment
March 25	4.87d.	April Shipment
April 8	4.39d.	May Shipment
May 6	4.27d.	June Shipment
May 20	4.25d.	June Shipment
June 3	3.86d.	July Shipment
June 17	4.07d.	July Shipment
July 1	4.36d.	August Shipment
July 8	4.35d.	August Shipment
July 15	4.35d.	August Shipment
July 22	4.35d.	August Shipment
July 29	4.35d.	Sept. Shipment
August 5	4.35d.	Sept. Shipment
August 12	5.42d.	Sept. Shipment
August 19	5.60d.	Sept. Shipment
August 26	6.36d.	Sept. Shipment
September 2	6.45d.	October Shipment
September 9	6.07d.	October Shipment
September 16	5.58d.	October Shipment

OTHER ISLANDS PRODUCE.

Nominal prices for other Islands produce quoted in Sydney on September 12, from two different sources, were:

(a) Trochus shell, No. 1 grade £259
Trochus shell, No. 2 grade £254
Trochus shell, No. 3 grade £247
Ivory nuts, nominal £29
(b) Trochus shell, No. 1 grade nominal... £261
Trochus shell, No. 2 grade nominal... £255
Trochus shell, No. 3 grade nominal... £249
Beche-de-mer, high grade £209
Beche-de-mer, lower grade, from £230
Cocoa Beans £233 to £235
Ivory nuts £29/10/-
All quotes are f.o.b., and on the Australian £.

Coffee and Kapok.

Many planters in New Guinea and Papua are experimenting with coffee and kapok, with an eye on the Australian market, and we have arranged to publish Australian quotations in future. New Guinea and Papuan coffee, entering Australia, would be free from duty and exchange. Practically none is being received from those Territories at present.

The following quotations were given on September 13:—

COFFEE.

Robusta, f.a.q., imported from Java, on firm conversion of exchange, c.i.f., Sydney, per cwt., 52/6.
Robusta, as above, based on 9 guineas to Australian £, fluctuations at date of shipment on buyer's account, 49/6.
Arabian (Aden) Hodeidah No. 1 (pure), c.i.f., Sydney, per cwt., 86/-.
Arabian, Longberry Harrar Extra, 72/-; No. 1, 70/-; No. 2, 68/-; pure, 74/-.
Importers of Robusta coffee from Java pay the following charges: As above, per cwt., 52/6; remitting 25½ per cent. exchange, 13/1; duty, 4d. per lb., 37/4; primage 10 per cent., 5/3; landing charges, 1/-; total, 109/2 per cwt., equal to 11½d. per lb., landed cost. Coffee imported from Papua or New Guinea would escape exchange and duty, equal to 50/5 per cwt.

KAPOK.

Australian supplies now imported from Java. Based on an exchange conversion of 9 guineas to Australian £, the Australian c.i.f. prices current in mid-September were, per lb.: Prime Samarang, 5 9/16d.; prime Japara, 5 11/16d.

PORTLAND CEMENT

"UNION" BRAND



GUARANTEED HIGHEST QUALITY.

Considerably exceeds strength required under British and Australian Standard Specifications.

ALSO

"UNIONITE" Quick Hardening Cement.
(High Early Strength).

COMPETITIVE PRICES. :: ENQUIRIES INVITED.

THE COMMONWEALTH PORTLAND CEMENT COMPANY LTD.,
SYDNEY and PORTLAND, N.S.W.

Postal Address:
Box 1571 E, G.P.O.,
SYDNEY.

Telegraphic Address:
"LIMERIEZ,"
SYDNEY.

Exchange Quotations

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on September 12:—

FIJI—THROUGH BANK OF N.S.W.

Australia on Fiji on the basis of £100 Fiji—buying £111/19/-, selling £113/2/6.

Fiji on London, basis of £100 London:

	Buying.	Selling.
Telegraphic transfer ..	£110 0 0	£111 2 6
On demand ..	109 15 0	111 0 0
30 days ..	109 10 0	110 17 6
90 days ..	109 6 3	110 15 0

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 6 3	110 12 6
90 days ..	107 18 9	110 7 6
120 days ..	107 11 3	110 2 6

The above is only a nominal indication. The exchange between Apia and Suva, Apia and New Zealand, Apia and Sydney, and Apia and London, is constantly altering.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK.

From Australia, on Rabaul and Salomon, £1 per cent. From Rabaul on London, same as Australia on London—25½ 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 September 12, when the Australian £ was nominally worth 89 francs, £100 Australian would purchase a credit in Noumea of 6,900 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 3d. 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 6d. 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.

Value of English Currency.

The following is the quotation for English currency, obtained in Sydney just before this issue went to press:—

COMMONWEALTH BANK.

	Aust. money.
Each English sovereign	£1/13/6
Each English paper £1	£1/4/9
Each English £1 in silver	£1/2/-

PROFESSIONAL MONEY-CHANGERS.

	Aust. money.
Each English sovereign	£1/13/6
Each English paper £1	£1/4/10
Each English £1 in silver	£1/3/6

LABOUR'S DEFERRED PAY.

How New Guinea Harasses Employers.

THE readiness of the New Guinea Administration to handicap private enterprise is illustrated by a change that has been made in the method of providing for the deferred pay for native labour.

Under the old system, New Guinea did the same as Papua—that is, the employer of native labour had to lodge with the Administration the amount of his native labourers' deferred pay, every three months, in advance. Under the new system, employers are compelled to lodge the full amount of the deferred pay for three years (£7/4/-) in advance.

Where a man has a considerable labour line, the sum required represents a serious drain on cash resources. Furthermore, it represents a large sum of money lying idle, so far as the employer is concerned—though the Administration probably makes some use

of it. Evidently, the whole body of employers is being penalised for the misdeeds of a few.

The effect of the present arrangement is to seriously discourage small enterprises. The indifference of the Administration towards that fact is an illustration of the extraordinary policy that has been in operation in this Territory for many years.

WOMEN

Genuine Vincent's A.P.C. is prepared on the scientific formula now in use in the largest hospitals in Australia. Avoid imitations.

Women find instant relief, from headaches, backache and abdominal pains, in genuine Vincent's A.P.C. Take one Powder or Tablet at onset and repeat every 4 hours.

All Chemists and Stores or direct from Vincent's Chemical Co., Sydney

VINCENT'S A.P.C.
PINK POWDERS and TABLETS 1/6 and 2/6

Natural Steel Grey FERRODOR PAINT

(Now Manufactured in Australia.)

Is the Ideal Paint for Steel Structures of all Descriptions, and for Galvanised Iron Roofs, etc.

IT IS ELASTIC—so that expansion and contraction of metals caused by atmospheric changes, leave it quite unaffected.

IT IS ANTI-CORROSIVE—being physically incapable of absorbing more Oxygen than the atmosphere.

IT IS NON-POISONOUS—making it safe in handling and for use on roofs where water is used for domestic purposes. Used extensively by N.S.W. Government Railways and Public Works Dept. Hawkesbury and Nepean Railway Bridges now painted with Ferrodor.

WILLIAM ADAMS & COMPANY LIMITED

Other colours obtainable. **175 Clarence Street, SYDNEY**

Suitable for Iron and Wood.

September 21, 1932.

THE PACIFIC ISLANDS MONTHLY

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Shipping Services in the Pacific

Sydney—Papua—New Guinea Service.

	Maedhu.	Montoro.	Maedhu.
Sydney	Sep 22	Oct 20	Nov 19
Brisbane	Sep 24	Oct 22	Nov 12
Townsville	Sep 27	Oct 25	Nov 15
Cairns	Sep 29	Oct 27	Nov 17
Pt. Moresby	Sep 29	Oct 28	Nov 17
Yule Is.	Sep 30	Oct 29	Nov 18
Samarai	Sep 30	Oct 30-31	Nov 18
Woodlark Is.	Sep 30	Oct 30-31	Nov 18
Rabaul	Oct 2-4	Nov 2-3	Nov 20-22
Kavieng	Oct 2-4	Nov 4-5	Nov 20-22
Lombrum	Oct 2-4	Nov 4-5	Nov 20-22
Lorengau	Oct 2-4	Nov 4-5	Nov 20-22
Lae	Oct 6-7	Nov 24-25	Nov 24-25
Salamaua	Oct 8	Nov 8-9	Nov 26
Madang	Oct 8	Nov 8-9	Nov 26
Salamaua	Oct 8	Nov 8-9	Nov 26
Lae	Oct 10-11	Nov 10-11	Nov 28-29
Kavieng	Oct 12	Nov 14	Nov 30
Rabaul	Oct 13	Nov 14	Dec 1
Soraken	Oct 13	Nov 14	Dec 1
Numa	Oct 14	Nov 14	Dec 2
Teopasina	Oct 14	Nov 14	Dec 2
Arigwa	Oct 15	Nov 14	Dec 3
Kieta	Oct 15	Nov 14	Dec 3
Rabaul	Oct 17	Nov 14	Dec 5
Samarai	Oct 21	Nov 16	Dec 7
Pt. Moresby	Oct 22	Nov 17	Dec 8
Cairns	Oct 26	Nov 19	Dec 12
Brisbane	Oct 26	Nov 22	Dec 14
Sydney	Oct 28	Nov 24	Dec 14

(Subject to alteration without notice.)
 † Maedhu on this trip calls at Salamaua again on October 19.

Burns, Philp & Co. Ltd., Agents.

Sydney—Rabaul—Hongkong.

	Nankin.	Nellore.	Tanda.
Hongkong ..	Oct 1	Nov 2	Dec 2
Manila	Oct 4	Nov 5	Dec 5
Brisbane	Oct 12	Nov 13	Dec 13
Sydney	Oct 20	Nov 19	Dec 21
Melbourne, dep	Nov 1	Dec 3	Jan 3
Sydney, dep ..	Nov 12	Dec 14	Jan 14
Brisbane	Nov 14	Dec 16	Jan 16
Rabaul	Nov 22	Dec 24	Jan 24
Manila	Nov 30	Jan 1	Feb 1
Hongkong ..	Dec 3	Jan 4	Feb 4

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

Papuan Inter-Island Services.

S.S. Papuan Chief (Steamships Trading Co., Ltd.) makes regular round trips from Port Moresby to Kapa, Abou, Baihara, Samarai, and back by same route; then Port Moresby to Hisiu, Yule Island, Kikipi, Oroko, Kikori, Daru and back via Oroko, Yule Is., and Hisiu—full trip occupying about one month.
 The m.v. "Nusa" (Steamships Trading Co., Ltd.) holds the Papuan Government's contract for carrying mails and passengers on the north-east coast of Papua. The "Nusa" connects with all southern mail steamers at Samarai.

NUSA'S TIMETABLE.

	Oct.	Nov.	Nov.	Dec.	Jan.	Jan.
Samarai ..	4	4	22	14	4	27
Puni Puni ..	4	4	22	14	4	27
Baniara ..	5	5	23	15	5	28
Tufi	6	6	24	16	6	29
Buna	7	7	25	17	7	30
Mambare ..	8	—	26	—	8	—
Buna	9	8	27	18	9	31
Tufi	11	10	29	20	11	2
Baniara ..	13	12	1	22	13	4
Samarai ..	15	14	3	24	15	6

N.G. Goldfields' Service.

Aeroplane, 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.

WAU—PORT MORESBY.

A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the goldfields to connect with the steamers at Port Moresby.

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

Saigon—Java—Noumea Line.

Per S.S. Van Rees.

	Sep	Nov
Saigon	Sep 13	Nov 12
Batavia	Sep 17-19	Nov 16-18
Samarang	Sep 20	Nov 19
Pt. Moresby	Sep 20	Nov 28
Samarai	Oct 1	Nov 30
Rabaul	Oct 3-4	Dec 2-3
Vila	Oct 10	Dec 8
Noumea	Oct 12-14	Dec 10-13
Sydney	Oct 18-20	Dec 17-20
Pt. Moresby	Oct 20	Dec 27
Batavia	Nov 3-7	Jan 6
Saigon	Nov 11	—

Royal Packet Navigation Co. Ltd.

Hongkong—New Guinea—Hongkong.

The Norddeutscher Lloyd steamer Bremerhaven carries on a service, visiting New Guinea ports approximately every six weeks.

Sydney—Norfolk Island—New Hebrides—Auckland.

	Sep	Nov	Dec	20
Sydney	Sep 29	Nov 10	Dec 20	20
Lord Howe ..	Oct 1	Nov 12	Dec 22	22
Norfolk Is. ..	Oct 3	Nov 14	Dec 24	24
Auckland	Oct 6	Nov 17	Dec 27	27
Norfolk Is.	Oct 9-10	Nov 20-21	Dec 30-31	30-31
Vila	Oct 13-14	Nov 24-25	Jan 3-4	3-4
Bushman's Bay	Oct 15	Nov 26	Jan 5	5
Male	Oct 16	Nov 27	Jan 6	6
Tangoa	Oct 17	Nov 28	Jan 7	7
Segond	Oct 18	Nov 29	Jan 8	8
Aoba	Oct 21-22	Dec 2-3	Jan 11	11
Norfolk Is.	Oct 24	Dec 5	Jan 13	13
Lord Howe ..	Oct 26	Dec 7	Jan 15	15
Sydney	Oct 26	Dec 7	Jan 15	15

(Subject to alteration without notice.)
 Burns, Philp & Co. Ltd., Agents.

New Hebrides Inter-Island.

S.S. Makambo (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, Mal, Tongoa, Epl, Paama, Ambrym, Malekula, Abba, Malo, 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.

Use—

Modern Direct Wireless Services

for Your Communications

with Australia and Overseas.

DIRECT WIRELESS SERVICES are available for inter-communication between the Islands of the Pacific and for traffic between the Islands and Australia and overseas countries.

Services are now in operation between Papua and Sydney, New Guinea and Sydney, New Caledonia and Sydney, and Fiji and Sydney. Speedy, economical and efficient service to Australia and overseas. Route your traffic "Via the Wireless Service."

For overseas traffic to Great Britain, North and South America, and all European countries, route your message via the Direct Australian

BEAM WIRELESS SERVICE.

LODGE YOUR MESSAGES AT ANY
 WIRELESS STATION OR ISLAND POST
 OFFICE ROUTED "VIA WIRELESS."

AMALGAMATED WIRELESS (A'SIA) LIMITED.

Solomon Islands Service.

Per S.S. Mataram.					
Sydney	Sep	14	Oct	22	Nov 30
Brisbane	Sep	16	Oct	24	Dec 2
Tulagi	Sep	21-23	Oct	29-31	Dec 7-9
Makambo					
Gavutu	Sep	24	Nov	1	Dec 10
Su'u	Sep	25			Dec 11
Aola					
Rere					
Kaukaul			Nov	1	
Rere					
Tenaru	Sep	25	Nov	2	Dec 11
Lunga	Sep	25			Dec 11
Kookoom			Nov	2	
Mamara	Sep	26			Dec 12
Domma	Sep	27			Dec 13
Lavoro	Sep	27			Dec 13
Yandina	Sep	28	Nov	3	Dec 14
Banika	Sep	28			Dec 14
Loable					
Ufa	Sep	28			Dec 14
Faam					
Y. Pepsale	Sep	28	Nov	3	Dec 14
Kaylah	Sep	29-30			Dec 15-16
Meringe			Nov	3	
West Bay					
Somata			Nov	4	
Marobo					
Rendova	Oct	1			Dec 17
Kenele					
Hathorn S.			Nov	5-6	
Vila					
Stanmore					
Gizo	Oct	1	Nov	7	Dec 17
Bagga			Nov	7	
Faisi	Oct	2-3	Nov	8	Dec 18-19
Gizo	Oct	4	Nov	9	Dec 20
Tetipari	Oct	4	Nov	9	Dec 20
Russell Group	Oct	5-6	Nov	10-11	Dec 21-22
Mamara			Nov	11	
Tulagi	Oct	7	Nov	12	Dec 23
Brisbane	Oct	12	Nov	17	Dec 28
Sydney	Oct	14	Nov	19	Dec 30

(Subject to alteration without notice.)
Burns, Philp & Co., Ltd., Agents.

Solomons Inter-Island Service

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

French Eastern Pacific Service

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

	Recherche.	Esperance.	Verdun.
Papeete	Nov 9	Dec 21	Jan 23
Raiatea	Nov 10	Dec 22	Jan 24
Vila	Nov 21	Jan 2	Feb 6
Noumea, arr.	Nov 23	Jan 4	Feb 8
To Panama			
Noumea, dep.	Dec 5	Jan 16	Feb 21
Vila	Dec 12	Jan 23	Feb 28
Raiatea (opt.)	Dec 24	Feb 4	Mar 10
Papeete	Dec 25	Feb 5	Mar 11

Messageries Maritimes Co., Agents.

Sydney—N.Z.—Fiji—Hawaii.

	Aorangi.	Ningara.	Aorangi.
Honolulu	Sep 21	Oct 19	Nov 16
Suva	Sep 30	Oct 28	Nov 25
Auckland	Oct 3-4	O. 31-N. 1	Nov 28-29
Sydney	Oct 8	Nov 5	Dec 3
Sydney, dep.	Oct 13	Nov 10	Dec 8
Auckland	Oct 17-18	Nov 14-15	Dec 12-13
Suva	Oct 21	Nov 18	Dec 16
Honolulu	Oct 28	Nov 25	Dec 23

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

New Zealand—Samoa.

N.Z. Government steamer Maui Pomare (mails, passengers and cargo) carries on a regular service between New Zealand ports and Western Samoa.

Noumea—New Hebrides Service.

Per S.S. Laperouse.					
Sydney, dep.	Oct	8	Nov	12	Dec 17
Noumea	Oct	12-15	Nov	16-19	Dec 21-24
Chepenche	Oct	16	Nov	20	Dec 25
Vila	Oct	17	Nov	21	Dec 26
Sandwich					
Sarmettes	Oct	18	Nov	22	Dec 27
Norsup					
Santo	Oct	19-21	Nov	23-26	Dec 28-30
Banks	Oct	22			Dec 31
Epi	Oct	23	Nov	27	Jan 1
Vila	Oct	24	Nov	28	Jan 2
Chepenche	Oct	25	Nov	29	Dec 3
Noumea	Oct	26-29	N. 30-D. 3	Jan	4-7
Sydney, arr.	Nov	2	Dec	7	Jan 11

Messageries Maritimes Co., Agents.

Sydney—N.Z.—Fiji—Samoa—Hawaii.

	Monterey.	Mariposa.	Monterey.
Honolulu	Sep 28	Oct 26	Nov 23
Pago Pago	Oct 4	Nov 1	Nov 29
Suva	Oct 7	Nov 4	Dec 2
Auckland	Oct 10	Nov 7	Dec 5
Sydney	Oct 13	Nov 10	Dec 8
Sydney, dep.	Oct 17-18	Nov 14-15	Dec 12-13
Melbourne	Oct 22	Nov 19	Dec 17
Auckland	Oct 25	Nov 22	Dec 20
Suva	Oct 28	Nov 25	Dec 23
Pago Pago	Oct 29	Nov 26	Dec 24
Honolulu	Nov 3	Dec 1	Dec 29

The Oceanic Steamship Co., Matson Line, Agents.

Auckland—Fiji—Samoa—Tonga.

Per S.S. Walpahi.

Itinerary of s.s. Walpahi altered and reduced in August, owing to poor shipping business. Haapai and Vavau (Tonga) eliminated for present. Only trip announced to Sydney in mid-September was: Auckland, dep., Oct. 1; Suva, dep., Oct. 7; Apia, dep., Oct. 19; Nukualofa, dep., Oct. 14; Auckland, arrive, Oct. 19.

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

Ocean Island—Nauru Service

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

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, Nabouwalu, Baulialai, Lekutu, 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 Kaimiro which has replaced the Karetu, will leave Sydney on September 23 for Fiji, and will call at Lautoka (arr. Sept. 30), Suva (arr. Oct. 2, dep. Oct. 5), Auckland (arr. Oct. 10). Return to Sydney direct. Nukualofa call discontinued.

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

Samoan Inter-Island Service.

A.S. Makoa, 250 tons (Burns, Philp (South Sea) Co., Ltd.). Operates from Apia and connects regularly with Pago Pago, Wallis and Futuna, Tokelau, Swain, Nasau, Puka-Puka and Phoenix Groups.

Gilbert and Ellice Islands Service.

M.V. Ralum, 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.

Sydney—N.Z.—Cook Is.—Tahiti.

	Monowai.	Makara.	Monowai.
Papeete	Sep 10	Oct 8	Nov 5
Rarotonga	Sep 13	Oct 11	Nov 8
Wellington	Sep 19-20	Oct 17-18	Nov 14-15
Sydney	Sep 24	Oct 22	Nov 19
Sydney	Sep 29	Oct 27	Nov 24
Wellington	Oct 3-4	O. 31-N. 1	Nov 28-29
Rarotonga	Oct 8	Nov 5	Dec 3
Papeete	Oct 10	Nov 7	Dec 5

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

FIJI v. TONGA.

Rugby Football Match.

DURING August a team of Tongan Rugby footballers, under the management of Mr. H. Selwood, the headmaster of the Government College at Nukualofa, visited Suva to play a series of matches against the local teams. They arrived by the "Hifofua," on August 22 and were warmly welcomed by the Fiji Entertainment Committee and Mr. J. B. K. Taylor, of behalf of the Fiji Rugby Union. After several practice matches, they met the Fijian representative team and, after a hard tussle, were beaten by 11 points to nil. The match was refereed by Mr. J. Baird.

Two other test matches took place, in both of which the Fiji team was successful—by 24 to 5, and by 30 to 3. The points result of the three matches was:—Fiji 65, Tonga 8.

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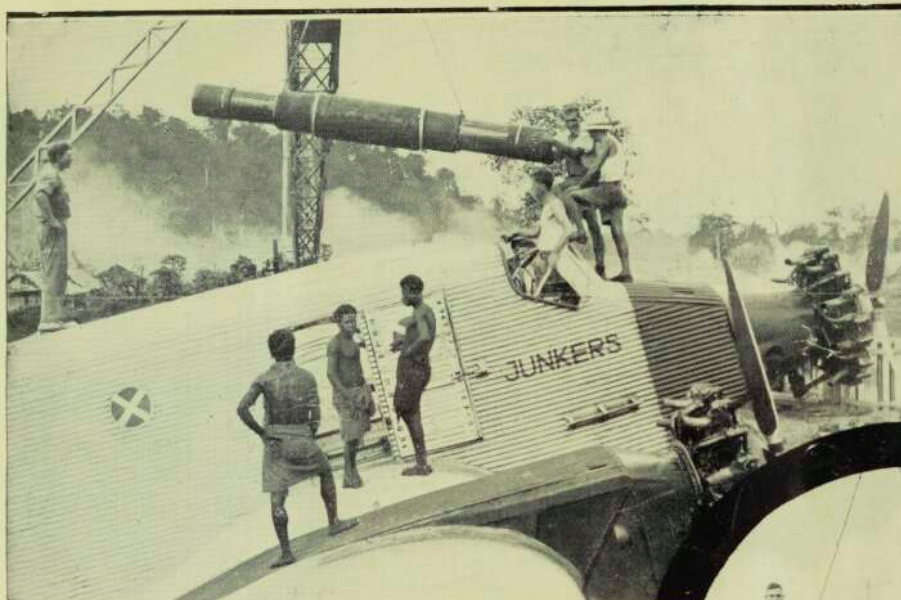
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THE PACIFIC ISLANDS MONTHLY

iii.



The Heaviest Single Piece Ever Carried by Aeroplane

ABOVE is the top tumbler shaft for the Bulolo Gold Dredging Company's first dredge being loaded into one of the tri-motored G31 Junker Aircraft operated by Guinea Airways.

It is the heaviest piece ever carried by air in the World, and weighs $3\frac{1}{2}$ tons.

The circular photograph is a close-up of the same shaft, and — graphic as it is — gives but a poor idea of the size and weight of this huge piece of machinery.



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