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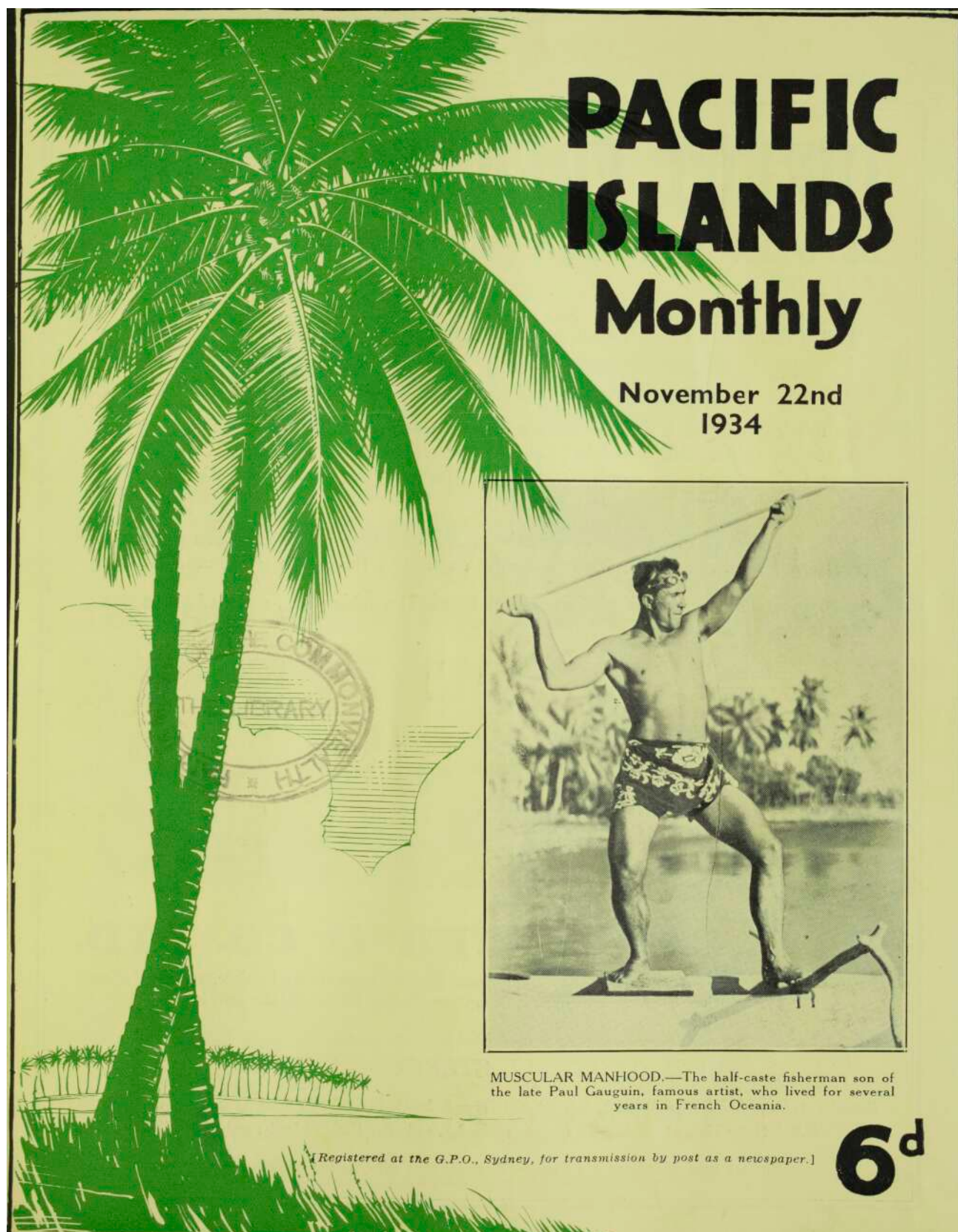
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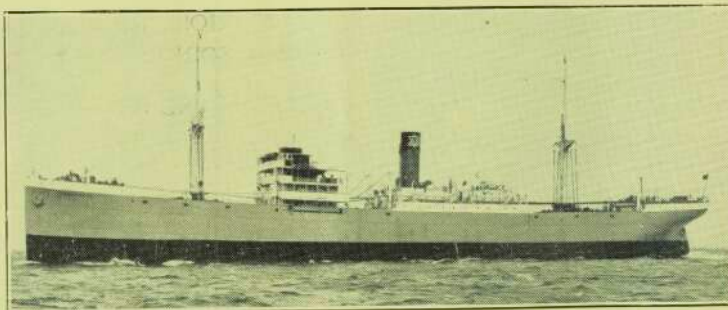
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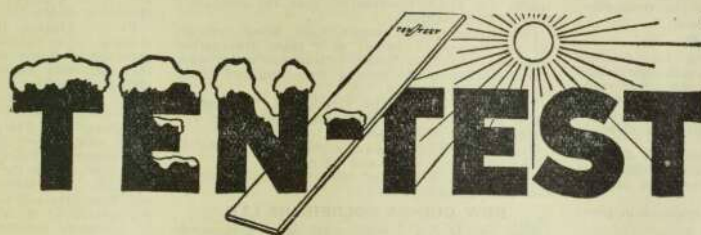
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Record N.G. Gold Output for September

THE Morobe goldfields Warden (Mr. Harold Taylour) compiled the following official report for September, covering the progress and expansion of the various companies operating on the field:

GOLD EXPORT

Gold and silver bullion exported during the month amounted to approximately 30,715 ounces valued at £A191,316. This is the highest output recorded for any one month since the commencement of gold mining in New Guinea.

MT. KAINDI GOLD

An interesting auriferous outcrop was recently discovered on the slope of Mt. Kaindi, overlooking the Golden Ridges mine. The discovery was made on a gold mining lease adjoining the property of New Guinea Goldfields Ltd. The Wau-Edie Creek road, now under construction, will pass close to the outcrop.

At this date insufficient work has been done on the deposit to permit of definite conclusions being arrived at as to the probable extent and importance of the occurrence.

A small local syndicate is now engaged in prospecting the discovery area.

UPPER WATUT AREA

Considerable attention is being paid to this area at present. Test-pits are being sunk on a number of the alluvial flats and arrangements being made for the installation of hydraulicing and hydro-electric plant.

LOWER WATUT AREA

A number of individual miners are centring their attention on the alluvial gravel of this area. Results being obtained are poor, and in many cases barely payable. This is not to be wondered at as the gold here is very fine and methods only suitable for catching coarse gold are being employed.

BITOI AND BLACK CAT CKS.

About a dozen parties remain in this area and are all more or less having a lean time owing to flood conditions experienced during the last three months. A water race is being constructed along the Bitoi to work some terraces just below the junction of the two creeks. A nozzle will be used and it is hoped that the ground though low grade will prove payable owing to an increased output.

LIMESTONE AT WAU

A replacement deposit of limestone has been uncovered by S. Barker on his Miner's Homestead Lease, Wau. Owing to lack of exposures, particulars of the deposit are not obtainable.

A trial parcel was burnt and a satisfactory grade of lime is said to have been produced. A kiln is being made on the spot for the burning and production of lime for use in gold extraction-plants using the cyanide process.

DAY DAWN SOUTH (N.G.) N.L.

No. 1 vein, 130 ft. level: No. 1 rise has been put up 30ft. in ore. Total, 45ft.

No. 1 vein, 200 ft. level: North drive has been advanced 5ft. in ore. Total, 260ft. No. 2 rise has been put up 25ft. in ore. Total, 65ft.

No. 1 vein, 340ft. level: North drive has been commenced at 45ft. in crosscut and driven 5ft. in ore. Total, 5ft.

No. 2 vein, 170ft. level: No. 1 winze has been sunk 30ft. in ore. Total, 45ft.

BULOLO GOLD DEPOSITS LTD.

Sluicing Operations: Sluicing was carried out continuously during the month. The area now being worked is on the east side of Flat Creek in Dredging Claim No. 29.

Clearing: This work is being carried on ahead of the sluicing.

Employees: The company employed four Europeans and 75 natives during the period. The health of all the employees was good.

SUNSHINE GOLD DEVELOPMENT LTD.

Baiune Water Race Construction: Race benching to a width of 7ft. 6in. was under way, and a distance of 274ft. was excavated for the period.

Wire and Kunda Bridge over Baiune River: Erection completed, and several chain lengths of track were cleared and formed, leading to the bridge.

Roadway: A roadway 700ft. in length for vehicle traffic was under construction near the company's consolidated claims.

Ono Leases: Drill camps were being erected; 'drome cleared of kumai; drill plant transported from the 'drome; and some pitting was under way.

An average of 15 natives were engaged along with two Europeans.

Undaunted Lease: The erection of trestling to carry fluming for the Undaunted water race was under way by the contractor.

Recruiting: The company's recruiter brought in 15 natives for mining and carrying.

Heavy rains fell during the month and retarded the work generally.

NEW GUINEA GOLDFIELDS LTD.

Edie No. 1: No. 3 level, west drive from north cross-cut at 790ft. was advanced 85ft. to a distance of 225ft. Rise from No. 3 level, west drive, south cross-cut at 603ft. commenced and advanced to 21ft. from rails.

Edie No. 2: No. 4 shaft was sunk a further 48ft. to a depth of 504ft. Diamond drill chamber in south cross-cut from water race adit was completed, size 30ft. by 11ft. Rising for blocking out ore 139ft.

Karuka: Haulage cross-cut, to connect with No. 4 shaft, was commenced and advanced 11ft.

DAY DAWN (N.G.) LTD.

B Level, 140ft. level: No. 8a rise has been put up 15ft. through to the surface. Total, 115ft.

No. 1 level, 210ft. level: Footwall drive cross-cut has been put in 35ft. Total, 65ft.

Intermediate level, 270ft. level: Main south drive has been put in 15ft. Total, 685ft. Cross-cut west from main south drive at 662ft. has been put in 4ft. Total, 20ft.

Slope No. 1-5a rise has been carried along in ore for a length of 27ft. at an average width of 8ft. to an average height of 55ft. above the floor of the level.

Slope South from No. 2 north rise has been carried along in ore for a length of 25ft. at an average width of 5ft. to an average height of 60ft. above the floor of the level.

No. 2 Level, 310ft. level: Main south drive has been driven a further 15ft. south from cross-cut west at 230ft. and also driven north a further 37ft. connecting through to the old main south drive at this point. Total progress for month, 52ft. Total distance, 250ft.

Slope No. 2a rise south has been commenced and carried along in ore for a length of 30ft. at an average width of 8ft. to a height of 18ft. above the floor of the level.

Milling: No. 1 mill ran 376 hours and crushed 588 tons. No. 2 mill ran 368 hours and crushed 600.25 tons. Making a total running time of 744 hours and total tonnage crushed 1188.25 tons.

Ore Raised in September: B level, 140ft. level, 263.9 tons; No. 1 level, 210ft. level, 115.8 tons; intermediate level, 270ft. level 444.9 tons; No. 2 level, 310ft. level, 363.65 tons. Total, 1188.25 tons.

BULOLO GOLD DREDGING LTD.

Air Transportation: 238 tons of freight were delivered to Bulolo and Bulowat aerodromes during the month, also 33 white and 54 native passengers were carried. The U.O.V. machine was taken into the workshops for complete overhaul on September 10. The fact that there was only one machine in operation for the greater part of the month, coupled with the continued wet weather, resulted in fewer trips for the month.

Dredge Operation: The four dredges were operated continuously throughout the month and recovered a total of 16,237 ounces from the 930,100 yards dredged.

Baiune Power Project: It is now expected to complete the race and pipe line about the middle of October. Approximately 26 whites and 250 natives are engaged on this work. The installation of the power-house plant is well in hand, and it is expected to have at least two units operating about the beginning of November.

Placer Arnolds Property: As anticipated the sluicing plant operations were retarded through shortage of water as practically all the water in the race was required for operating the power plant. Together with boxing operations on the upper portion of the property 2521 cubic yards were treated and yielded 188 ounces of gold.

Drilling and Testing: Both 'Keystone' power drills were worked double shifts testing throughout the month at Bulolo and one hand drilling plant was operated on the Bulwa end of the property.

Health: The Medical Officer reports the following cases treated in hospital during the month: Europeans, 6; natives, 62. The natives included 15 dysentery patients and a number of cases of influenza.

KORANGA GOLD SLUICING LTD.

Two nozzles operated on day shift, one on wash and the other on overburden. Progress on tail-race from Bulolo is proceeding satisfactorily. Electric light plant is functioning well. The health of European staff and native employees was good. A further area of native foodstuffs has been planted.

MACDHUI IN A FOG

THE Islands steamer Macdhui, approaching Sydney Heads on the evening of October 23, had an unenviable experience. The whole of the coastline was suddenly enveloped in a thick fog, which blanketed out headlands, lights, and everything.

Captain Rothery immediately took his vessel several miles out to sea where he made soundings and blew his fog-horn continuously. He crept slowly nearer to the coast, noticed a light on a headland and crept in closer, only to discover that he was at a point south of Bondi, and several miles south of the Heads. He immediately went to sea again; and at about 9.30 p.m. the fog began to lift and the steamer got through the Heads safely about 10 o'clock.

Some of the newspapers the following day announced sensationally that the Macdhui was almost on the rocks at Tamarama Bay (South Bondi); but Captain Rothery replied with a flat announcement that the ship was never in danger.

Mr. Harry G. Nolan, well-known medical assistant in New Guinea, died at Edie Creek in October. Born in Tasmania in 1896, he went to N. Guinea with the Military Forces in 1918, and was later transferred to the Public Health Department of the Civil Administration. In 1927 he resigned, and for a time owned a hotel in Tasmania. Early in 1933, he returned to the Territory and was medical assistant at Pondo estate. Subsequently he rejoined the Administration, and in July last was granted leave to take charge of the medical department of New Guinea Goldfields Ltd., at Edie Creek, where he died on October 5.

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

3

PACIFIC TRAVELLERS

PASSENGERS PER MALAITA WHICH ARRIVED IN SYDNEY FROM SOLOMON ISLANDS AND RABAU, N.G., ON OCTOBER 28: Messrs. Button, Courtney, Elder, Farrell, Greer, Grant, Kelley, Kennedy, Lucas, Mather, Mason, Rankin, Shearwin, Stevenson, Turnbull, Turner, Tribolet, Taylor, Bishop Wade, Waite, Waters, White; Mesdames Button, Cattell, Greer, Kelley, Kennedy, Mason, Monckton, Taylor, Turnbull; Misses Bakewell, Button, Jamieson (2), Milne, Sim, Simons, Weatherill.

PASSENGERS PER MONTORO WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON OCTOBER 17: Messrs. Adams, Anderson, Atkinson, Allison, Bannigan, Beale, Barker, Bird, Bilton, Carey, Curry, Cleland, Cummings, Dunne, Eve, Emery, Fryer, Farthing, Falconer, Goodman, Moon, Montgomery, Mitchell, Keown, Karius, Moen, Montgomerie, Owen, Pryke, Pellizzaro, Ross, Richards, Stanley, Stein, Shaw (2), Templeton, Tinnion (2), Watkins, Westhoven, Walker; Mesdames Ashby (2 infants), Blandon, Beale, Baldie, Fox, Gluyas (and infant), Karius, Moen (and infant), Monck, Pryke, Ross, Turner, Watkins; Misses Fox, Reynolds, Dr. Phillis Anderson.

PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM NORFOLK AND LORD HOWE ISLANDS ON OCTOBER 8: Mr. and Mrs. R. T. Andrew, Mr. A. Baker, Mr. J. A. Bowman, Mr. W. M. Bradshaw, Mrs. V. T. Brown, Mr. and Mrs. G. E. Crouch, Miss J. Dunlop, Mr. N. M. Dunlop, Mrs. K. Elliott, Mrs. E. K. Evans and infant, Mr. J. Henderson, Miss K. Hodges, Mrs. A. E. Menzies, Mr. H. S. Newbery, Miss A. O. Oleson, Misses E. and O. Proud, Miss A. W. Starkey, Mr. E. T. Syder, Mr. R. Slade, Mr. W. V. Tully, Mr. C. E. Turnbull, Miss L. R. Woodward.

PASSENGERS PER MARIPOSA WHICH ARRIVED IN SYDNEY FROM FIJI ON NOVEMBER 5: Mr. S. H. Ellis, Miss S. Ellis, Master J. Ellis, Mr. E. Fazin, Miss D. Fountain, Mrs. E. Kenyon, Nurse G. Morrison, Mr. and Mrs. L. Nettelford, Rev. Bishop Nicolas, Mr. and Mrs. A. H. Russell, Mrs. K. Snodgrass, Miss P. Snodgrass, Mr. and Mrs. W. W. Warden, Master B. Warden, Miss A. Warden, Mr. and Mrs. R. Branster, Master R. Branster, Misses M. and B. Branster, Miss M. Broadbribb, Miss A. Burns, Master Colin Burns, Mr. and Mrs. Caldwell, Master W. Caldwell, Misses M. and B. Caldwell, Mrs. E. M. Coleman, Mrs. E. Connor, Master A. E. Connor, Miss B. Crabbe, Miss E. Felch, Mr. V. Jackson, Mr. O. J. Jones, Miss B. Jones, Mrs. E. Montgomery, Mrs. J. Nicholson, Miss J. Nicholson, Mr. N. S. Nilsson, Mr. T. Pethybridge, Mr. Wilkinson, Mr. C. W. Yee.

PASSENGERS PER MALAITA, WHICH SAILED FROM SYDNEY FOR SOLOMON ISLANDS ON NOVEMBER 5: Rev. Bro. J. Auger, Mr. A. Ashton, Master Ashwell, Messrs. J. Bourke, L. Bourke, Dr. R. H. von de Borch, Mr. Bearup, Rev. Butcher, Messrs. H. C. Beaver, J. A. G. Bragg, W. N. B. Boland, T. C. V. Blakey, Birtlett, P. Carroll, J. Carroll, E. Chater, J. W. Carter, E. Caldwell, L. A. Considine, Rev. Chadderton, Messrs. A. Chapper, W. Coghlan, A. W. Dodds, J. Downs, Rev. Dewdney, Messrs. G. Davis, A. G. Davis, J. H. Edwards, J. English, A. P. Evensen, Callet, Rev. Father Guivarch, Messrs. E. A. Guinan, C. T. Grantley, C. Heyward, B. G. Hall, Dr. Headon, Messrs. E. Hadley, Hargrave, R. Johns, A. C. Jones, J. James, R. E. Kudung, Kleinschmidt, G. Kerr, R. Letton, Rev. Father J. B. Lang, Messrs. A. T. Lovell, H. G. Murray, L. A. Maguire, A. M. Mitchell, C. McArthur, G. Marchant (Syd. Bris.), H. Nicholson, H. Price, Richards, J. W. Rutherford, G. Reece, F. G. Rose, C. Reason, H. L. Stower, R. Sheenan, Master B. Spiller, Messrs. A. M. Sinclair, H. M. Scott, J. Traves, W. H. Taylour, A. Thomson, S. N. Wiltshire, R. Wright, C. C. Wormald, H. T. Wyatt, W. E. Wyatt, G. Wild, J. Wallace, A. D. Williams, J. H. Wagstaff, C. Wightman, Mesdames D. Anderson, Ashwell, R. H. von de Borch, G. Baker, R. Bunting, E. Chater, V. Cook and child, Chatterton, F. I. Corkin, A. P. Evensen, Guinan and 2 children, E. Hadley, D. G. Irvine, Lyall, N. Potter, S. Parry and 2 children, J. W. Rutherford, H. Sherman, D. G. Sinclair and 2 children, Traves, Wardrop, Wardrop and 2

children, Wyatt and child, A. D. Williams and 4 children, Misses M. S. Berryman, D. Corkin, N. Evers, V. Faulkner, Rev. Mother J. M. Ferriere, Misses E. Healy, J. Jackson, V. Kershaw, Rev. Sister R. A. Lavolette, Miss G. Mulcaster, Rev. Sister M. Margerand, Misses I. Minnis, J. Osborne, Osborne, D. Spark, Rev. Sister C. E. Segand.

PASSENGERS PER MORINDA WHICH DEPARTED FROM SYDNEY FOR LORD HOWE AND NORFOLK ISLANDS ON NOVEMBER 10: Messrs. A. S. Bradshaw, Brockhoff, D. W. Bremner, F. E. Chase, J. Cunningham, R. D. Green, W. T. Greig, R. Hickman, D. R. Johnston, Macken, S. Paul, H. E. Pither, J. A. Plant, G. Richard, Lieut. Stevenson, Messrs. A. H. Tregear, A. P. Timmony, T. W. Watson, Mesdames R. Brown, Bradshaw, F. E. Chase, Cameron, A. W. d'Ombain, Green, W. T. Greig, D. R. Johnston, M. Lawton, Macleay, Paul, Richard, F. P. N. Solling, Tregear, M. Taylor, Misses N. Brockschire, D. Cavell, George, C. F. Guot, O. B. Knox, Edith Menzies, Ethel Menzies, S. Mortlock, A. Maddien, D. Nelson, G. Pither, F. Phillips, B. Todd, F. Taylor, E. Wood.

PASSENGERS PER MACDHUI, WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON NOVEMBER 8: Messrs. Oignell, Bourne, Dawes, Green, Hobbs, Harrison, Humphreys, McMaugh, McBride, Quintal, Robinson, Robertson, Rowley, Synes, Father Simler, Mesdames Ashley, Hobbs, Harrison, Humphreys, Phillips, Rixon, Rooke, Symes, Waring, Misses Ashlye, Halloran, Holmes, Fitzgerald.

N.G. AIR LINER IN FLAMES

Two Hurt and Native Killed When Canberra Crashes

THE first serious aviation accident that has occurred on the New Guinea goldfields for a considerable time happened on November 2, when the Canberra, owned by Holden's Air Transport Services Ltd., crashed in the Markham Valley, Morobe district, and was burned to a charred mass of wreckage.

Pilot S. Sutcliffe and his passenger, Mr. Frank O'Connell, both received dangerous burns and a native was burned to death.

When attempting to land at Kaiaput aerodrome, on the upper reaches of the Markham River, Pilot Sutcliffe swerved to avoid a Guinea Airways plane piloted by Mr. Kosh, and struck a building of the Lutheran Mission. The liner burst into flames and pilot and passenger barely escaped with their lives; the native was unable to free himself from the wreckage and was incinerated.

The Canberra, a 10-passenger D.H.-61 machine, had been in commission on the New Guinea goldfields, carrying passengers and freight, since May, 1930. It was taken to New Guinea by the late Mr. Lea Holden. Prior to that, Mr. Holden and his Canberra had become famous for having found and rescued Kingsford Smith and Ulm, when they were lost and in distress in North-west Australia.

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Page	Page
Antinea Drug Co. 29	Electrolytic Zinc 68
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Arnott's Biscuits 43	Excel Battery Co. 2
Ashton, Mrs. J. 49	Excelsior Supply 34
Aspro 40	Exceltron 59
Ausoline Co. 15	Fairbanks Morse 59
Bank of N.S.W. 26	Fairfax & Roberts 12
Bailey, W. D. 18	Fay, Edward 21
Barker College 30	Fletcher & Sons 13
Barnes, Jas. 64	Flexibo Lighting 63
Bender, E. H. 37	Flynn, Mrs. W. 17
Berger's Paints 58	Ford, W. M. 48
Better Brooms 54	Fostars Shoes 47
Blau, Julius 54	Foster & Sons, Geo. 56
Bode, R. R. 61	Fryer, A. C. 56
Breckwoldt & Co. 40	Gardiner, Ltd., Joe 27
Bridge Bird Shop 61	Garrett & Davidson 41
Brit. A/sian, Petrol 32	Gillespie's Flour 27
Broomfields, Ltd. 65	Glebe Eng'g. 22
Bruce, Robert 58	Gleniffer Engines 49
Brunton's Flour 32	Goshen P. Hospital 22
Bullivants 56	Grahame, C. 28
Burns, Philp & Co. 4	Great Southern Hotel 12
B.P. (S.S.) Co. 53	Gregory, A. 38
B.P. Magazine 18	Guinea Airways iii
Burnside 40	Hallstrom, E. 20
Burton, F. W. 62	Halvorsen, L. 69
Buzacott, Ltd. 24, 39, 57	Harkness & Hillier 19
Capell, J. 29	Harper, M. 32
Carpenter, W. R. ii	Henly's 27
Carpenter, & Sherack 49	Holbrooks, Ltd. 35
Chapman Eng. 63	Holden's Air T. 72
Christies, Ltd. 63	Horden Bros. 55
Close, W. J. 21	Hotel Australia 51
Coleman Quicklite 13	Hotel Mansions 53
Coral Starch 23	I.C.I.A.N.Z. 57
Cotte's Passiona 26	Interstate Teachers 16
Cowles & Dunn 60	Jones, A. 36
Crockett & Corke 41	Kelvin Engines 17
Cropleys 23	Kennedy's D.Y.S. 39
Dawson & Row 70	King George Whisky 49
Delicia Food Co. 46	Kookaburra Prod. 3
Diamond, R. R. 59	Kopsen & Co. 32
Doans 65	Kriesler 19
Dye & Co., A. W. 68	Krump Harness 37
Eaton, Ltd., John W. 53	Lane and Girvan 37

Contents

Page	Page	Page	Page
Pacific Islands Travellers 3	British Versus German Interests in New Guinea 5, 6	B.S.I. Identities—A Cartoon 36, 37	Kwata Mission and Trading 38, 39
Japanese Poachers Fined at Rabaul 7	New "Minister for the Islands" 8	Rattan Cane Industry in T.N.G. 43, 44	Failure of Tung Oil Culture in Pacific 45, 46
Late News for Islands 9	Fiji's Gold 9	Solomon Is. News 47	Cook Is. Notes 52
Tropicalities 11	About Islands People 12, 13	Japan in the South Seas 53	Fashion Hints for Islands Women 54, 55
"Tibby-Pacific" 14-16	Fiji-Indian J.P. 17, 18	Samoan News 56, 57	Fiji's Reply to Australia's Banana Taxes 58, 59
N.D.L.'s N. Guinea Plans Attacked 19, 20	The Journalistic Hand Springs of a Church Editor 21, 22	Thursday Is. Notes 61	Quinine Blindness 64
Mariner, of Tonga 24-27	Capt. A. Middenway Leaves B.S.I. 29	Islands Gold Mining Notes 85	Missionaries or Anthropologists 66, 68
Bulolo Gold 30	Should Fiji Governor Be Also H.C. for W.P.? 31-33	Market Quotations 69	Exchange Rates 70
		Shipping in the Pacific 71, 72	

Page	Page	Page	Page
Leddicott 28	Norco 16	Ruston & Hornsby 44	Thornthwaite, H. G. 49
Lessey's D.Y.S. 12	Northey, W. 14	Salvage Stores 19	Tillock & Co., Ltd. 49
Leston Mig. Co. 62	Noyes Bros. 21	Scott & Sons 66	Tilly, J. E. 41
Link Belt Co. 62	Pacific Hotels 2	Selby, H. B. 13	Titon 60
Littlewood 61	Paine & Co. 45	Sellers, Ltd. 38	Tooth & Co. iv
Lloyd's Teas 66	Palings 24	S.K.F. Ball Bearing 20	Tudor Hotel 15
Lone Hand Soap 52	Pike Bros. 34	Sioman 66	Tyrrell's Museum 55
McIlraith's Ltd. 15	Piezall 54	Smith & Giuyas 68	Twenty-one 26
Martins D.Y.S. 31	Prescott, Ltd. 63	Smith, Geo. F. 17	Victor Chemical 66
Maxwell, Porter 31	Ransomes, Ltd. 25	Spar Trading 54	Vincent's A.P.C. 20
Moran & Cato, Ltd. 28	Rasmussen 48	Springwood L. Col. 66	Wallarunga Mansions 69
Mortein 41	Reid, W. M. 25	Squilltox 42	Wallis, J. B. 45
Mungo Scott, Ltd. 35	Releigh, W. 23	Standard Drug 64	Ward, L. A. 49
National Dis. 45, 48	Robinson, J. 25	Sterling Varnish Co. 70	Wearnes 61
N.D.L. 71	Rohu, Sil 25	Sterling Varnish Co. 11	West, H. 48
Nelson & Robertson 58	Rolls Razor 18	Stott's College 36	Weymark & Son 36
New Brit. Express 46	Rosebery Eng. 46	Swallow & Ariell 22	Williams, W. H. 16
Newington 14	Royal Packet N. Co. 3	"Talkeries" 47	Wills, W. D. & H. O. 30
Newton Rapid 14	Royale Soap 56	Taubman's Paints 31	Wright & Co. 29
Nolan, Spencer 49	Russell, S. 38	Thompson's Eng. 52	Wunderlich, Ltd. 14

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

5

The Pacific Islands Monthly

THE NEWSPAPER-MAGAZINE OF THE SOUTH SEAS

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BRITISH VERSUS GERMAN INTERESTS IN NEW GUINEA

THE decision of the Norddeutscher Lloyd Company to run a new line of ships through New Guinea has stirred into much liveliness a situation that always has been attended by a certain amount of ferment—namely, German shipping activities in the Mandated Territory of New Guinea. The matter now is receiving the attention of the Australian and Imperial Governments.

Three former German colonies in the Pacific are now held under the Mandate system—Australia has New Guinea, Japan has the Marshalls and Carolines, and New Zealand has Western Samoa. The same authority—a "C" Class Mandate—operates in each case; and the essential clause therein is Article 2:

"The mandatory shall have full power of Administration and Legislation over the Territory, subject to the present Mandate, as an integral portion of (name of mandatory) and may apply the laws of (name of mandatory) to the

Territory, subject to such local modifications as circumstances may require . . ."

The three mandatories named have placed each its own interpretation upon that clause. Japan has made the Marshalls and Carolines a close preserve for the settlement and trade of her own nationals—European ships, traders, and even casual travellers are sternly warned off. New Zealand has not closed the door into Samoa in the same manner; but no foreign ships trade coastwise in Samoa, and the Samoan tariff gives a very substantial preference to British goods.

In New Guinea, on the other hand, Australia has displayed an extraordinary generosity. At first, the terms of the Australian Navigation Act were imposed, giving a rigid preference to Australian ships; but this operated so harshly against the Territory's interests that it was withdrawn, after lengthy inquiry, some ten years ago, and then Australia

went to the other extreme, and allowed the ships of all nations to enter the New Guinea transport trade.

The most notable effect of this latitude was the development of the German shipping business. The little Bremerhaven began to run between Hongkong and New Guinea ports, taking away copra and bringing back goods of German, Japanese, and Chinese manufacture. Australian trading interests did not like the development, but three separate influences supported the Germans—the Lutheran (German) mission stations, which export a good deal of copra; the large and growing Chinese trading community which brings in much merchandise from the East; and a section of the British population, which argued that the German ship was the only protection they had against the monopolistic power of Messrs. Burns Philp and Co. Ltd. and Messrs. W. R. Carpenter and Co. Ltd. So the Bremerhaven remained on this run, and presently it was joined by the Friderun; and now it is arranged that those two little steamers shall remain in the group as "feeders," and that two 6000-ton motor vessels shall inaugurate a new N.D.L.

service between Australia and Hongkong, calling regularly at Salamaua and Rabaul.

The most extraordinary feature of this period of N.D.L. activity and development is that Australia left the trading field wide open—there is a tariff, but it is only a revenue tariff, and gives no preference to British or Australian goods. Australia, notoriously a country of high protection, allowed free trade in New Guinea!

Apart altogether from strategic considerations, Australia's interests in the Pacific Islands are substantial and valuable—that is recognised officially in the fact that the Commonwealth pays a large annual subsidy to Messrs. Burns Philp and Co. Ltd. for the maintenance of regular mail and passenger services. Australia's Islands trade would have suffered a severe set-back, as a result of the copra market disorganisation, had it not been for the discovery and development of the gold industry. The new goldfields have been proved and exploited largely as a result of Australian activity and enterprise. Furthermore, Australia has far more at stake in New Guinea than is represented by the investments of trading firms and shipping companies. The Commonwealth originally provided the finance necessary to enable large numbers of Australians to acquire and develop plantations in the Mandated Territory; and, when the depression came, and the planters were not able to keep up their repayments to the Commonwealth, the latter granted a moratorium, which is still in existence. The sum due by the planters to the Commonwealth is about £2,500,000; and Australia at the moment is allowing the New Guinea planters to have the use of that sum, free of cost. As a matter of fact, it is very unlikely that the money ever will be repaid—there probably will be a revaluation and a writing-off. But that does not alter the fact that a large proportion of the private planting industry in New Guinea was financed by Australian public funds. Similar considerations may apply, perhaps, in connection with the two big Australian trading firms; they also financed planters liberally in the good years, and have given them substantial concessions in the depression period, and they also have very large sums at stake in the Territory.

In this connection, it is worth noting that New Guinea planters who are in debt to the big firms do not consider it politic to ship or trade with the German

line. That may be the inspiration of a suggestion, said to be now under consideration, that the Australian moratorium should extend only to those planters who make use of British ships.

Why should Australia, in the circumstances described, permit other nations to come in and enjoy the trade which she herself has created and protected? There is much to be said in favor of free trade; but in the last two decades the whole world has gone crazy — "economic nationalism," as expressed in unsurmountable tariffs and indefensible subsidies, has forced even that pillar of international trade freedom, Great Britain, to impose a protective tariff, and seriously to consider a policy of subsidising the red ensign. By far the most embarrassing problem before the Commonwealth Parliament to-day is the need for finding markets for Australian products, so that Australia can meet her overseas debt commitments. Why should Australia, faced with an unbroken and virtually unbreakable barrier of "economic nationalism," permit free trade in New Guinea?

The surprising thing is not that Australia is now planning action to block the N.D.L. enterprise, but that for so long she has permitted that enterprise to continue. Her toleration apparently has been the result, partly of a quixotic interpretation of the Mandate, and partly of a fear on the part of the Territory people that, if they become more definitely a part of the Commonwealth, they may have to submit to some of the Australian industrial laws which obviously would cause chaos in New Guinea.

The action that the Commonwealth Government is being urged to take is not directed necessarily against Germany. As a matter of fact, one finds, even among those who most strongly urge the greater protection of Australian interests, a very real sympathy with the situation in which the Germans are placed. They came late into the world as colonisers, but, by energy and genius, they acquired valuable colonial territories; they lost those territories in the war which German militarism forced upon the world; they suffered the penalty, and now a re-born and vigorous Germany is eager to engage in international trade; Germany cannot buy foreign goods unless she sells her own goods and services, which include shipping; and her attempt to establish this new Hongkong-Australian service has, from the international point of view, every economic justifica-

tion. If the German nation is to be a factor in future world trade—and it must be—the German shipping and trading interests must dig in somewhere.

But, unhappily, this New Guinea shipping and trading difficulty is not merely a matter as between Britain (or Australia) and Germany; it is part of a world-wide problem, and must be treated as such. It would be sheer foolishness for Australia to grant privileges to the German shipping line, while the British Empire, as a whole, is fighting against a world of hostile tariffs and subsidies. If concessions are to be given to Germany, they should be part of an Imperial plan.

There is no real need for the German shipping services in New Guinea—the available British services are ample for all requirements. There is no doubt that the running of the new German motor-vessels between Rabaul, Salamaua, and Australia will take away considerable trade from the British lines. Why, in view of all the circumstances, should that be permitted? New Guinea probably will mention the "monopoly of the big firms." If there is an oppressive monopoly in that direction, that surely is a domestic matter for the consideration of Australia; and should not be allowed to interfere with the adjustment of the much larger and more important Imperial problem.

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

7



Miss Betty Bunting, the charming daughter of the Hon. A. H. Bunting, of Samarai, Papua, who recently announced her engagement to Mr. Reg. Prevost, a popular young Sydney architect.

—PHOTO. BY MONTE LUKE.

AS DECK CARGO

Guinea Airways' Huge 'Plane Shipped to Lae

WHEN the Macdhui left Sydney for New Guinea on November 8, she carried on specially constructed decking, aft of the main deck, the large new Ford aeroplane which arrived in Sydney from England in October for Guinea Airways Ltd., and which will enter the goldfields transport services.

Originally it was intended that Mr. Eric Chater, one of Guinea Airways' pilots, should fly the machine from Mascot to Lae, New Guinea, as the Macdhui's hatch was too small to take the fuselage—46 feet in length. Eventually, however, the machine, packed in three giant crates, was taken to the wharf; and the crates were loaded aboard the vessel as deck cargo—one behind the main deck, one behind the stern hatch, and the third on the port side at right angles to the others.

It was a difficult job—the crates stretched from gunwale to gunwale—but the Macdhui left on time with the huge crates securely fastened in place.

The huge aeroplane will be assembled at Guinea Airways' workshops at Lae, New Guinea.

Guinea Gold, N.L., to Examine Lakekamu

A LARGE staff of technicians, drillers, and labourers with full equipment, has been despatched to the Lakekamu field, Central Papua, by Guinea Gold, N.L., to make an expert examination of the large area recently taken up on behalf of the company by Mr. Nason Jones.

THE LAW'S DELAY

(As told to Isabel Gullett by J. F. Thomson, of Greytown, Wairarapa, N.Z.)

ACT I: Elderly native of Rarotonga, Cook Islands, being widowed for the second time, decides to try his luck with a Tahitian bride. He sends the passage money to Papeete—thus defying the immigration laws. The girl arrives promptly, and goes to live with the old man.

ACT II: Police arrive, explain to groom that he has committed a breach of the law in living with the girl. He apologises, stating that he was simply testing the lady's capabilities as a housekeeper. He is satisfied, and will be married the next day.

ACT III: Wedding bells—happy ever after—but—

ACT IV: Following day the bride decamps with a younger lover.

ACT V: Two days later. The bridegroom issues divorce proceedings, and is himself in the toils of the law for importing a bride from Tahiti.

ACT VI: Four days later. The High Court, presided over by the Administrator, Mr. Ayson, dissolves the marriage and decrees that the petitioner pay the bride's passage back to Tahiti.

ACT VII: Next day. The bride departs, her role in a few days having been fiancée, bride, eloper, respondent, and deportee. The old native also has had his share of the limelight, being lover who

paid the passage money, groom, abandoned groom, both defendant and petitioner in the High Court, and once more (this time compulsorily) a source of revenue for the shipping company.

Time occupied: 10 days.

Cost of proceedings: £1/5/-.

—From "Ink," 1932.

B.P. TIMETABLE

Rearrangement Still Under Consideration

DETAILS were given in the October issue of the Pacific Islands Monthly of the proposed reorganization of the Burns Philp steamer timetables, as they affect the Western Pacific. The firm was anxious to bring these alterations into operation at an early date; but it had first to secure the approval of the Commonwealth Government.

The Commonwealth Government felt it necessary before reaching a decision to consult a large number of interests that were likely to be affected by the changes—particularly Papua, New Guinea, Norfolk Island, New Hebrides and Solomon Islands. This has involved considerable delay and it became apparent late in October that there was no hope of finality being reached before the end of the year.

That appears to be the position at the moment. Meanwhile Messrs. Burns Philp & Co. are conducting their services according to the old timetables.

Japanese Fined For Poaching

THE detention of the Japanese schooner Yocikune Maru in Admiralty Islands in September resulted in 24 Japanese, including the master, Shumpe Gomi, appearing in the District Court at Rabaul on October 23, for alleged breaches of the immigration and fisheries ordinances. The master also appeared on six charges of breaches of the fisheries, customs, quarantine, and immigration ordinances. The defendants pleaded guilty to all charges.

One of the charges against the master

was that he had taken 697 trochus shells under the minimum size permitted by law.

Evidence was given that as an offset to the depressed state of the copra industry, several planters in Admiralty Islands were co-operating with the natives in establishing fisheries on a number of reefs with a view to preventing the extinction of trochus shell.

Each defendant was sentenced to six months' imprisonment, and fines totalling £1,800 were imposed. In announcing his decision, the magistrate said that relevant laws, especially the quarantine and immigration ordinances, provided for heavy penalties, and, in view of the apparent deliberate breaches by defendants, he regarded the offences as serious.

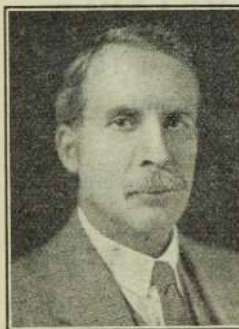


Left: The bow of the captured sampan. Right: Some of the Japanese crew, on the deck of the sampan, under guard by New Guinea police boys.—Photos. by Mr. T. K. Colquhoun, Manus, T.N.G.

NEW "MINISTER FOR THE ISLANDS"

Senator Sir George Pearce

THERE is a new Minister for the Australian Islands Territories (Papua, New Guinea, Norfolk Island, Nauru)—Senator Sir George Pearce. This is the fourth in four years. Mr. J. B. Chifley held the job while the Scullin Government was in office; Major C. W. C. Marr took charge of "Islands" when Mr. Lyons came into power, but handed the duties over to Sir Harry Lawson early in 1934; and now, with the new Government, there is another change, and



Sir George Pearce.

Sir George Pearce is to deal with Islands affairs.

So little importance is attached to this particular Ministerial duty that none of the newspapers gave the name of the gentleman to whom "Islands" had been allotted, and we ascertained it only by inquiring in Canberra.

Sir George Pearce had charge of Islands affairs, as Minister, a good many years ago, and it is said that then he took a very keen interest in this particular department.

Fiji's Tenth Show

Australia Misses an Opportunity

SUVA, October 15.

OPENED by the Governor on October 8, Fiji's Tenth Annual Show was well up to expectations and attracted a large crowd.

Welcoming His Excellency, Sir Maynard Hedstrom spoke of the encouraging increase in entries by Fijians in the Agricultural section. Three years ago there were 27 entries, he said, now there were 50.

In reply, Sir Murchison Fletcher paid a tribute to the work of the Department of Agriculture, especially to Dr. H. W. Jack and Mr. A. B. Ackland, for their work in connection with the Show. After opening the Show, His Excellency presented Sir Maynard Hedstrom's Cup for the best district display to Mr. Meek, of the Navuso Agricultural School.

In the Industrial section were several exhibits of goods from Canada. Australian manufacturers were poorly represented, however, and it seems that they are either too indolent or complacent to seek our growing trade.

The outstanding exhibit was the Colonial Sugar Refining Company's display of a model cane field, surrounded by many varieties of cane grown in Fiji. Another fine exhibit was arranged by the Agricultural Department.

This year's Show, falling within a few

days of the 60th anniversary of the Colony's annexation by England, made apparent in a convincing manner the progress made by Fiji during the last 60 years.

THE PRICE OF COPRA

FROM a Solomon Islands planter:—

"On October 20 I received the following from Messrs. Carpenter: 'We are pleased to quote you £5/15/- per ton for copra (smoke-dried) delivered at our wharf.' Messrs. Burns, Philp paid £2/18/- for copra that same day.

"If I freight copra in, I am credited 15/- per ton by B.P.'s. If B.P.'s own vessel calls, and picks it up, I am debited £1 per ton freight. It is all very puzzling!"

652 JAVANESE LEAVE NEW CALEDONIA

From Our Own Correspondent.

BOULOU-PARI, Sept. 27.

THE Van Rees left Noumea on September 7, with 652 Javanese coolies. There was a large crowd to see her depart at noon. After the various bells had been rung, farewells taken and the Javanese coolies in the steerage had showered a quantity of loose coin on their laughing comrades standing on the wharf, who vied with one another in picking it up, the ship still remained stationary. When it was nearer 1 p.m. than 12, M. Maryn, Inspector Hollandaise de Travail, arrived, and the vessel left without further delay. He had kept the steamer waiting in a manner that was regarded as inexcusable, and the other saloon passengers made a sharp demonstration against him as he went up the gangway.

Though the Van Rees took away this large number of coolies she only brought 175 from Java, which was insufficient to meet the applications already sent in. A new convoy is expected to arrive on November 7, and, it is anticipated, they will all be applied for before the end of October.

The new arrivals take some breaking in, but when well trained they make very good servants and plantation workers—they are mostly on five year contracts.

A resident who has a charming home in Noumea had an ancient native *tabou*. This curio was a couple of centuries old, and was placed against a tree in the drive. One Sunday morning as he wandered about the garden the owner missed this ancient curio and questioned a new arrival as to its whereabouts. To his horror he found the treasure had been chopped up to light the morning fire. This native relic had been in his family's possession for 45 years and he would not have parted with it for a large sum of money.

NO HONOUR WHERE HONOUR IS DUE

Thomas Griffiths' Claim to Knighthood

THERE has been sharp comment on the manner in which the Federal Government allowed that very successful Pacific Administrator, Brigadier-General T. Griffiths, to retire from his work in New Guinea and disappear into private life in Australia without any notable word being said in recognition of the splendid service he has given to the Commonwealth.

General Griffiths was the first military Administrator of New Guinea; subsequently he served the Commonwealth in various capacities, particularly as Administrator of Nauru and as a commissioner dealing with Pacific affairs; and there is no doubt that his splendid work at Rabaul in between 1932 and 1934 brought tranquillity to a territory that had been seething with unrest and discontent.

If ever a man deserved the recognition of good service that is conferred by knighthood it is Thomas Griffiths. But because he loathes the limelight and is in no sense a political "tuft-hunter," he has been allowed to go off to his quiet Melbourne home without any outstanding reference being made to his most creditable record. Presumably, all sorts of people of no real consequence will be adorned with titles within the next few months; but the claims of General Griffiths probably will be overlooked, unless someone stirs up the politicians to the need for doing the right thing.



French doctors and officials subjecting Javanese coolies to the usual close scrutiny before they are allowed to land from the Dutch steamer "Van Rees" at Noumea, New Caledonia. The coolies parade naked and the doctors examine them from their mouths to the soles of their feet.

Mr. Phillip Laurence Jackson, of the Bainings District, New Guinea, died at Namanula Hospital, Rabaul, in October, after a short illness. In June, 1926, he entered the New Guinea Administration, and was attached to the Government Secretary's Department. Resigning from the service in July, 1928, he took up planting at Nambung, Bainings.



Children of Mary, Catholic Mission School, Koki, Papua.—Sitting, left to right: Father Flynn, Father McEncroe and a French Father from Yule Island.

FIJI'S GOLD

Governor's Precautions Against Speculators

THE future of the gold-mining industry in Fiji was referred to in optimistic terms by the Governor at the meeting of the Legislative Council in Suva on October 12.

Sir Murchison Fletcher said that the gold-mining industry continues to develop and a Mining Board has been appointed to deal with it. "The Tavua area (in the north-east of Viti Levu) is now to a certain extent a proved gold-field and while traces of free gold are to be found in the shallow surface soil over a large tract, deep excavation is necessary in order to prove lodes and their values; and for this purpose skilled men and the employment of much capital are required."

The question of general mining policy seems to be giving the Governor some concern and he has referred it to the Secretary of State for the Colonies. His Excellency pointed out that "the gold is the property of the community as represented by the Crown, and it is inequitable that this property should be transferred to an individual whose claim to it lies in the fact that he happens to have been first in a scramble to peg out claims in the Land Office. It is difficult to find a satisfactory demarcation between on the one hand the genuine prospector who is ready and able to prove in a scientific manner such area as may be allotted to him, and on the other hand the man whose only object is to obtain a right which he can sell to the highest bidder and so get something for nothing. The Government will not move hastily, and it is not the intention to issue further prospecting licenses in the Tavua or Yanawai areas, except upon full investigation of an applicant's intentions and of his ability to carry them into effect."

"If a prospector should make a discovery in some other part of the Colony and should obtain a prospecting license, and should thereupon proceed to prospect vigorously and continuously, it is

proposed that no further licenses should be issued in respect of land in the immediate vicinity, until the first-comer should have had time to prove his discovery. I referred to this matter in my address to this Council on the 13th October last year."

LATE NEWS

SYDNEY, Nov. 19.

COMMONWEALTH Government has decided that imports of Fiji bananas shall be freed from sales tax, and probably primage. (See art. on page 58).

IN October, the Bulolo G.D. Co.'s four dredges (New Guinea), produced 16,122 ozs. of bullion and 11,200 ozs. of fine gold, valued at £A95,200, from 863,000 cubic yards. Working profit for October, £69,830.

DISTRICT Officer Ward Oakley, who captured the Japanese poachers in Manus, was married in Rabaul on November 1 to Miss Dot Burston.

MR. CHARLES B. NORDHOFF, well-known American author, arrived in Sydney on November 17, from Tahiti, on a short visit to Australia.

MR. G. H. DAVIES, postmaster at Rarotonga for some years, has been transferred to N.Z. and will depart thence at the end of year.

NEW, modern sea-baths, with fresh-water showers, dressing rooms, tea-rooms, etc., attached, will be opened at the ocean beach, Noumea, on December 1.

THE arrival this month of nine more Chinese settlers in Vila, New Hebrides, has caused alarm.

THE old La Perouse is being replaced in the Noumea-Sydney service in January by "Pierre Loti" (3012 tons).

IT is reported by radiogram that Mr. Nason Jones's assistant, whose name we believe to be Mr. Walters, was killed instantly by lightning near Bulldog aerodrome, Lakekamu, Papua.

SILLY WHITE WOMEN

The Harm They Do In Melanesia

"I SEE that they have provided the death penalty for Solomon Islands natives who attack white women," said a recent visitor from the Solomon Islands.

"No doubt this is a very necessary thing. But it is just as well to remind those interested that the responsibility does not rest wholly on the natives."

"Europeans have an obligation, too. White women of an irresponsible class come to the Islands with growing frequency, and they seem to have no idea of how to behave themselves properly in the presence of natives. Some of the things that have happened in the Solomon Islands since we began to have visitors from the so-called cruising ships have disgusted the older residents."

"Women of a very common class come ashore from those 'luxury liners' and behave themselves in a deplorable fashion. They are familiar with the natives—I have myself seen some of them standing with their arms around the necks of native men, while their boy friends photographed them. Not long ago a Jewess was carried from Tulagi onto the steamer in a drunken condition, with all the natives thereabout looking on and laughing. Not so long ago several women from the yacht of a visiting millionaire went ashore to bathe on a beach in the Solomon Islands. They wore only V's and brassieres—and their behaviour was not of a kind calculated to inspire respect for white women in the minds of the natives who were looking on."

"The administration authorities should have power to deal very sternly with this kind of thing."

"Steps also should be taken to prevent people bringing these Melanesian natives to Sydney, whether as servants or on any other pretext. Almost invariably, when they come to Sydney, they make contact with low-class women of the streets, and then they return to the Islands, not only with wrong ideas in their own minds, but ready to put wrong ideas into the minds of other natives."

TWO NEW STORES FOR MISIMA IS.

From Our Own Correspondent.

PT. MORESBY, Oct. 12.

The effect of the mining activities at Misima is noticeable in the general air of expectancy in Samarai.

Large numbers of natives are being signed on for work at the mines and the small vessels here are busily employed, carrying cargo and mining machinery to the island. The developmental work of the different companies progresses and new men are arriving by each steamer from Australia.

A notice informs the public that the Hon. A. H. Bunting has had plans and specifications prepared for the erection of a large general store and a separate store for natives at Misima Island. This clearly indicates that Misima's future prosperity is not merely a rumour.

N. G. AIRMEN



Ray Parer and G. E. Hemsworth

PILOTING a Fairey Fox aeroplane in the London-Melbourne Centenary Air Race, Mr. Ray Parer, the New Guinea airman, with Mr. G. E. Hemsworth as co-pilot, took off from Mildenhall, England, at 6.39 a.m. on October 20, for Australia.

Arriving at Abbeville (France) the following day, the aviators were detained for several hours through a damaged radiator, but restarted in the Race from Le Bourget, near Paris. They returned some hours later owing to further radiator trouble, and withdrew from the race. They are flying home and were reported at Athens in mid-November.

Interviewed at Le Bourget, the airmen intimated that they would continue on to Melbourne as non-contestants, and then fly from Australia to New Guinea. Mr. Parer said he suspected that they were victims of sabotage, as they found the plane's sparking plugs had been clogged with oil. Before leaving France, he lodged a formal request for investigation with the Royal Aero Club, England.

MAJOR MARR

Named as Probable Next Governor of Papua

IT was reported in Australian newspapers early in November that it was considered likely that Major C. W. C. Marr would be appointed, in due course, as Lieutenant-Governor of Papua, to succeed Sir Hubert Murray when the latter retires from that position.

Major Marr at present is the Federal Minister in Charge of the Royal Tour in Australia, and is confidently named as likely to receive a knighthood before Prince Henry departs.

"S.M. Herald," on November 19, reported that Sir Hubert Murray had radio'd denying the report that he wished to retire.

ON PATROL WORK

Jack Hides to Penetrate Strickland-Purari Area

From Our Own Correspondent.

PORT MORESBY, Oct. 1.

MR. JACK HIDES, Assistant Resident Magistrate, well-known for his remarkable patrols into the interior of Papua and New Guinea, leaves Port Moresby next month by the "Vallala" for Daru, in the Western Division. From there he will undertake a lengthy patrol into the district between the upper reaches of the Strickland and the Purari. He will be assisted by Patrol Officer O'Malley.

The upper reaches of the Strickland were first visited by Mr. C. H. Karius in 1927, in his first attempt to cross the island of New Guinea with Mr. Ivan P. Champion, via the Fly and Sepik Rivers. The district to be patrolled represents practically the only unexplored country in Papua.

"Marechal Foch" Wrecked in French Oceania

From Our Own Correspondent.

PAPEETE, Oct. 3.

NEWs has been received in Papeete of the wreck of the three-masted schooner "Marechal Foch," on the reef at the western extremity of Raiavavae Island, in the Austral Group, during a voyage taken while the vessel was acting as a temporary substitute for the "Ville de Papeete." Apparently no lives were lost in this misfortune, but the full extent of the loss is not yet known with certainty. It is believed, however, that the schooner is a total wreck.

The "Marechal Foch" was at one time known as the yacht "Fisherman," and was then owned by the celebrated fisherman, Mr. Zane Grey, who sold her to the late Pere Rougier, the owner of Christmas Island. For some years past she had been employed principally between San Francisco and Papeete, on work incidental to the running of the large coconut plantations on Christmas Island.

It is understood that the vessel was not covered by insurance.

SNAKE AND ALLIGATOR SKINS WANTED

"I have a good customer for snake and alligator skins," writes Mr. J. E. Nixon-Westwood, of 37 Farquhar Road, London, S.E.19. "If you care to insert a note in the P.I.M., and ask anyone interested to communicate with me, I will have the merchant here reply direct to them. Python and all kinds of snakes are wanted, so that there may be a nice market for them, and New Guinea people could use the W.R.C. ships to send the freight direct."

"For the alligator skins they pay 9½d. per inch—that is from the end of the horned back to the middle of the belly, and both sides are purchased."

PACIFIC MAILS

Fiji Has a Complaint

ALTHOUGH it is a port of such importance that it has been called "the cross-roads of the Southern Pacific," Suva is now complaining that it has only one effective mail to England a month, in place of two as formerly.

This at first sight is surprising to anyone who knows that the Monterey and Mariposa call at Suva on their way to Frisco as well as the Union Company's Aorangi and Niagara. The explanation, apparently, is that there is complete lack of co-operation between the two shipping companies, with the result that liners on their voyages from Australasia to America call at Suva within a few days of each other.

The position seems to give increased weight to the demands that this particular section of trans-Pacific shipping requires Government attention.

The Governor of Fiji, addressing the Legislative Council in Suva on October 12, said that as the Union Company found itself unable to vary its schedule "it will be necessary to consider whether the Colony is justified in continuing in full the present grant when the question of renewing the mail contract comes forward."

TULAGI'S VISITORS

Some Language Difficulties

ACORRESPONDENT in the Solomons found much to appeal to his well-known sense of humour during the recent visit to Tulagi of the French cruiser.

The sisters from the hospital were being shown over the vessel by a gallant French officer whose English was not quite as good as he had hoped.

One of the sisters expressed disbelief about something he had said.

"Ah!" said the Frenchman, smiling. "You are—what you call it?—septic! No?"

The commander accepted an invitation to stay at the Residency. The official in command of the gaol was instructed to send ten prisoners to the wharf to carry the visitor's luggage up the hill.

It was difficult to say which was the more embarrassed, the O.C. Prisons or the Commander when the latter stepped ashore with only a small parcel. He was a real sailor-man, and needed nothing more ashore than a tooth-brush and a suit of pyjamas.

The Resident Commissioner likes his breakfast at 7.30 a.m., sharp. From that time until 9 a.m. he fumed up and down his verandah.

"Ah!" he said, grumpily, when his smiling guest appeared. "I have been waiting breakfast for you since half-past seven!"

"I am so very sorry," said the Commander. "You see, I do not eat breakfast!"

The language difficulty was acute. The Tulagi folk speak no French; and some of the senior French officers were without English. The Government Secretary, as the only man around those parts who could speak fluent French, enjoyed immense popularity for a few days, and graced every function.

November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

11

TROPICALITIES

HENRY DEXTER, of Milne Bay, Papua—now migrating Englandwards—told us that he overheard this in Tom McCrann's hotel, in Port Moresby in 1910:—

Matt Crowe to Bill Sheehan (the local baker): "So you're against the Government, Bill?"

"Av coorse I'm agin the Government, Matt!"

"And are you in favor of Home Rule, Bill?"

"Av coorse I'm in favor of Home Rule, Matt!"

"And if Home Rule was brought in, would you be agin the Government, Bill?"

"Av coorse I'd be agin the Government, Matt!"

WRITING to renew his subscription to the P.I.M., an old Island trader adds: "Our mail usually arrives late on Saturday night. Two oldtimers usually blow along on Sunday morning. There are no less than nine publications to choose from. But I wish I could pick the winner of the Melbourne Cup as easily as I can guess which of the above nine will be monopolised for the next hour—it is invariably my two copies of the P.I.M."

TWO curious proclamations are made in the Western Pacific High Commission Gazette of September 26. They are in identical terms, except that one refers to the Solomon Islands, and the other to the Gilbert and Ellice Islands Colony. They mean, in ordinary language, that it is now unlawful to ship munitions of war and aeroplanes, or parts thereof, from the Solomon or Gilbert and Ellice Islands to Bolivia and Paraguay. There is no smoke without fire. Who is the enterprising trader who has been countering the copra market depression by selling war material to the South American republics? Or have those quiet islands been used as transshipment ports by European dealers in munitions? Stranger things have happened. Firms in Tahiti, during American prohibition, made tens of thousands of pounds by acting as transshipment agents for international "bootleggers."

I ASKED Frank Pryke the other day how Edie Creek got its name. He thought it was a mutilation of a native name—"Eti" or "Eudi." Mr. Pryke, however, gave me with more certainty the origin of another name—he said that it was old Matt Crowe who christened the discoverer of Edie Creek "Sharkeye" Park.

THE following sentences, which refer to the vessel upon which Western Samoa depends mainly for its communication with the outside world, are taken from a letter written by an Australian to a friend in the East Indies, and submitted by him to the editor of this journal:

"The Maui Pomare is a perfectly wretched vessel owned by the New Zealand Government. It is the most poorly equipped passenger ship on which I have ever travelled; and the quantity and quality of the food are extremely poor. You people believe in good food and plenty of it; the New Zealand Government believes in poor food and little of it. And fancy having the lavatory next door to the pantry!"

"THE King of Apamama said it all when he divided the whites into three classes: 'First, him cheat a litty; second, him cheat plenty; and, third, him cheat too much.'"—From Frederick O'Brien's "Mystic Isles."

AFTER completing his usual pain-taking preparations, Sir Charles Kingsford Smith, accompanied by Captain P. G. Taylor as navigator, left Brisbane for Suva early on October 21, in the Lady Southern Cross on the first hop of a trans-Pacific flight to San Francisco, America. He landed safely at Albert Park, Suva, the same evening.

The airmen left Suva on October 24 for Naselai Beach, Fiji, where they were to take off on the second hop to Honolulu. Exceedingly bad weather, however, delayed their departure for several days. Leaving Naselai for Hawaii on October 29, they covered the 3150 miles hop in 25 hours.

The final hop was completed when the Lady Southern Cross left Hawaii on Saturday, November 3, and landed at Oakland, California, the following morning after an eventless flight.

AN appeal to the Commonwealth Government and the New Guinea Administration for a remission of part of the sentence of ten years' imprisonment imposed on James Larkin has been prepared, and will be submitted, probably in the form of a petition.

The facts of the case, and of several other cases which have a bearing upon the Larkin case, have been very carefully examined and, set out, and the point is made that, whatever may have been the circumstances when the sentence was imposed, a good deal has happened in the last two or three years to justify a review of the sentence.



Miss Josephine Parer, sister of aviator Ray Parer, who arrived in Sydney recently from Edie Creek, New Guinea, on her way to Victoria.
—PHOTO BY MONTE LUKE.

New W.R.C. Ship in B.S.I.

TULAGI, Oct. 18.

THE inauguration of W. R. Carpenter's direct shipping service was signalled by the arrival of the Salamaua and a welcome rise in the local price of copra, this firm buying at £5/9/- per ton. Later the price rose to £5/15/-. The local copra price had been £2/10/-.

If direct shipment and financial genius enable them to buy at such an advantageous price, then the service is more than ever to be welcomed. It is to be remembered that W.R.C. and Co. have a reputation for anticipating the market, and for shrewd buying. Hats off to them!

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ABOUT ISLANDS PEOPLE

Mr. A. L. Braisby, Chief of Police in Samoa, arrived in Sydney by the Moreton Bay on October 22, and left for Apia a few days later. Accompanied by his wife, he has been on six months' furlough in America and England. Mr. Braisby has been in Samoa for 18 years, and has held his present position since New Zealand took over the Mandate.

Mr. Arthur McConnell, with his two daughters, left Suva for Australia by the Monterey on October 2. For over 60 years he had been a copra planter in the Colony—residing at Tavouni for the last 50 years. Mr. McConnell intends to settle permanently in Australia.

Right Rev. Stephen Harris Davies, M.A., Bishop of Carpentaria, and Mrs. Davies, arrived in Sydney from Thursday Island by the Marella on October 24. They continued on to Melbourne in the same steamer.

Sir Hubert Murray, K.C.M.G., Lieutenant-Governor of Papua, left Port Moresby on the Government yacht "Laurabada" for Samarai, N.E. Coast stations and Misima Island on October 1. He was accompanied by the Hon. H. L. Murray, the Official Secretary.

Mr. Adolph Austin, an old and respected resident of New Caledonia, died at his residence in the Route de L'Anse-Vata, New Caledonia, on September 5. For a time he was associated with the late Mr. Thomas Johnston, who for many years was British Consul at Noumea.

Mr. F. E. Williams, anthropologist to the Papuan Government, returned to Port Moresby by the Maedhui on September 27. For twelve months he has been studying Social Anthropology in Europe and England.

Rev. R. C. Rudgard, who, until a short time ago, was in charge of the Melanesian

Mission's school at Pawa, Ugi, Solomon Islands, recently married Miss McLean, of Hawke's Bay, New Zealand. They will leave shortly for England where they will live in future.

Mr. J. R. Rigby, Patrol Officer, who is stationed at Namatanai, New Guinea, left Sydney with his wife by the Tunda for Rabaul on October 13. He has been in Melbourne on a holiday visit for the past nine months.

Sister Carvers, of the Melanesian Mission, Torgil, Banks Islands, arrived in Sydney from the New Hebrides by the Morinda on October 29. Subsequently she went on to New Zealand where she will spend her furlough.

Mr. Leo Gibbons, general manager of Gold Mines of Papua Ltd., recently arrived in Australia from Port Moresby, and in November was staying at the Wentworth Hotel, Sydney.

Mrs. E. W. P. Chinnery, wife of the well-known New Guinea anthropologist, arrived in Sydney by the Mariposa on November 5. Mrs. Chinnery will remain in Australia with her children until after the Christmas holidays, when she will rejoin her husband in Rabaul.

Rev. Mr. Dewdney, who is on his way to the London Missionary Society station at Oroko in Papua, to serve in the mission field for nine years, arrived in Sydney on the Moldavia in October. Mr. Dewdney is an attractive type of young Englishman, who is likely to be popular in the Territory.

Miss E. Fagan, of Banks Islands, arrived in Sydney by the Morinda on October 29. She is stationed at the Melanesian Mission at Torgil, and is en route to Melbourne on leave.

Mr. D. M. Askew, who has been in the Banks Islands, New Hebrides, for some months, investigating the sulphur deposits at Port Patteson, returned to Sydney by the October Morinda. He went under to a sharp attack of blackwater fever, but made an excellent recovery, thanks to the skill of the French doctor at Vila hospital.

Mr. C. R. Bignell, planter of Ysabel, Solomon Islands, returned to Tulagi by the November Malaita. Since June last, when he arrived in Sydney suffering from tropical poisoning, he had been under the constant supervision of skilled physicians. When he left for B.S.I. on November 3, however, he was looking very fit and cheery, though limping slightly.

Mr. Arthur Lewis Milner, a new worker for the Melanesian Mission, left Sydney recently for New Hebrides. He will assist Archdeacon R. Godfrey to run the mission ketch Patteson.

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THE PACIFIC ISLANDS MONTHLY

13

Mr. E. A. Callanan arrived in Sydney from America on October 8, to take over the position of Chairman and Managing Director of the Vacuum Oil Co. Pty. Ltd., from Mr. C. Cornforth, who is retiring after 33 years of service. Mr. Callanan enlisted in the U.S. Aviation Corps when America entered the Great War, and later was in charge of an Army aviation training school. After the War he served with General Motors Corporation and then joined the Vacuum Oil Co. Mr. Callanan has held many positions in the company's technical and sales departments and is an expert on all phases of the oil business.

Rev. G. P. Lassam, of East Cape, Papua, has resigned from the Papua district of the Methodist Mission, owing to his wife's illness. They intend to return to Sydney late in November.

Mr. J. S. Neill, British Consul and Agent in the Tongan Islands, arrived in Suva, Fiji, from London by the m.v. Waiwera on October 16, en route to Nukualofa. With his wife, he had been on furlough in England.

Miss M. H. Hodge, who has been at the Methodist Mission, Salamo, Papua, arrived in Sydney on furlough by the November Montoro.

Mr. N. B. Casey, of Fiji, was presented with the insignia and certificate of M.B.E., which had been conferred on him by the King in June last, by Sir Murchison Fletcher, when the Legislative Council was opened in Suva on October 12. When investing Mr. Casey with the decoration His Excellency said it was in recognition of Mr. Casey's valuable services as Superintendent of Prisons and as Chairman of the European Unemployment Relief Board.

Right Rev. C. J. Nicholas, Roman Catholic Bishop of Fiji, arrived in Sydney by the Mariposa on November 5, on his way to attend the Melbourne Eucharistic Congress. Bishop Nicholas, who is a native of France, has been engaged in mission work in Fiji for 45 years.

Mr. Harris, who for the past 16 months has been superintending the erection of church buildings on several of the Torres Strait Islands, returned to his home in Bathurst, N.S.W., in October.

Dr. Jabin Dudognon, a surgeon of the French Army, who has served in Morocco and Cochin China, arrived in Sydney by the Ville d'Amiens on November 5, en route to Noumea for further service.

Rev. Dumas, Rev. Jeivarch, and Rev. Lang, Maronite priests, arrived in Sydney from France on November 5 by the Ville d'Amiens, on their way to the Pacific Islands for mission work. Fathers Jeivarch and Lang are en route to Papua, while Father Dumas is on his way to the Gilbert Islands.

Mrs. W. R. McNicoll, wife of the Administrator of New Guinea, was the guest of honour at a meeting of the Harbour-side branch of the Country Women's Association held in Sydney on October 17. Many members were present to bid her farewell prior to her departure to join Brigadier-General McNicoll in Rabaul. At the meeting, a suggestion was advanced that a branch of the C.W.A., under the leadership of Mrs. McNicoll, should be formed in the Territory.

Rev. A. Mason, of Fiu, North Mala, British Solomon Islands, accompanied by Mrs. Mason, arrived in Sydney by the

Malaita on October 28. For 20 years they have been working in the Solomons for the Melanesian Mission, and are now going to New Zealand on leave.

Mr. Harry Steele Wisdom, manager of the Fiji firm of Marlows Ltd., died in Suva on October 24 after a sudden illness. Going to Fiji as an accountant, Mr. Wisdom joined the staff of the Vancouver-Fiji Sugar Co. at Navua. Later, when the company closed down, he was engaged by Marlows Ltd. as manager and secretary. For the past two years Mr. Wisdom was President of the Defence Club. He is survived by his wife and two children—Joan and John, both at present in New Zealand.

Bishop Thomas J. Wade, of the Marist Mission at Kieta, Bougainville, in the Northern Solomons, arrived in Sydney by the Malaita on October 28. After visiting Melbourne for the Roman Catholic Congress he will leave for Rome, by way of America.

Madame Ledamoisel, an old and respected resident of New Caledonia returned to Noumea in November, after a holiday visit to France.

Mr. H. Finter, Queensland Inspector of Aboriginal schools, returned to Brisbane in October after completing a tour of inspection of schools on the Torres Strait Islands.

Miss Gladys Thomas, who has been serving in Papua as a missionary sister

for the Methodist Mission, has retired, and returned to Sydney by the Mataram on October 5, owing to ill-health.

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"NUT-FALL" EXPERIMENTS IN B.S.I.

From Our Own Correspondent.

TULAGI, Oct. 10.
Ever since the creation of an Agricultural Committee, and the arrival of Mr. Lever to take an officially scientific interest in the coconut palm, experiments have been under way to solve the "nut-fall" and other planters' problems.

More extensive experiments are now being carried out. One of Lever's best, and one of the poorest-bearing plantations, has been equipped with sun-gauges (and selected trees with thermometers), the records of which are being kept with a view to comparison, which may throw further light on the coconut problems. Rainfall records have been kept since the firm started operations here.

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"TIBBY--PACIFIC"

A Popular Citizen of New Caledonia

A SORTING-CLERK in the Chief Post Office in Paris stood one day glaring at a post-card in his hand. "Sacre bleu!" quoth he, and took the post-card to his next-in-command. The card bore two words:

Tibby
Pacific.

The clerks, having no recourse, put it in a mail-bag for Noumea, New Caledonia, Central Pacific.

The card came duly to the table of a postal official in Noumea. He grinned, and five seconds later dropped the card straight into the letter-box of Messrs. Hagen Freres.

That same day, it was placed respectfully upon the desk of M. Nicholas Hagen, who is addressed boisterously all over the Pacific Ocean, and in four great capitals—London, Paris, New York, and Sydney—as "Tibby."

On the card was a message: "When you get this, send me a radiogram," and it was signed by a man in whose good company Nicholas had made acquaintance with some of the brighter lights of Paris.

The radiogram was sent. A year later, M. Hagen made inquiries in person. He discovered that his friend had made a bet

that a card posted anywhere in the world to "Tibby, Pacific," would reach its destination; and that, when the radio'd receipt came, his friend collected an excellent dinner. Monsieur Nicholas was vociferously certain that somehow he had been ill-treated; so four cheery gentlemen took him to the best restaurant in Paris, and there soothed his ruffled feelings.

To start the history of Nicholas Hagen in the right place, we must go back quite a few years—to 1871, to be exact; and the place is a big German store, in Apla, Samoa.

The peace of a soporific afternoon was disturbed suddenly. A large, bearded man came roaring in at the sunlit doorway, and strode through the darkened store. "Where is the durned skunk!" he shouted. "I'll tear his lousy head off and ram it into his bloody copra! Where is he?"

The noisy gentleman was Captain Bully Hayes, and he appeared to be seeking



M. Nicholas Hagen.—A snapshot on the vehicular ferry, 30 miles from Noumea, in September last.

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the life of the little, old German storekeeper, as one easy way of settling a trade dispute. The German scuttled rapidly away into a back room, and Bully went in pursuit.

The storekeeper's assistant, a tall, blond, heavily-built young man, stepped

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out in front of the raging captain. "You please will leave the boss alone," he said.

Bully bellowed, and struck. The young man guarded—and in two seconds the store was rocking to one of the prettiest little fights Apia had ever seen. And Apia, in the seventies, was accustomed to the arbitrament of the clenched fist.

Bully was knocked unconscious, and was taken away to his ship. He enjoyed no sympathy—he was everlastingly fighting. There was more concern over the young Scandinavian. It was inevitable that Captain Hayes would return, seeking revenge. Apia was a lawless place. Better get the Scandinavian under cover, and quickly, said the wise ones. Early next morning a schooner pulled out of Apia, for the westward, and the Scandinavian was aboard. He was valorous, but his friends insisted that he be also discreet.

A few weeks later he arrived in Noumea; and he settled there, acquired French citizenship, and became influential and rich, and the founder of the famous Hagen family.

Nicholas Hagen is one of his sons. There are several brothers—all men of personality and eminence. They have been merchants, traders, bankers, ship-owners, pastoralists, planters; their colonising spirit and enterprise have assisted enormously in French progress in New Caledonia and New Hebrides. But there have been two disastrous hurricanes in the New Hebrides, in addition to the Depression, and the great firm of Hagen Freres has taken it somewhat in the neck. Residents of Vila told me about this evil fortune; and when I got to Noumea I offered respectful condolences to Nicholas Hagen.

He laughed his great, merry laugh. "Oh, la, la!" he said. "I weigh nineteen stone, and I sit on my troubles!"

The hospitality of this jolly Frenchman is proverbial. He took me to his home, built by his father near a palm-girt bay behind Noumea, where I met his still beautiful wife and his handsome children; and he and his charming son-in-law, M. Danton (a descendant, by the way, of that famous Georges Jacques Danton of the Revolution) insisted on driving me over half of New Caledonia. They showed me the New Caledonian cattle, of most excellent quality, but marketless; New Caledonian deer, which roam the verdured ranges in tens of thousands, strangely ignored by Southern sportsmen; the splendid forests and the glorious coastline; and they gave me an oyster-and-crab luncheon, washed down with rare liquor, in the old, sun-drenched township of La Foa, that will linger always among my choicest Pacific memories.

M. Hagen drove like a devil. And, as he drove, he sang. None could resist his gay humour. We all sang; and the wild deer fled in terror over the nethermost hills. When he was not singing, he quoted Goethe to express his philosophy of life; and he retailed delicious gossip from London and New York; and he reminded me of what Voltaire said about Shakespeare, and of what Luther said about human existence:

He who loves not wine, women, and song,
He is a fool, all his life long.

He told me some delightful stories of his roving life in the Islands. One night, he left a kanaka in charge of his schooner, while he slept. He gave the native a course to follow, as indicated by a particular star. When he awoke, he was distressed to find the schooner far off its course, and he spoke violent

words to the native. "All right, master!" said the kanaka. "Me losen one star—but me catchem anudder star." . . . He told me also that the Pidgin-speaking native's name for the Seventh-Day Adventists is "Man he kaikai grass!"

Nicholas Hagen is now the directing force behind the Noumea shipping company, which runs the coastal steamship services around New Caledonia, and be-

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tween that great island and the Loyalties. He has imagination and the true pioneer spirit, and is seeking constantly for new trade and new transport. He initiated a service between Noumea and Brisbane recently with the little steamer Loyalty. The plan was based on thoroughly sound reasoning. The big French colony needs large quantities of the goods that Australia produces, and it is only 700 miles from New Caledonia to Brisbane. But, so far, the service is not flourishing as it should, simply because of artificial interference with trade. Australia's tariff against French goods has caused New Caledonia to erect tariff barriers against Australian goods; and, for some reason that is as obscure as it is unsatisfactory, the French merchants cannot buy flour in Brisbane for New Caledonian consumption with the facility that they can buy it in Sydney. Yet it is 250 miles further to Sydney. If only the gentlemen responsible for "economic nationalism" could be taken away to a quiet place, and efficiently drowned, it would be possible to develop a very valuable two-ways trade between Australia and New Caledonia; and, in that event, M. Hagen would be prominently in the picture. With incurable optimism, he is fighting for the development of that trade, even under present conditions.

Nicholas Hagen insists that "the soul of me is French"—and so it is—but he nevertheless is a complete cosmopolitan. He speaks English perfectly, and almost without accent; he knows London and New York nearly as well as his beloved Paris; and he has wandered in far, strange places. "The last time my son-in-law and I ate together at a strange table," he said, as we attacked the viands of New Caledonia, "we were the guests of an Arab chieftain in Marrakesh, in Central Morocco." Five minutes later he was arguing with Mr. Holger Rosenberg (of Copenhagen and himself a very famous traveller) about the merits of a strange liquor they brew in some corner of South America.

—R.W.R.

PACIFIC IS. ASSOCIATION

At the quarterly meeting of the Committee held on October 10, the following new members were admitted to the Pacific Islands Association: Messrs. W. G. Whiteside, E. F. Kaad, R. H. C. Bentley and Chief Garagsau (Tukagsau), all of Rotuma, Fiji.

It has been decided to inaugurate a luncheon club under the auspices of the Association to meet monthly at Millions House. The first luncheon for the purpose of bringing together members of the Association and others interested in Island affairs was held on October 23.

THE "BIG SIX" AND OTHERS

MR. G. MACDONALD, an old-time trader of Salamaua, New Guinea, is on furlough in Sydney at present and this writer has had the opportunity of an interesting chat with him about the old miners on the Morobe goldfield.

Mr. Macdonald was there at the beginning and he was the beach agent for the "Big Six," when they were carrying on their struggle to open the new goldfield on Edie Creek.

In the course of conversation Mr. Macdonald was asked if he knew what has become of those men who made themselves famous owing to their early association with the famous goldfield; and Mr. Macdonald dug into the depths of his memory and made the following summary.

Bill Royal—is now running a small alluvial "show" on Koranga Creek, just below the Golden Ridges mill, in the Bulolo Valley.

Dick Glasson—reported to be prospecting for gold at the back of Aitape.

Joe Sloan—living in Australia.

Chisholm—dead.

Arthur Royal—has settled down happily as a farmer in Victoria.

Bill Money—has settled down as a planter in the Siassi Islands, and is doing well.

That accounts for the whole of the "Big Six." Here is something about some of the other early identities.

"Sharkeye" Park—went to Vancouver. There were various reports about him, but it is now generally believed that he is dead.

Harry Darby—died in tragic circumstances.

Herb. Wilson—one of the really old hands who used to be on Koranga; had a run of bad luck and died practically penniless.

Frank Pryke—well and prosperous, and settled down in Coogee, Sydney.

RABAU PIONEER PASSES

From Our Own Correspondent.

RABAU, Oct. 10. ONE of Rabaul's oldest pioneers, Captain I. Komine, the well-known Japanese pearler, recruiter, and ship-builder, died on October 3, at the age of 69.

Arriving in New Guinea over 30 years ago, he set up a slip and ship-building yards at Rabaul. Later he acquired plantation interests in the Manus district. Captain Komine assisted the Australian Navy in 1914 in locating and capturing German ships hiding in the Territory.

His funeral on October 4 was attended by the Acting-Administrator (Chief Judge Wanliss) and other Administration officials.

Captain Komine is survived by his wife.

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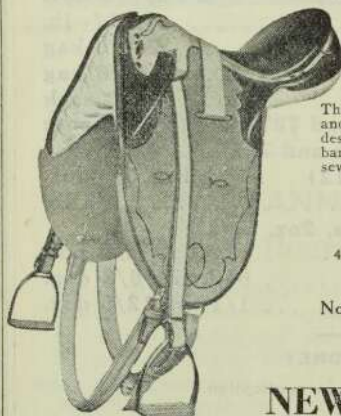
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THE PACIFIC ISLANDS MONTHLY

17

THE FIJI-INDIAN, J.P.

Article in P.I.M. Causes a Stir

From our Own Correspondent.

SUVA, Oct. 12.

AN article from a Suva contributor under the heading of "Fiji-Indian J.P." which appeared in the September issue of the "Pacific Islands Monthly," caused something of a stir in Suva, and this had its culmination to-day, when His Excellency the Governor (Sir Murchison Fletcher) referred to it in his opening address at the meeting of the Legislative Council.

The article stated that an Indian resident, Mr. K. B. Singh, had been appointed a J.P.; that on a court day at Naduruloulou, Rewa, he presented himself at the District Commissioner's office and demanded that he be allowed to sit on the bench with the presiding magistrate; that the latter refused and that Mr. Singh then appealed to the Governor; and that the latter gave instructions "that Mr. Singh was to be allowed to sit on the bench whenever he pleased—a privilege which he has since exercised."

His Excellency said:

"I will state the facts. It has been my declared policy to govern the Fijians through their Chiefs, and to select prominent men from among the Indian community who are capable of leading their people. In furtherance of this policy I have opened to Fijians and Indians the honorable office of Justice of the Peace, which has heretofore been confined to Europeans, and I have appointed to this office two Fijians and two Indians, three of whom are members of this Council.

"In furtherance again of this same policy I have asked the District Commissioners to extend to the Fijian and Indian Justices the occasional courtesy of an invitation to sit with them on the Bench. There is no question of a Justice of the Peace having any title of claim to this courtesy. It must be remembered in this connection that Europeans frequently sit as assessors in the Supreme Court. Justices of the Peace, who sit on the Bench, take no part in the proceedings.

"The District Commissioner, Rewa, who is a member of this Council, in due course issued an invitation to Mr. K. B. Singh, who is also a member of this Council; the invitation was accepted, and Mr. Singh has sat on one occasion. The initiative was taken by the District Commissioner. There was no claim or request by Mr. Singh, and there was no appeal or reference to myself.

"A similar invitation was given by the District Commissioner to Ratu Popi Seniloli Cakobau, who is also a Justice for the Rewa District and a member of this Council. Those who understand the trend of local antipathies will be aware that a similar story composed about a Fijian Chief would be without interest to that audience whom the writer of the article is addressing.

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"It is with reluctance that I transgress the rule that the Government does not reply to articles in the Press, but in the present instance I regard it as against the public interest that an untrue statement, which is calculated to stir up racial feeling, should remain unanswered. There is no shadow of truth in the malicious insinuation that I have in effect badly snubbed my Senior District Commissioner at the instance of an Indian, and the allegations of action taken by Mr. Singh to force his way to a seat upon the Bench are wholly without foundation. Beach gossip translated into cold print and broadcast to the world may become

dangerous, when it has recourse to a false premiss in order to arouse racial antagonism and to bring discredit upon the Government."

Editorial Note

The line "From our own correspondent," above the original article, was placed there in error. The article was supplied by a Fiji resident who evidently felt keenly about the matter. We had no reason to doubt his good faith. In the next mail, the same statement in different words, was supplied by another person, a resident of the Rewa district.

About October 20, we received a letter dated October 10, from Captain M. Godley, private secretary to the Governor, stating the "facts of the matter." The facts are substantially as given in His Excellency's address. Mr. Godley says: "The Rewa magistrate sent an invitation to Mr. K. B. Singh, which was accepted. There

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was no question of a claim or request made by Mr. Singh, or of a refusal by the magistrate, and there was no appeal or reference to the Governor."

Nothing could be more definite or explicit than that. His Excellency is equally definite; and this journal, of course, accepts the official statement without question or equivocation. It is only fair to say, however, that there has been serious misunderstanding somewhere; because, in the mail which brings the report of His Excellency's speech (to hand October 29) there are two letters, one from each of the gentlemen referred

to—and each of them refers to the official denial, and each reaffirmed the truth of the original article. We have suggested to each of them that, in the circumstances as they have developed, only two courses are open to them. They must either make their charge openly in Fiji; or refrain from subtle propaganda designed to stir up racial antagonism.

Fiji people should realise that Sir Murchison Fletcher, in connection with Indian affairs, has upon his hands one of the most awkward little problems in the Empire; and that anything he does has a repercussion far beyond Fiji. Before they begin to shoot criticism at the Governor, and charge him with "pro-Indianism," let them take a look at the constitutional position in India, and the expression at present on the faces of certain gentlemen in Whitehall whenever they discuss India; let them spend a quiet hour in a reference library, and read up the history of Indian settlement in Natal and East Africa; and then maybe they will begin to understand the delicacy of the Governor's position. The Fiji-Indian problem is not one of the Governor's making; but he has to deal with it—and not as a Fiji matter, but as a thing affecting inter-Imperial relations.

One sympathises wholeheartedly with the Europeans in Fiji. When the Indians enter local politics in a British Dominion

—as they do inevitably as soon as they are allowed to settle down and attain prosperity—they become a nuisance and a menace; and they can appeal very embarrassingly to John Bull's love of justice and fairplay. But that is no reason why the Europeans should jump upon their Governor. Maybe—who can guess what is in the mind of a Governor!—he feels just as they do about it. But he carries the weight of an Imperial responsibility, of which the man-in-the-street knows nothing. If the latter gentleman wants to kick someone, let him give his attention to the misguided interests which promoted Indian settlement in Fiji.

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THROUGH STORMY SEAS

In a 10-tons Yacht

From Our Own Correspondent.

APIA, Sept. 27.

A PROBABLY unprecedented trip was undertaken by Captain C. O. Anderson, well-known island skipper, when, by order of the present owner, Mr. R. D. Head, he took the small yacht "Viking" (10 tons) from Pago Pago (American Samoa) via Suva (Fiji) and Niue Island to Haapai and Nukualofa, in the Tongan Islands.

The "Viking" had been chartered by Mr. Lawler and Dr. Stewart, who, coming from Apia to Pago Pago, had missed the connection with the Matson liner at Pago Pago, to convey them from Pago Pago to Suva. The engine went on strike shortly after leaving American Samoa, but Suva was reached after a fair weather trip, under sail, on June 18.

At Suva, Captain Anderson was instructed to take the vessel to Niue, 780 miles. After a voyage of 13½ days, battling against stiff trade winds all the time, and calling on the way at Lifuka (Haapai Group) Niue was reached, where Captain Anderson had a wonderful reception and a well-earned rest, for two weeks. He enjoyed the utmost hospitality from the few Europeans on the island, especially from the genial Commissioner (Captain Bell) and the "Viking's" owner (Mr. R. D. Head). On July 25, the "Viking" was off again for Nukualofa, and possibly Auckland.

The crew by this time consisted only of Captain Anderson and a faithful Rarotongan boy, Sione. The other member of the crew, young Robert Rex, of Niue, had preferred to stay behind, not finding the expected "romance of the sea" quite true to label.

After the first 152 miles had been done in 18 hours, the barometer started falling rapidly, the wind increased, and stiff squalls followed each other. On July 26 the south-wester increased to a gale.

Things got worse on the next day, a sea-anchor was got out, with an oil-bag over the weather bow, sails were stowed, and all efforts directed to keeping the little vessel under steering control. Buckets and empty tins had to be used for baling. After many hours, the sea moderated, and the skipper and his boy heartily enjoyed their first cup of coffee, reinforced with the product of good old Scotland.

Owing to the direction of the wind, it proved impossible to reach Nukualofa direct; so sails were hoisted again and Lifuka Harbour (Haapai) was safely reached for the second time, late on July 28.

From there the Viking went to Nukualofa in fine weather. The yacht was disposed of to some Tongan buyers, and Captain Anderson returned to Apia.

N.D.L.'s NEW GUINEA PLANS ATTACKED

Representations to Australian and Imperial Governments

THE announcement of the Norddeutscher Lloyd Company that it intends to establish a new line of steamers running between Hongkong and Australian ports, via Salamaua, Rabaul, Sandakan (Borneo), and Manila, has caused a rearrangement of shipping plans affecting New Guinea generally, and a pretty stir in the shipping world.

The first vessel of the new service, the M. V. Neptun, is due to leave Sydney on December 5, and it is announced that she will call at Brisbane, Salamaua, and Rabaul, en route to the East.

It is understood that the two small N.D.L. steamers, Bremerhaven and Friederun, which have been running between the ports of New Guinea and Hongkong for some years, will now remain entirely in the Group, and presumably will transfer cargo to the main-line steamers at Salamaua or Rabaul.

To deal with this development, the N.D.L. Co. has rearranged its agencies in New Guinea. Messrs. Colyer, Watson & Company, of 22 Bridge Street, Sydney, traders and shippers, who have some connection with New Zealand, have taken over the Rabaul agency, and Mr. Colyer has visited Rabaul in order to make necessary arrangements. A small staff for the Rabaul office left Sydney recently.

The Salamaua agency has been taken over by Holden's Air Transport Services Ltd. It formerly was held by Mr. G. Macdonald, trader, of Salamaua.

Invasion of the New Guinea field by German interests has stirred the Anglo-Australian shipping interests to very vigorous protests, and it is understood that the whole situation has been brought formally under the notice of the Commonwealth Government, and that it is likely to have the attention of the Imperial authorities.

To meet the German competition, Messrs. Burns, Philp & Co. Ltd. have made a proposal to reorganise their shipping services so that the growing port of Salamaua may have a frequent five days' connection with Sydney; and that plan is now under the consideration of the Commonwealth Government (details of these proposals were given in the October issue).

The following letter was published in

the "Sydney Morning Herald" of November 1, and it presents in brief the arguments which are being offered against the proposed development of the German line in New Guinea:

We desire, through your columns, to direct public attention to the latest instance of foreign shipping competition in intra-British trade.

It had been announced that the Norddeutscher Lloyd in the near future will place two 6000-ton motor vessels in the trade between Hong Kong and Australia, via Manila, Sandakan, Salamaua, and Rabaul, and will also maintain two smaller vessels in the inter-island services of the Mandated Territory of New Guinea to act as feeders for the larger vessels. This trade, at the present time, is efficiently catered for by steamers running regularly under the British flag belonging to the following companies:—Eastern and Australian Steamship Co., Ltd.; Australian-Oriental Line, Ltd.; Burns, Philp & Co., Ltd.; W. R. Carpenter & Co., Ltd.

The British lines mentioned above were responsible for the initiation and development of Australian trade with the East, and have maintained their regular services for periods of up to 60 years. They all employ either purely British and Australian crews or Australian officers and engineers, and in addition to the wages paid to the personnel, spend hundreds of thousands of pounds annually in Australia

in ships' stores, docking, repairs, overhaul, etc.

Every port of call along the route of the new German service, with the single exception of Manila, is British, and the British lines view the impending entry of the N.D.L. into this trade with serious appre-

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hension, as they consider it will inevitably result in heavy losses which may well prove to be disastrous for the British

lines. German shipping to-day is practically a national undertaking, and whatever losses the German line itself suffers will no doubt be regarded as expenditure in the national interests.

It will be specially observed that the N.D.L. vessels propose to compete not only in the through trade between Australia and Hong Kong, but also in the inter-island traffic of the Mandated Territory. The trade of the territory is growing rapidly. The value of imports last year totalled £912,000, and exports £1,581,000, of which approximately £1,000,000 was represented by gold. Germany is definitely setting out to secure a larger share of this British Pacific trade, not only by competing with British shipping, but also with British and Australian merchandise.

From the time Australia received the mandate to govern the territory, it became, for purposes of administration and trade, practically an integral part of the Commonwealth. Australia was entitled to a share of the war reparations, but as a set-off against her share she took the German plantations in the Mandated Territory of New Guinea and sold them to individual planters, mostly on terms. The amount still outstanding on these plantations, i.e., still due to the Commonwealth Government, is £2,500,000, and, apart from anything else, this represents the Australian people's share in the territory. Australian capital has been largely used in its development, and has also

materially assisted in the establishment of the gold industry, which to-day provides more than two-thirds of the total value of its exports.

From 1920 to 1925 the Commonwealth Navigation Act restrained foreign shipping from competing in the domestic trade between Australia and the territory and the islands of the group, but in the latter year the protection afforded by that Act was removed. Under present conditions foreign shipping is free to compete unrestrictedly with the British lines in this trade, whereas every other nation in the Pacific protects its domestic trade.

In view of recent discussions in the British House of Commons, which disclosed that under present conditions of competition from foreign subsidised shipping the very existence of British shipping is threatened, it should not be necessary further to labour the need there is for Australia to join with Great Britain and other British dominions in taking immediate steps to deal with the situation.

We are, etc.,
MACDONALD, HAMILTON, & CO.,
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W. R. CARPENTER.
Sydney, October 30.

THE N.D.L. SIDE.

To that broadside, the N.D.L. interests did not make any immediate reply. It was known, however, that there was a good deal of liveliness on the Canberra front, where both sides were making strong representations to the Government.

Mr. David A. S. Campbell, writing to the "Sydney Morning Herald" on November 7, introduced a new angle to the situation by pointing out that Australia urgently needs an extended market for her wool; that the German wool market is very important; that obviously Germany cannot buy wool unless she creates credits abroad; and that the development of her shipping services is one of the few ways in which she can create such foreign credits.

DEPUTATION TO CANBERRA

The position was placed before Senator Sir George Pearce, Minister for External Affairs, at Canberra, on November 12, by a deputation representing Australian shipping interests. It included Messrs. Joseph Mitchell and S. E. Furley (Burns, Philp & Co., Ltd.), and J. A. Carpenter (W. R. Carpenter & Co., Ltd.).

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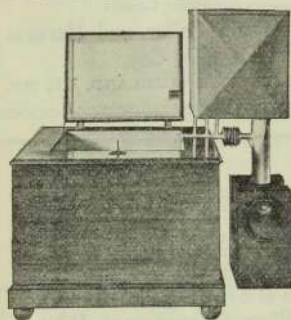
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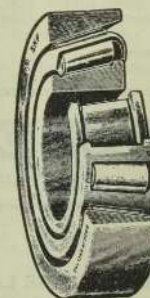
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THE PACIFIC ISLANDS MONTHLY

21

The Journalistic Handsprings of a Church Editor

By R. W. ROBSON.

SENSATION-mongering—the deliberate manufacture of scares and scare-heads—seems to have become part of our established journalistic procedure; with the result that very much that appears in some newspapers nowadays, is not accepted literally by the cautious reader. It is surprising, however, to find a religious newspaper indulging in journalistic handsprings—looks as if the spirit of modernism is invading some of our most venerable institutions.

In the October issue, I published an article about developments in Central New Guinea. I said that I should like to see this magnificent country kept for the native peoples who inhabit it; but that it was too rich, too occupiable, to encourage the hope that it might remain as a preserve for primitive man. In view of that, I discussed the possibilities of this new "Anglo-Australian Dominion"; and, figuratively, I waved the flag and shouted "Advance Australia!"

Judge of my amazement then, to discover a quite savage attack on me in the "Church Times," which appears to represent the Church of England in Australia. The ingenious editor picks one sentence out of my article—namely:

"I am the last man to advocate the disturbance of an established happy indigenous community—I am most heartily in sympathy with those who urge that the newly-discovered Benna-Benna and Wahgis be left alone, free from trading, and education, and missionaries and all the other curses of 'civilisation.'"

And, having completely divorced this sentence from the qualifying context, he proceeds to tell the Church of England that I have bracketed trading, education and missions for the purpose of "a group insult," and that I have "scorned the noblest work of Christians." He goes on to say that Christian missionaries must follow in the track of the pioneers and colonists, to save the native from vice

and disease and the inevitable results of exploitation. Which is precisely what I have said myself, in this journal, on a score of occasions.

Then the editor quotes half a dozen most excellent people in support of his contention that missionaries do a noble work. And he heads his article "A Great Christian Work Derided—An Attack on Missions." Bless his heart!

Just in case some of my many mis-

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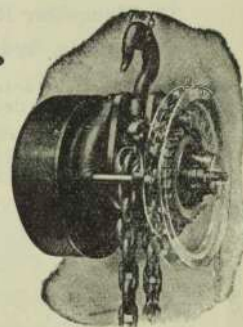
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sionary friends in the Pacific may read the "Church Times" headings, and wonder if I suddenly have gone mad, I will quote the essential parts of the letter I sent, in reply, to the editor of the "Church Times":

"May I say that I think it is grossly unfair that you should seize upon a sentence from a carefully-reasoned article; divorce it entirely from its context, and then direct against me a charge that I am 'insulting the mission bodies.' I have never insulted a missionary organisation,

and I count many South Seas missionaries amongst my best friends.

"This is what I wrote and published more than two years ago, and it still represents, without any alteration, my personal view on the much debated missionary question.

"We must do honour to the great body of missionaries. They saved and protected these simple people of the coral islands, when trade and commerce merely exploited and debauched them. They gave the natives hospitals and schools, when the majority of other white men thought only of profits and gratification of the baser appetites. They have co-operated in invaluable fashion with the various Islands' Administrations in establishing well-governed, educated native communities in the Pacific, where previously there were social conditions which could bring nothing but shame upon the white race.

"If there had been no European penetration of the Pacific, it might have been better that the natives—or at least the Melanesian section of them—were left alone, to live in their natural conditions,

without the white man's always fatal interference. But, since that was impossible, the European nations were fortunate that so many able and genuinely pious men were to be found, prepared to devote themselves to a life of poverty and isolation, so that the balance might be fairly held between the invading and the indigenous races, and justice done in the name of our common humanity."

"But, with equal force, I advance the view that it is not a desirable thing that missionaries should go among primitive peoples who are untouched by European 'civilisation,' unless it can be shown that such people are in a condition of physical or moral degeneracy. The tribes in the newly-discovered region of Central New Guinea appear to be a high-spirited, intelligent and healthy people, who are not necessarily treacherous towards whites. Sooner or later, I suppose, this country will be penetrated by Europeans in sufficient numbers to break down the ancient tribal customs and standards of the natives; and so will begin that seemingly inevitable process of degeneracy that I have seen in a score of other countries. It is time enough for the European missionary to enter when the old tribal culture is collapsing; but, until then, it surely is not too much to ask that the tribes be left alone. A missionary, working upon a simple, trusting people, can do just as much harm, from the anthropological standpoint, as the hard-boiled trader.

"I know, of course, what you would reply—that there is a duty laid upon all true Christians to carry their teachings into the uttermost ends of the earth. I do not accept that at all—so there is no use in our arguing. But that does not lessen my resentment that you should have charged me, both actually and by implication, with holding our missionaries up to insult and contempt. Anyone who has read my journal regularly knows there is no justification for such a statement. Anyone, indeed, who read the whole of the article you have quoted from, instead of the one isolated sentence, would admit that there was no justification for the scare headings employed by the 'Church Times'."

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THE PACIFIC ISLANDS MONTHLY

23

SPANNING TOUTOUTA RIVER

New Caledonian Bridge Nears Completion

From Our Own Correspondent.

BOULOUPARI, Oct. 1.

BEFORE the end of the year the much-needed bridge across Toutouta River will be completed. It was commenced in August, 1933, and is expected to be quite finished in November of this year.



On several occasions all work was held up by floods, and a considerable amount of material was washed away. When the river rises four or five inches the punt is unable to cross, and all traffic is held up, sometimes for many days.

On one occasion when a party of residents were returning from Noumea in the service car the river was high and running very strongly, and when the coach ran onto the punt the passengers alighted. But before the punt had reached midstream it dipped strongly on the side of the cable and the water rushed in, swirling about the passengers' waists. At the critical moment, fortunately, the cable snapped and the punt calmly glided downstream into a little backwash, where a small dingy from the nearby hotel took off a few passengers at a time and deposited them on the other side of the river where another service car was waiting.

The new bridge is shown in the accompanying photograph. The work was practically complete when the picture was made, in September.

LEVER'S M.V. KURIMARAU GOES SOUTH

From Our Own Correspondent.

TULAGI, Oct. 23.

The M.V. "Kurimarau" left for Sydney to-day for her periodical overhaul. She

should arrive about the same time as the "Malaita."

A few settlers whose whole possessions are buried in coconut plantations are thinking of offering themselves as crew next time this vessel has to go South, as there seems no other way of getting the much needed spell in a temperate climate. We wonder how Skipper Rawson and Levers would like it.

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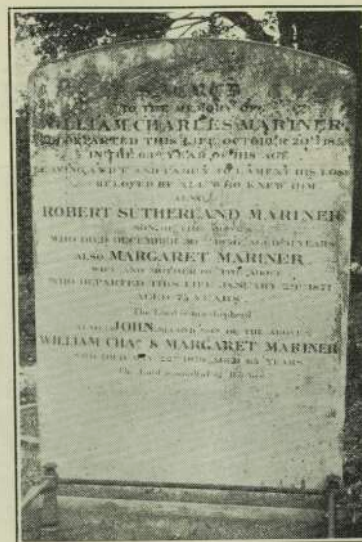
MARINER OF TONGA

His Grandson is Resident of Sydney

By ERIC RAMSDEN

AN interesting link with one of the most colourful characters in Pacific history is preserved by the descent of Mr. H. McCulloch, a resident of Mosman, from William Charles Mariner, whose name will always be associated with Tonga. Collectors of Pacific literature are always proud to possess a copy of Mariner's "Tonga" in their libraries. Mr. McCulloch is the proud possessor of two volumes of that prized work in which his grandfather had inscribed his name. Curiously enough, the books were purchased in the second-hand department of a Sydney bookshop.

William Charles Mariner, when his body was recovered from the River Thames in 1858, was buried in a cemetery in Gravesend, not far from London. There is no inscription on his tomb to suggest his early association with Tonga. It would be a graceful action on the part of the Tongan Government if it placed an appropriately-worded tablet on the grave, particularly as the Prime Minister, Prince Tugi (Consort of Queen Salote), is said to be a direct descendant of the chieftain Finau, who befriended Mariner following the massacre of the majority of the members of the crew of the "Port-au-Prince" in 1806. To-day, the visitor to the graveyard might pass the Mariner plot, unaware of the romantic career of the man buried there. Indeed, when one of Mr. McCulloch's relatives sought for it some time ago (to obtain the accompanying



A photograph of the headstone over Mariner's grave, Gravesend, England.

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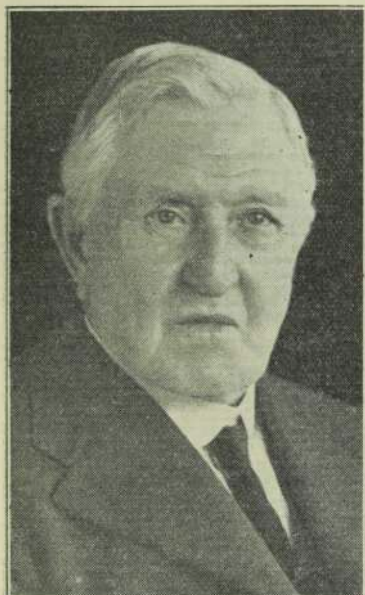
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photograph), she had great difficulty in finding the grave.

Mr. McCulloch never knew his grandfather, but he recalls his grandmother, the widow of William Charles Mariner, well enough. He remembers, too, as a child, he saw a number of barbed spears and other weapons, which, it was said, his grandfather brought from Tonga. There was never any reference in the home circle, however, to the latter's career in the Pacific. It was not until later years that he learned of his grandfather's romantic adventures, and the valuable record he left for posterity of his eventful years in Tonga.

THE GRAVE OF POCAHONTAS.

Curiously enough, Gravesend church contains a memorial to another romantic figure—the Princess Pocahontas. The Indian wife of Captain John Smith is buried in the parish churchyard. Women of Virginia presented a pulpit made of



Mr. Harris McCulloch

American wood, also a stained-glass window, in memory of Pocahontas. It seems rather a pity that the ancient church does not contain something to recall the adventurous youth of William Charles Mariner.

But, what is almost more interesting than Mariner's book is the story of how it was compiled. If it had not been for the discernment of Dr. John Martin, whose name appears on the title page, Mariner's account of one of the most interesting peoples of the Pacific in that period before European settlement, would never have seen the light of day. When

about fourteen years of age, Mariner was captured by the Tongans following the seizure of the "Port-au-Prince" with dramatic suddenness on November 29, 1806. The majority of his companions were butchered. The vessel, first plundered, was then burnt to the water's edge. When the principal chieftain, Finau, subsequently learned that dollars represented money, he regretted that he did not remove the coin before destroying her. The iron which she contained was, however, more precious than gold, in Polynesian eyes.

During his sojourn of about five years in the Friendly Islands, young Mariner won the confidence of Finau, and was regarded as his political adviser. Mariner assumed duties that, in later years, were undertaken by a class of Europeans known among the Maoris of New Zealand as "Pakeha-Maoris." These men were, in effect, useful in intercourse with Europeans, and extremely valuable in affairs of trade. However, Finau took advantage of the lad's knowledge of firearms, and he accompanied the Tongan leader on his expeditions of war. Mariner was, indeed, a factor of importance in assisting Finau to realise his bloodthirsty ambitions. As a matter of fact, he was not the only European in the chief's employ. When he set out from his own island of Foa to subdue the famous fortress of "Noooca-

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lofa" (as Mariner called the present capital of the Kingdom of Tonga), there were fifteen other Europeans with Finau; eight of them were armed with muskets.

Mariner has left us a pen-picture of the chieftain. Seated in an arm-chair (taken from the "Port-au-Prince") he directed the fire of guns taken from the same vessel against the fortification—which, incidentally, had withstood attacks for eleven years. Eventually, with the assistance of his expert allies, Finau reduced the fortress. Mariner has described, too, how Finau's men entered, clubs in hand, and slew every man, woman and child within. The English boy was later offered something which he believed to be pork. When he found that it was human flesh, he threw it in the face of the chief who had given it to him.

IRON RATHER THAN GOLD

Like all Polynesians, Finau was extremely intelligent. He continually plied Mariner with questions concerning the great world beyond the seas. Money, though he had little of it, seemed to fascinate him. What was it made of, he asked, and could it be fashioned from iron into various useful weapons? If money could be made, it was argued by Finau, then every man should spend his time making it! On one occasion, after he had heard Mariner explain the control of currency, he exclaimed: "I understand now very well what it is that makes the foreigners so selfish—it is this love of money!"

Mariner also revealed to his savage lord the pulsations of his pulse. Finau was

extremely interested. A few days afterwards one of the chief's servants annoyed him exceedingly by some unwarrantable act. The man expected to be killed. Finau waxed wroth, cursed the slave in all the Tongan he knew, and then, to everyone's surprise, calmed down. He had recalled what the English boy had told him of the association of the passions and his pulse. Applying his hand to his wrist he found the pulse beating violently. Turning to young Mariner, he said, "You are right!" Finau's discovery put him into such a good temper that he let the poor slave, who sat trembling in the presence of his master, depart with a caution.

But though life in Tonga was interesting enough, Mariner longed for his English home. An opportunity to escape came when an American whaler arrived off the island of Vavau. When the master told him, however, that he had more than sufficient hands, Mariner could hardly believe the evidence of his ears!

The arrival of the brig "Favourite" some time later from Port Jackson provided another chance. On this occasion the master was more sympathetic. By this time the original Finau was dead; the chief had been succeeded by his son. Describing a visit paid by his young master to this vessel, Mariner declared:—

"He ate a very hearty dinner at the captain's table, including a plentiful supply of roast pork. The young king particularly admired the flavour of the sage and onions. For the first time in his life he handled a fork and knife, with the greatest dexterity. Sometimes, indeed, his Majesty would forget himself a little and held the meat in his fingers, but, instantly recollecting that he had done wrong, he put it down again, exclaiming: 'Oh, I forgot myself!'"

Young Finau wanted to sleep in an English bed. "So that I can fancy myself in England!" he declared. The captain, who granted the request, obligingly gave up his own bunk to the Tongan. But, Finau's own people were greatly alarmed when he did not return that night. As a matter of fact, the chieftain was most anxious to come to Sydney and proceed to England, and it was only by subterfuge that Mariner was able to leave him. Meanwhile, he had secured the log of the unlucky "Port-au-Prince," and had endeavoured to persuade some of the other Europeans to escape. Some, however, had been so long in Tonga, which rightly enough they considered an earthly paradise, that they declined to return. One of these men was William Singleton, another survivor of the "Port-au-Prince." He was still living in Tonga with a native wife, when, years later, the Rev. Walter Lawry arrived from Sydney to establish the Wesleyan Mission.

(Continued overleaf)

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THE PACIFIC ISLANDS MONTHLY

27

"PORT-AU-PRINCE" SURVIVOR

Singleton is the subject of comment in several of Mr. Lawry's letters preserved in the Hassall Correspondence in the Mitchell Library. In one, dated October 3, 1822, he mentioned Mariner's account of Tonga. "I suppose the Tonga islands are some of the richest and prettiest in the world," he commented in a letter to his brother-in-law, the Rev. Thomas Hassall, of Cobbity. "Mr. Mariner's account is far from a 'Panegyric' that the half of Tonga's Excellencies has not been told in his books. . . . Singleton, he added, told him that in the wars prior to his arrival, "50,000 people fell in one week." That rather sounds as if the ex-sailor had been, to use a common phrase, pulling the missionary's leg!

Mariner's return to England quite naturally excited considerable interest. A Dr. Martin desired to test some of Mariner's statements. So he arranged a meeting with another escapee, one Jeremiah Higgins. "When they spoke the Tongan language," he declared, "I at once noticed the similarity of the pronunciation." At the request of Martin, Mariner promised he would make some notes concerning his stay in Tonga. "In order that his memory might spontaneously furnish more." He returned from a voyage to the West Indies with "a description of the more important religious ceremonies, and a vocabulary of between 4000 and 5000 words."

Eventually, it was resolved that Dr. Martin should undertake the composition and arrangement of the work he had in mind, while Mariner directed his attention "to the materials, noting down all that he had seen and heard such as had occurred to his mind." Higgins was also called in to give the benefit of his memory. The result was one of the most fascinating records in the history of Pacific literature, a record, too, that has since been of the utmost value to scientists and other investigators. Mariner is still quoted. Only recently I came across references to his work in a critical study of Polynesian music by Johannes Andersen, in the "Journal" of the Polynesian Society.

Mariner's subsequent career in England does not appear to have been particularly interesting. His grandson says that he believed Mariner had an office in Throgmorton Street, London, and was in business as a stockbroker. The family lived for many years in Gravesend after his death.

The "Mataram" left Papua on September 28 for Cairns, Brisbane and Sydney. The following cargo was taken from Port Moresby: 764 cases of desiccated coconut, 1015 packages of rubber, 168 bags of coffee, and 200 bundles of sandalwood.

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N.G. PUBLIC SERVICE

In Bulletin No. 31, issued by the New Guinea Administration at the end of September, the following particulars regarding Public Service alterations were gazetted:

PERMANENT STAFF**Appointments**

J. H. Hutchinson, Clerk, District Services Dept.
C. H. MacLean, Clerk, Dept. of Government Secretary.

J. W. Baker, Medical Assistant, Public Health Department.

H. O. Mocatta, Assistant, Keravat Plantation.
K. W. Bilston, Acting Patrol Officer.

Transfers

G. Greathead, A.P.O., Salamaua to Rabaul.
K. J. Hickey, A.P.O., Kavieng to Wewak.
J. K. McCarthy, Patrol Officer, Rabaul to Madang.

F. W. Mantle, A.D.O., Rabaul to Kokopo.
E. C. McDonald, A.D.O., Kavieng to Wewak.
W. Upton, Medical Assistant, Salamaua to Rabaul.

J. H. L. McGuigan, Medical Assistant, Rabaul to Salamaua.

J. W. Baker, Medical Assistant, Rabaul to Salamaua.

Temporary Appointments.

J. H. Dowsett, Clerk, Dept. Public Works.
J. A. Kerr, Typiste, District Services Dept.

N.G. Police Force

N. B. N. Blood appointed Warrant Officer, 2nd class.

H. J. Stevenson appointed Warrant Officer, 2nd class.

H. W. Thompson appointed Warrant Officer, 2nd class.

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Mr. T. D. Harris, general manager of Bulolo Gold Dredging Ltd., arrived in Sydney at the end of October on his way to America.

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SOLOMONS CUTTER FOUNDERS NEAR GELA

From Our Own Correspondent.

TULAGI, Sept. 12.

Natives recently brought word that a Malaita cutter, with four natives on their way from Auki to Balesuna to procure a cutter at Balesuna, opened up between Malaita and Gela.

Two natives are reported to have been drowned. One native reached Gela after a day in the sea, and another after three days' immersion, during which he lost practically all his skin. Three of the natives were Malaitamen and the fourth, a Western native.

FURTHER WEST

Leahy Bros. Out Beyond Mt. Hagen, N.G.

THOSE well-known New Guinea prospectors and explorers, Messrs. Mick and Dan Leahy, left the Ramu district recently on a "walkabout" for a few months. They have gone westward into the unknown region beyond Mount Hagen. The brothers on previous occasions reached Mount Hagen and reported that to the westward of Mount Hagen there is apparently a continuation of the magnificent plateau country that lies eastward of Mount Hagen, in the Purari and Ramu valleys.

The country westward of Mount Hagen is quite unexplored, and it is not known that any white men have set foot there. It is believed that it carries a very large population of natives of a superior type, and that the country generally is well cultivated.

The report of the Leahy brothers will be awaited with interest.

NEW PAPUAN POLICE CAMP

In Wild Goilala Country

From Our Own Correspondent.

PORT MORESBY, Oct. 14.

A NEW police camp is to be established this month in the Central Division in the heart of the turbulent Goilala country. In this area the fiery little inhabitants still indulge in the diversions of murder and raiding among the neighbouring mountain tribes, though they have long recognised the authority of the Government.

The new camp, which is to be in charge of Mr. R. H. Speedie, A.R.M., assisted by Patrol Officer Watkins, is a three days' journey over difficult country from the present police camp at Kambesi. It lies between Mt. Chamberlain and Mt. Nelson, and is situated near the headwaters of the Alabule River, which runs eventually into the St. Joseph.

The Goilala Valley was first visited in 1918 by Messrs. Grist, Wilson, and Storey from Ioma, in the Northern Division, after a raid by the Goilala people into their division. The expedition penetrated far into the previously unvisited district and met with determined opposition. Mr. Grist's carriers deserted and the party was besieged for three months. The position was desperate until Mr. Neyland's party arrived from Yule Island with police and carriers.

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"Eveready" Red Salmon, 1lb. tins	1/3, 14/6 doz.
Fruit Salad, "Summerland," 1lb. tins	7 $\frac{1}{2}$ d, 7/3 doz.
Strawberry Conserve, Q.P., 1lb. tins	9 $\frac{1}{2}$ d, 9/3 doz.
Sweet Corn, Gartside's, 10oz. tins	6 $\frac{1}{2}$ d, 6/3 doz.
Prunes in Syrup, "Summagold," 1lb. tins	6d, 5/9 doz.
Dessert Prunes, 7lb. tins	3/6 per tin
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THE PACIFIC ISLANDS MONTHLY

29

**CAPT. A. MIDDENWAY
FAREWELLED****Popular D.O. Leaves Gizo***From a Special Correspondent.*

ON the evening of September 7 one of the largest gatherings of residents seen at Gizo, congregated at the house of Mr. Luttrell, manager of the local branch of Burns Philp and Co., to say farewell to Captain Arthur Middenway, District Officer, on the occasion of his retirement from the B.S.I. Public Service.

Capt. Middenway was presented with a handsome silver casket, suitably inscribed, as a memento of his long period of office as D.O. Gizo, a period which exceeded that of any of his predecessors. Eulogistic references to his ability, public spirit and invariable courtesy as an administrative officer, and the high esteem in which he was held by all sections of the community, were made by various speakers, among whom were Rev. J. F. Goldie, Mr. D. Mackinnon, Mr. J. Sim, Capt. Musgrave, Mr. and Mrs. J. W. Bury, and Mr. Luttrell.

Following the speeches and presentation, dancing and singing provided enjoyable entertainment until nearly dawn when the M.V. Malaita arrived from Rabaul. Capt. Middenway embarked for Sydney a few hours later, amid many evidences of goodwill and friendship on the part of European and native residents of the district.

Capt. Middenway, who is a son of the late Mr. J. S. Middenway, of Vaucluse, N.S.W., was at one time in the service of the C.S.R., Fiji, subsequently he entered the Fiji Civil Service in which he remained until the outbreak of war when he left for England. Enlisting in a cavalry regiment, he was later transferred to the Monmouthshire Regiment with which he saw service in France. Afterwards he fought with troops in Mesopotamia, attaining the rank of Captain.

On being demobilized, Capt. Middenway returned to his post in Fiji, and, in 1921, was appointed Government Secretary of the British Solomon Islands Protectorate. Thereafter he was posted in various districts as administrative officer and magistrate, the last of these being Gizo from which he retired recently on attaining the age limit prescribed by the Colonial Office.

Mrs. Middenway preceded her husband to Australia some time ago, in order to establish their son Pat at Wesley College, Melbourne, but it is now their intention to take up residence in Sydney.

Capt. Middenway's successor as D.O., Gizo, is Mr. C. E. J. Wilson, who held a similar post in Guadalcanal district, Eastern Solomons.

**TOP HATS AND CUT-
LASSES!****"Bentinck's" Strange Cargo for
Early Papua***From Our Own Correspondent.*

PORT MORESBY, Sept. 13.

MR. HENRY DEXTER, of Milne Bay, a well-known pioneer storekeeper in the Eastern Division of Papua, leaves the Territory shortly, not to return. He will be sadly missed by his many friends in the east of the Territory.

Mr. Dexter first came to the Territory in June 1910, arriving in the "Bentinck," owned by the British New Guinea Development Co. Ltd.

The "Bentinck" arrived in Papua loaded to the full with cargo—machinery, plants and stores. There were stores of every variety; among which the most interesting items, perhaps, were leg-irons, handcuffs, top hats and an assortment of old cutlasses, amazing quantities of chocolates and delicate china in great variety. Large quantities of horse shoes made to fit horses such as never were on sea or earth were also landed.

Mr. Dexter's description of his early days in the country in the employ of the B.N.G.D. Co., makes interesting and amusing narratives.

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CRIME IN THE SOLOMONS

A resident of the B.S.I. writes:—

There has been much discussion lately, through your pages and otherwise, of the reason for the unusual number of assault cases in the Solomons. I can suggest one reason in the Medical Department of Tulagi.

My daughter, aged 16 years, was visiting friends in Tulagi, and developed a boil above the knee. She was accompanied by her host and hostess as far as the hospital and left there in the hands of a medical officer, for advice and attention. He took her into the dispensary, asked her to sit down, examined the boil, asked her to wait, and left her. Presently a full-grown native male attendant appeared alone, with basin and dressings, and proceeded to attend to the wound.

My daughter was too astounded and frightened to protest; at the same time, she expected the M.O. to return at any minute. However, he did not appear, and after the dressing was finished, she left the dispensary to find that, to all appearances, she was entirely alone in the small building, though other Europeans may have been in the vicinity. With two nurses and a resident, as well as a travelling doctor on the staff, it is surprising that natives should be allowed to attend to European ladies in this manner.

BULOLO GOLD

Frank Pryke, one of the best known of the "Big Six" (discoverers of the rich New Guinea mining field) finds his golden idleness heavy upon his hands. So—and we apologise for the shock we are giving to all old-timers—he has taken to writing poetry. The shameful fact might have been hidden; only, unfortunately, it is good poetry, and some of it must be published. He has kindly permitted us to make selections from his work, and the following poem is the first of them. Others will be published in later issues—"Old Samarai," "Matt Crowe," "Little George," and "Old Jew." The titles alone will have a definite meaning for old hands in Papua and New Guinea.

IN town a quiet whisper once more is running round:
Away in far New Guinea, good gold is being found.
We've heard this whisper often in the days that have gone by,
And we've sailed on leaky luggers for distant Samarai.
We climbed the broken ranges, and swam the flooded streams;
Our days were filled with dangers, our nights with fevered dreams.
But again the whisper stirs us, as it did in days of old,
And waiting only frets us—for Sharkey's on good gold!

Perhaps you will remember the days of which I speak;
The days of German Harry and Nicholas the Greek;
When B.P.'s islands schooners went sailing to and fro,
When Inman sailed the Myrtle, and Steele the Ivanhoe.
Men came from far Coolgardie, and Murchison and Cue—
Old-timers tough and hardy, who'd heard the rumour, too.
And now in quiet Cooktown Street the story is retold,
That up on the Bulolo old Sharkey's getting gold.

We've seen them inland marching, a gallant band; and then
We've seen them drifting back again, disheartened, broken men.
Malaria took its toll of them, the natives killed a few—
Some lie in rotten jungle swamp; the toughest battled through.
And disappointed, limping, their bodies wracked with pain,
They drag their weary limbs along and straggle back again.
We dare not let this chance go—though getting grey and old,
We swing our swags aboard the ship—Old Sharkey's getting gold!

We've packed the battered swag once more, the bag's filled to the brim;
Again we'll seek that far-off shore, let it be sink or swim;
Though disillusion greeted us on many a previous trip,
This is the final, lucky chance—we dare not let it slip.
We'll leave a crowded ship again, and on that lonely shore,
We'll load the carriers up with goods, at Burleigh Gorman's store.
We'll chase the yellow gleam again, as oft in days of old—
Our sight is growing dimmer, but—Old Sharkey's on good gold!

FRANK PRYKE.

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THE PACIFIC ISLANDS MONTHLY

31

SHOULD FIJI GOVERNOR BE ALSO THE H. C. FOR W.P.?

Some Bitter Comments from the Solomons

Letter to the Editor.

This article comes as a letter to the editor, from a B.S.I. planter, under date October 20; but it is accompanied by letters from two other Solomon Islands residents, stating that they subscribe to every word in it.

CELDOM does refutation of an expressed opinion come so speedily and emphatically as was instanced in the August number of the "Pacific Islands Monthly."

In the course of the editorial headed "Pacific Administrators," eulogistic reference is made to the administrative ability displayed by Sir Murchison Fletcher, in his capacity of High Commissioner for the Western Pacific, which concludes with the remark that "History should have something very flattering to say of this particular High Commissioner."

Commencing on page 17 of the same issue, under the caption "Chorus from the Solomons," there is set out an abstract of 11 letters received from residents containing adverse criticism of the administration, all of them "biting in character." Clearly, whatever bouquets "history" may bestow, they will not be subscribed to by contemporary opinion in the Solomons.

If the High Commissioner is to receive credit for acts that may seem wise and statesmanlike, he must also accept responsibility for those that are otherwise, when they apply to territory nominally under his aegis and authority.

Sir Murchison Fletcher is doubtless a widely experienced and competent Administrator, but it is glaringly and increasingly manifest that neither he nor anyone else, however capable, can combine the dual offices of Governor of the Colony of Fiji, and High Commissioner for the Western Pacific with satisfaction and credit to himself, and justice to the inhabitants of such widely-scattered and diverse territories as those which are embraced by the Western Pacific Commission.

The gubernatorial office is an important and responsible position, demanding the full time and close attention of the Governor, and the consequence is that the affairs of the Western Pacific Colonies and Protectorates, represented to the High Commissioner by various Resident Commissioners, are relegated to subordinate officials quartered at Suva who are lacking in sympathy, knowledge and understanding of the manifold problems that affect those territories and their inhabitants, but on which they adjudicate, and on whose recommendations the High Commissioner—himself lacking in experience of the islands, and without time or opportunity for personal contact—has, perforce, to act.

The sooner the shackles which fetter island administrations to a bureaucracy at Suva are severed the better for all concerned. If there must be a High Commissioner for the Western Pacific let the appointment be for that comprehensive

office alone, so that the Administrator may exercise real and not nominal control of the territories under his jurisdiction, with time and freedom to become acquainted with his responsibilities at first hand.

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Whatever may be the conditions existing in sister groups of the Western Pacific Commission, it is strikingly evident from the correspondence and articles which appear in your columns that deep discontent rages in the Solomons Protectorate, and that such should be the case in a country possessing so relatively small a population, and with an administration not only free from debt, but having £60,000 or £70,000 of surplus funds at its disposal, can only indicate that discreditable failure must be attributed to a stupid and utterly unsuitable system of government.

The causes giving rise to dissatisfaction need not be recapitulated here. Your numerous correspondents have touched upon most of them over a long period, with varying degrees of heart-felt invective.

The policy of encouraging and pandering to Asiatic traders is uppermost in the minds of many at the moment, and with

reason. That policy was dictated, it is claimed, to assure better service to the natives than was given by Europeans; a fallacious idea founded on inexcusable ignorance of trading conditions in the Solomons, and failure to realise the moral and psychological effect upon natives of the contacts thrust upon them with the weight and authority of government. Charges of exploitation of the natives by white traders—once a favorite slogan—were unwarranted and unsubstantiated. But Asiatic traders have developed a subtle technique in that direction and the Administration may wake up one day to find the fact an inconvenient embarrassment.

But why this deliberate attempt to oust British traders who pioneered the group, and helped to make it fit for Government officials to live and thrive in? How much of the handsome surplus referred to was contributed by aliens? Very little, indeed! It is high time that the idiotic,

traditional policy favored by British Administrators, of truckling to the interests of every race under the sun—but their own—came to an end. Or, if they would be consistent, why not staff the civil service with Orientals? They would probably be cheaper, and perhaps more competent. Kipling's caustic portrayal of what happens "when the troopship's on the tide" might well be borne in mind by those in authority. Saviours of the Empire will not be found among the pampered friends of the moment.

And what of native administration? Has success in that direction been such as to compensate for the discontent existing among Europeans? Definitely and irrefutably, no! If there is one phase of administration more than another of which the Colonial Office, or whoever is responsible, has reason to be ashamed, it is the administration of native affairs in the Solomons. But that does not emerge in public references, for the natives are inarticulate, especially when "Government" are the oppressors.

The natives, also, are feeling the pinch these days, with their principal product (copra) bringing them (when they are able to sell it) a small fraction of the price they received a few years ago. Yet to many of them no mercy is shown: they have been informed that if their tax is not paid they must go to gaol. That will not bring grist to the Government crushing mill. The labour they can perform while in gaol is unproductive, and they will have to be fed at public expense.

In relatively prosperous times the natives can quite well meet the annual levy imposed upon them by the Government; but, under present conditions, many cannot do so without undue hardship and suffering. The pound of flesh, however, is to be exacted, even if it means disrupting family and communal life, the neglect of gardens—practically the only source of their food supply—and the inculcation of a deep and abiding hatred of everything pertaining to "Government."

Of those who have gained their confidence—not lightly given—the question is often asked: "Why do we have to pay tax? What do we get for it?" And echo answers, What! Their most pressing need is medical service, a primary consideration with every enlightened administration in the world. In the Solomons there is at present one qualified medical officer (permanently stationed at Government headquarters) and two "native medical practitioners" to serve a population estimated to number close on 100,000! These are facts that may be easily verified. Will it be contended that an effective service is rendered by the medical establishment when it is remembered that the Protectorate is made up of islands scattered over an area of approximately 14,000 square miles?

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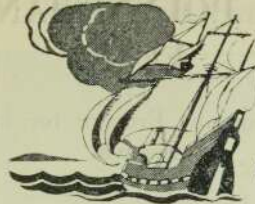
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The Administration, which expends between £50,000 and £60,000 a year on its civil service, has neither an educational system nor policy. In short, nothing whatever is done by the Government for natives of the Protectorate from whom it extorts many thousands of pounds per annum in direct taxation.

For these and other reasons that space does not permit of here, the Solomons Protectorate will definitely and emphatically decline to subscribe to any testimonial extolling the virtues of the British Colonial Administration in the Western Pacific. Europeans, discouraged and disgusted, have shed the last pretence of loyalty to it; and the natives, from sheer neglect—except by the tax-collector—are moribund. That is an achievement and state of affairs for which the system of administration deserves nothing but unmitigated discredit.

Mr. Fraser Light, who was for some time a resident of New Caledonia and who went abroad a year ago, returned to Sydney recently. He has sold his interests in New Caledonia and probably will settle down in Sydney.

A POLYNESIAN FETE

Tuamotuans Prepare for Huge Festival

From Our Own Correspondent.

PAPEETE, Oct. 2.

THE natives of the Tuamotu Archipelago (sometimes known as the Low or Dangerous Archipelago) are organising a huge "Arearea" (fete) on the principal Island of Fakarava, which is scheduled to last from November 10 to November 17. Already many families in Tahiti and adjacent islands are making preparations for the journey they will have to undertake in order to participate in the festivities.

Visitors are also expected from the Cook Group, from Pitcairn Island, and also from New Zealand, Australia, Hawaii and California. From all over the Tuamotu's—which cover an area of 700 miles by 500 miles—the natives will assemble in the great lagoon of Fakarava by means of sailing cutters, while those travelling from Papeete will be catered for by local trading schooners and by the new 400 ton motor vessel, recently acquired by the Messagerie Maritimes Co. for the inter-island services.

Community dancing (*oeta*) in ancient costumes, singing in the manner peculiar to the Tuamotu's, and competitions for the most elaborate orations in the native tongue, will all be features of great interest.

But it is more particularly in aquatic sports that the Tuamotu athletes excel, and it is quite probable that wonderful performances will be given in swimming and diving. Ordinarily divers for mother-of-pearl shell can reach a depth of 37 metres, naked diving, and some among them can dive to 42 metres or more without difficulty. In the pursuit of the sea turtle the Tuamotu native has also acquired a dexterity and adaptability to the water which is little short of marvellous.

An event which is entirely unique, and which is sure to evoke a great amount of enthusiasm, is that of the *Patia fa* (throwing the Tuamotu spear). The target for this sport is a coconut placed at 12 metres above the ground and some 25 metres from the spearman, and the winner is the one whose spear is planted on the highest part of the target. This sport demands incredible strength and skill.

Not the least of the attractions will be races between the sailing cutters—between 20 and 30—which will have gathered in the lagoon for the "big week," decorated with the traditional insignia of its particular island. As the lagoon of Fakarava contains some 320 square miles of water, there is ample room for some exciting sport.

His Excellency Monsieur Montagne, Governor of French Oceania, will personally preside at these entertainments, thereby demonstrating the interest taken by the Administration in the development of the native physique, and in the perpetuation of healthy and interesting Polynesian pastimes.

In anticipation of a certain large influx of visitors the natives of Fakarava are now constructing a temporary village of coconut leaf huts for their accommodation.

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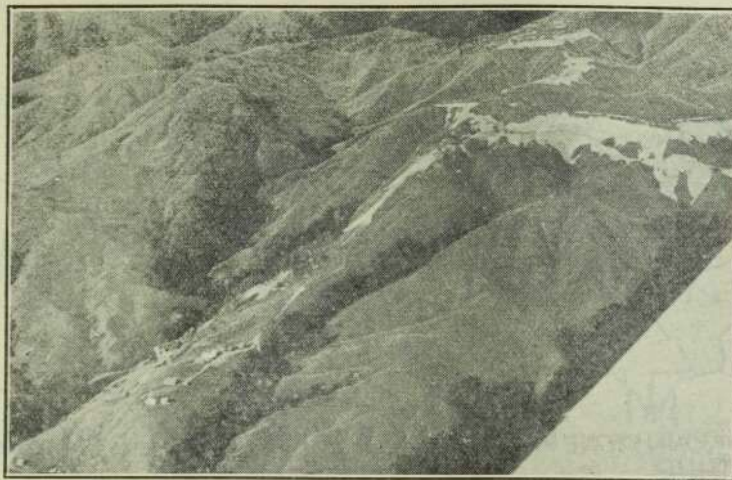
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Photograph, taken from an aeroplane, of the site of the new Baiune power station that is being built by Bulolo Gold Dredging Co., Ltd., north of Bulwa. The power house has been built in the gorge shown in the lower part of the picture; and the intake from the race is shown in the upper right corner.

The water comes in an open race along the hilltops for a distance of several miles. Water was turned into the race this month; it is probable the power will be generated in November; and the whole scheme will be completed—including the link with the Bulolo power house and the transmission of power to Wau—by the end of the year.

THIRD SESSION OF N.G. COUNCIL

From Our Own Correspondent.

RABAU, Oct. 3.

THE third session of the New Guinea Legislative Council was a short one, lasting only an hour. His Honour Brig.-General Ramsay McNicoll opened the session on September 24, but owing to his recent arrival only very urgent matters were attended to, viz., the Supply Bill and an amendment to the Superannuation Bill.

Notices of motion from non-official members were held over until the next session, which, it is anticipated, will take place some time in January.

PAPUAN ADMINISTRATOR PRAISED

"Australia should be proud of the wonderful administration of the natives in Papua," said Rev. B. T. Butcher on his arrival in Sydney from London on October 30. "If all Administrators had the same sympathy, understanding, and interest in native problems as the Lieutenant-Governor of Papua (Sir Hubert Murray)," he continued, "the lot of primitive people in Australia would be happier."

Rev. Butcher, who is a pioneer London Missionary Society worker stationed at Aird Hill, Papua, returned to Sydney by the Makura after furlough in England, and is on his way back to the Territory.

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There is Essence of Anchovy for fish, Tomato Sauce, made from fresh, ripe tomatoes; French and Italian Olive Oil, with a delicate, creamy taste—so nice with the salad and of such nutritious value for invalids, French Capers, Olives, in many varieties, from Spain; tiny sweet Gherkins and little White Onions, Fish and Meat Pastes, Flavouring Essences and endless other delicacies. Holbrooks' Baked Beans, with Pork and Tomato Sauce; tinned Spaghetti and Soups are also tasty and delicious.

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WATERLOO, N.S.W.



Mr. Hakon Mielche, a famous Danish artist, was foot-loose in Tulagi, B.S.I., for a few days, after the Danish scientific expedition was wrecked in the Southern Solomons. The above study in profiles is the interesting result.

SOAP FROM COCONUTS

A Useful Recipe

"NOTICING in a recent issue of the P.I.M. that a reader was complaining of the high price of soap," writes a correspondent, "Bobo-ana," from Eastern Papua, "I am forwarding a simple recipe for making soap from coconuts.

"This recipe was given to me by the Methodist Mission at Salamo, and I have found it exceptionally good. When making the mixture it is essential to prepare it in dry weather, as I have found that during rainy weather the soap will not set properly.

"Obtain about 40 plantation coconuts and grate them in the ordinary way, as if making fowl's food, etc. Then squeeze the grated coconut very thoroughly and strain through sugar bagging.

"Mix 1lb. of caustic soda with water—about four 1lb. butter tins full is sufficient. Stir this mixture well, then add the coconut milk. For 20 minutes this preparation should be mixed until it is thick like honey.

"Pour the liquid into tins or moulds and leave until the following day, when the soap is ready to be cut into bars."

STUDY OF SIO ISLANDERS

While in New Guinea early this year Mr. William C. Groves, an Australian anthropologist, spent four weeks among the natives of Sio Island (off the north coast of Huon Peninsula, T.N.G.) studying the effects of culture-contact. Recently he returned to Australia and he has embodied his observations and conclusions in a treatise entitled "The Natives of Sio Island, South Eastern N. Guinea—A Study in Culture-Contact." This was published in the September "Oceania" and has now been reprinted separately.

Mr. Groves appears to have made particularly exhaustive investigations concerning the Sio Islanders. He has analysed their personal habits, their kinship and social structure and inquired closely into their participation in the primitive economic system of the Huon Peninsula. He noted many cultural changes which have taken place—steel and iron have supplanted stone and bone, and the lava-lava has taken the place of the grass skirt and "tapa" belt. Magic and sorcery have completely disappeared under the influence of mission activity.

Mr. Groves gives a concise description of life on Sio to-day and recommends as a practical step for their assistance that some form of village industrial, or local agricultural, enterprise other than coconut planting be introduced.

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THE PACIFIC ISLANDS MONTHLY

37



LIMPING ACROSS PACIFIC

Adventures of S.S. Solaftric

From Our Own Correspondent.

SUVA, Sept. 26.

MISHAPS have crowded thick and fast upon the Andrew Weir motor vessel Solaftric, which left this port after repairs to her engines, for Callao on September 6.

The Solaftric, 2126 tons, and one of the earliest of Diesel-engined ships, was built in 1909. She was formerly the Songdal, and prior to that, the Folkvard.

She left Calcutta early in May with a general cargo of gunnies, shellac, pig iron, etc., bound for Callao. The main crankshaft of her engines broke in the Bay of Bengal, and the vessel drifted aimlessly for days, but eventually reached Sourabaya, where repairs were effected. Further engine trouble was experienced, and the master, Captain Morrow, put into Port Moresby for further repairs.

Again she broke down, and drifted helplessly for days, in seas bestrewn with reefs. For four days she was within a quarter of a mile of a reef eleven miles long. All the ship's tarpaulins were rigged as sails; but the master expected the ship to go ashore at any time. The boats were slung out, and all hands wore life-jackets, night and day. However, a freakish current swung the vessel along the face of the reef and actually carried her through a narrow and difficult passage.

Repairs were effected at sea, and, with stores running low, as well as further engine adjustments being necessary, the master put into Suva on August 31. Messrs. Bish Ltd. effected repairs, and the ship put to sea again on September 6.

A week later, she was in trouble again, for a message was received in Suva on September 14, stating that the Solaftric was broken down and drifting, 1050 miles from Suva. The steamer Trentbank, belonging to the same company, was then going to her assistance, and, it is understood, would tow her to Callao.



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KWATO MISSION AND TRADING

Normanby Resident Returns to the Attack

Letter to the Editor

IT was with great interest that I read the letter by Mr. E. W. Harrison in your issue of May on the subject of Traders and Missions.

His criticism of Kwato was quite justified. I was within a mile of them when they were trading shovels, dishes and picks to the local natives in return for gold; and, further, I had made no less than four complaints to the magistrate at Samarai about illicit trading in gold by Kwato employees.

Further, previous to coming to Normanby Island, I was at Bubuleta, in Milne Bay, when a Kwato native employee arrived with scales and bought gold from the locals.

Mr. Harrison is to be commended for the manner in which he has expressed the views of the population in the Eastern end of the Territory, although, as he states, none have so far had the courage to take action.

Nothing has been published, so far, but the opinion of the general public is that some years ago Kwato broke away from the L.M.S. and formed themselves into a company under the name of Kwato Extension Incorporated which, as the latter word implies, was done in America.

For some unknown reason, although this

Company was clearly a trading concern, our benevolent government still continued to pay them a large subsidy every year, and also still granted them immunity from the Native Labor Ordinances and Regulations. This grant is, we understand, given ostensibly for the purpose of conducting a technical school for natives at Kwato. The amount of the grant is a secret. Enquiries from officials at this end elicit the same reply: they don't know how much or under what heading the grant is classified in the estimates.

This is a matter for the Federal Parliament to take up and ask this Administration why this registered Company is given a large grant every year and allowed all the privileges of a Mission Society, when it is well known that it is a trading concern, and with the help of this grant and privileges is allowed to compete against Europeans who are struggling for a bare living these times. With the generous help of the government, and the privileges accorded them, this Company can underquote any tradesman or traders in the Territory, and when it comes to scratching for a few weights for a bare living, the poor old fessicker has no earthly chance against them.

That this advantage has been recognised by the manager of Kwato is shown by the very versatile business he is conducting. It covers storekeeping, trading, carpentering, plumbing, boat builders, shipwrights, shop proprietors, tailors, printers, wharf lumping, and working and buying alluvial gold.

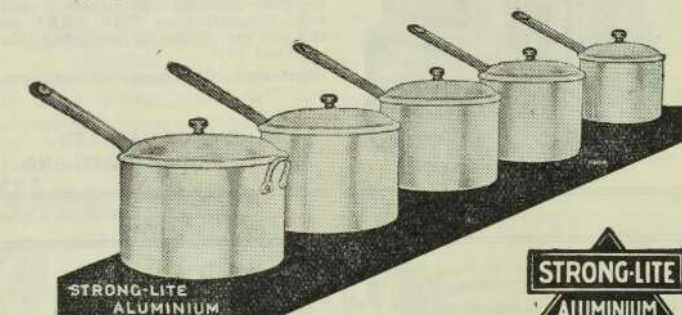
The ordinary man, to secure labor, has to give an order to a licensed recruiter, or else obtain a boat and do it himself. If the latter, he must obtain a boat complying with the regulations. He must not carry more than the registered tonnage allows. He then has to sign the native on, which costs 7/-. He must pay the minimum wage of 10/- per month, supply a blanket, calico, plate and spoon, and mosquito net where necessary. Then the recruited native has to be given so many cubic feet of air space in the building approved by the government; supply list of rations; all medicines; hospital fees 2/- a day; vitamins A to Z; and lastly, but not least, usually 20/- to send him home after his time has expired.

Persons exempt from the Ordinance can use any old boat they like, carry an unlimited number on board, no question as to what wages or food are supplied, no sign fees, no hospital fees and, under these privileges, are evidently exempt from even vitamins considered so important by our C.M.O. for all natives in the employ of Europeans.

When one considers the state of the copra market, and the fact that trading is generally stagnant, it is a marvellous thing for this Company to maintain 17 Europeans and a large native staff on the small island of Kwato.

Mr. Harrison remarks, in reference to this Company's activities in Milne Bay, that it was up to the local men to complain. Perhaps they may have had the same treatment as I got when I complained. I reported to the magistrate, twice verbally and twice by letter, that Kwato natives were illegally buying gold for the manager of Kwato. I was told verbally that the matter would be looked into. My letters were ignored altogether. Further, I followed this up and wrote to His Excellency about the unfair competition of this Com-

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THE PACIFIC ISLANDS MONTHLY

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pany, and also asked the Samarai Chamber of Commerce to support me, which they did by interviewing the Governor in Samarai. The result I have not yet heard and have had no reply from the Governor.

I had to shift out of Milne Bay owing to the Kwato natives pegging all the ground; and on arrival at Normanby Island I find them here as well.

Two men just recently interviewed the Governor in Samarai and asked for some assistance to search for gold. They were told it was impossible, as if they were to get assistance everyone else would want the same. And yet here is this registered Company getting very considerable assistance, and they are apparently using it in a feverish search for gold all over the Eastern end of the Territory.

The L.M.S. stronghold was in Milne Bay. One could safely say that the whole of the population there were followers of what they term "Kwato Mission"; and they are still ardent followers. They do not know anything about Incorporated Companies, therefore an outsider has absolutely no chance of competing against a trading concern mixed with the missionary business.

In my opinion, the manager of Kwato is not to blame for making all he can in a legitimate manner. I blame the lax attitude of the government for allowing such things to happen. If they give a subsidy for technical purposes, it is up to them to see that the whole of that amount is spent on the business for which it is given. If it is, neither Mr. Harrison nor myself can complain. If it is not, then our complaints are justified.

I was always under the impression that all grants were subject to the Commonwealth Audit Department. Is this Company also exempt from this? They cer-

tainly appear exempt from all building regulations. They have had the best allotment in Samarai for the last 24 years, to my knowledge, lying idle, anyone else has to build within 12 months.

As the finding of gold is about the only thing that will save this country, it would not be a bad idea for the Governor to read what the Queensland Government are doing in assisting the unemployed to find it, and also the wonderful success which they are having. It would be surely more appropriate to assist Australians, out of work after years in this country, than to be so generous to a foreign Company—especially America, with their antagonistic attitude towards Britain over the war debts. The cost of sending native medical students to Sydney to learn nothing, except more bad habits, would have equipped an expedition inland to look for gold.

There were a number in Samarai who were openly complaining about the unfair competition of Kwato. Now is the time to hop out in the open—let's hear from them!

I am, etc.,

REG. FLETCHER.

Kwanaula, Normanby Island,
Papua. 23/6/34.

Colonel Hooper, a Queensland school inspector, who has been inspecting the various schools in Papua, left Port Moresby for Brisbane on his return by the Maedhui on October 17.

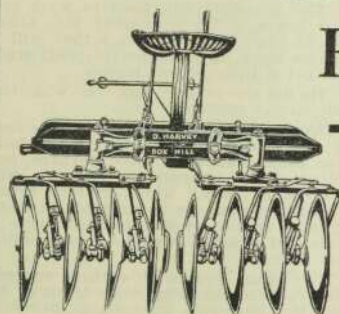
Mr. L. P. Armour, who has been appointed to take charge of the Shell Company's depot at Suva, Fiji, left Sydney for the Colony in October. Formerly, he was in charge of the Shell depot at Townsville, Queensland.

A wireless comedian complains that there are very few new jokes. Listeners have always known that.

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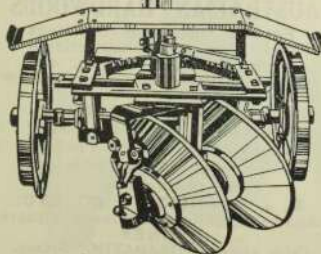


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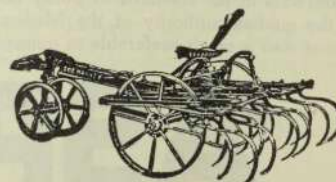
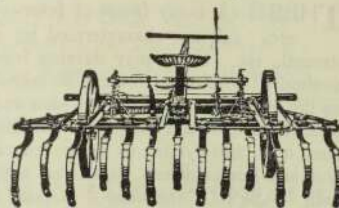
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Massacre in 1880 on Mandoliana Island

Names of Murdered Blue-jackets

IN the June issue of the "Pacific Islands Monthly," we published an article entitled "How Kalekone Got His Head," describing how an officer and several ratings from the British warship "Sandfly" were massacred on Mandoliana Island, B.S.I., in 1880. This interesting article had been published from material supplied by Mr. M. Harper, an ex-Australian Navy man, who is now a trader on Mandoliana Island.

At considerable trouble, Mr. Harper had verified the details of the murder and eventually identified the exact spot where the officer and his men died. Mr. Harper was desirous of marking the bluejackets' graves on the island, and offered to place over the burial ground a concrete slab inscribed with a brief outline of the tra-

gedy and the victims' names, if he could correctly ascertain them.

After making inquiries from the British Admiralty regarding the incident, the "Pacific Islands Monthly" received the following particulars from the Official Secretary, who asked us to convey same to Mr. Harper:

"The names of the officers and ratings, about whom you were inquiring, are: Lieutenant James St. C. Bower, Leading Seaman Benjamin Venton, Alfred Carn, A.B., John O'Neill, A.B., William Patterson, A.B., and Robert Buckle, A.B."

"The latter rating was shot by natives during the subsequent search by Acting-Lieutenant E. Bradford and a party from H.M.S. Sandfly, who discovered the decapitated bodies of Lieutenant Bower, Leading Seaman Venton, Able Seaman Patterson, and a fourth, supposed to be Able Seaman Carn. Those bodies were buried on the island. The body of the other rating was never found, but was believed to have drifted out to sea, as he was bathing when shot. It is not known where Able Seaman Buckle was buried."

"The only survivor of the party who had been working with Lieutenant Bower was Robert Savage, A.B."

A SOUTH SEA UTOPIA

Another Colonizing "Scheme"

EVERY now and again, with the same regular monotony as the high-flown reassuring phrases of company promoters, comes an announcement that a group of nature lovers intend to hie themselves to some far-away South Sea Isle and there live a life of languorous ease, amid blue skies and waving palm trees.

The latest such scheme to come under our notice has just been announced by Mr. Maurice Allard, President of Nature's Recreative Association. The story, published in an American paper, is as follows:

"Utopia, a languorous paradise on a tropical isle in the South Seas, is beckoning—to anybody who can pay the entrance fee of 1000 dollars (£200).

"As soon as we have raised sufficient funds to purchase the island, and a small steamer to take us there, said Mr. Allard, at least 160 San Francisco nudists will start on a one-way trip to Paradise."

"The retreat will be on the island of Vanna Vanna, in the Gambier Group, 250 miles south from Tahiti, where coconuts, mangroves, guava, pineapples and bread-fruit grow while you look at them."

"Mr. Allard has it all worked out. Money? he said, we won't need any. Clothes? We won't need any. There'll be no butcher's bill. Fish, crabs, turtles, and shrimps abound."

"Even the prospective little nudists are being provided for, because all who enter this ultra-nudist island must be married. Inter-marriage between their descendants is planned, so that ultimately a race of super-nudists will grow up."

"The islanders will need to work only four hours a day, explained Mr. Allard, and in their spare moments they will be able to work up a mother-of-pearl trade, and get a little pocket money."

"He did not explain, however, what they will do for pockets."

That is the scheme, differing little from its many predecessors. Invariably, however, little is achieved, save, perhaps, providing some sympathetic reporter with front-page "copy," which in turn brings a breath of romance to hundreds of weary typists and a longing for adventure to their flat-chested, would-be lotus-eating boy friends.

That many people view these schemes with faithful sincerity lends truth to the glib Mr. Barnum's interesting theory.

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THE PACIFIC ISLANDS MONTHLY

41

JAPAN BUYS N. CALEDONIAN CHROME

From Our Own Correspondent.
BOULOU-PARI, Sept. 30.

Japan is entering the field as a buyer of chrome from New Caledonia. Her earlier purchases consisted of only a few tons. In a few weeks, however, the "Nipponais du Nippon" is expected here with a cargo of merchandise and will load from New Caledonia a cargo of 800 tons of chrome.

She will also load 20 tons of nickel, as a sample.

COCOA-CULTURE**An Inquiry from London**

Letter to the Editor.

I WONDER if anyone out there is taking up cocoa? I should like to clear a thousand acres and plant it for a decent company. They would get a return in five years, and by then the Commonwealth would have a definite policy for its own tropical products. I have a man, who is also an expert in the cultivation and curing of cocoa, and with proper land, there should be not less than 500 tons p.a. from the 1000 acres, say, at the end of 8/10 years. With to-day's prices for fine fermented cocoa, the profit should be at least £8 per ton net, and the costs of bringing to bearing not more than £20 per acre. A capital of £20,000 would be ample, and a return of 20 per cent. is what would be aimed at; and cocoa is a good thing with users growing in numbers, and, at present, as far from the cocoa producing world as is possible.

If any of the plantation-minded people are interested, I shall be glad to go into the matter, and feel that not only Papua but New Guinea has some wonderful land for the growing of this product.

I am etc.,

J. E. NIXON-WESTWOOD.

37 Farquhar Road,
London, S.E.19,
30/9/34.

[EDITORIAL NOTE.—The above letter, probably, was not written for publication; but this is a time when South Seas planters should know all the opportunities that are offering. Mr. Nixon-Westwood was a cocoa-grower in West Africa, and was in the South Pacific a couple of years ago.]

NEW B.S.I. WAGE SCALE**May Cause Shortage of Native Labour**

From Our Own Correspondent.
TULAGI, Sept. 23.

THE time is approaching when the new native wages scale will come into force. Though the new scale could well have come sooner, the time is opportune, as very few recruits are now required, and the native will certainly not recruit readily at 50 per cent. of his former wages.

Anticipating the inevitable reluctance of "boys" to recruit until they readjust themselves to the new order of things, at least one big firm has had the foresight to break the old contracts of selected and specially useful labourers and re-engage them for a further period at present rates. This procedure should tide over the recruiting lull (and probably increased recruiting costs), that must be expected.

This breaking and renewal of old contracts has been criticised as inconsistent, inasmuch as planters have been agitating for a reduction in labour costs. But, considering the dearth of labour offering, likely to follow the new regulation, the precaution is wise; and less inconsistent than later, as an emergency measure, to pay a rate above the regulation minimum, through lack of prescience in anticipating a serious hiatus in recruiting.

Actual recruiters rather fear the new regulation; although most of them are now pretty well out of business, in any case. Economic conditions, as they have forced the new scale of pay and eventually closed down or forced the sale of many plantations, will probably induce

the native to work for the new wage. That is, if in the meantime, the habit of going to work has not become completely lost.

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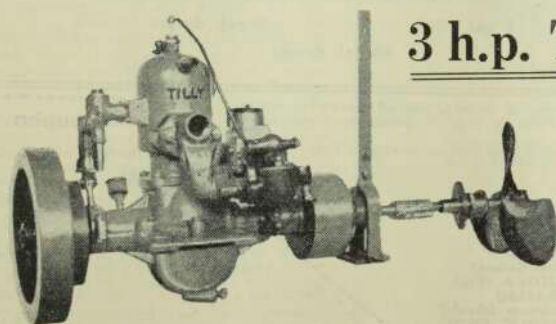
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P.I.M.

RATTAN CANE

Development of New Industry for N. Guinea

ABOUT the end of 1933 a well-known Australian visited the island of Bougainville (Northern Solomons), which is included in the Mandated Territory of New Guinea. This gentleman had been in the East Indies; and in Dutch West Borneo had seen huge rafts of timber coming down the rivers laden with bundles of Rattan cane, which were transported to Singapore and thence distributed to the markets of the world.

When he was in the Buin district, South Bougainville, he was surprised to find the same kind of cane growing freely in large areas of jungle. This was not cane which the natives usually use freely in building their houses—it is a variety which he found in all parts of the Bougainville jungle and which seemed to have no use there, whatever.

Before he left Bougainville he arranged that a parcel of about 7 cwt. of this cane should be cut in the jungle and shipped to him in Australia. This was done. The cane was cut in the crudest fashion, and without any attempt at selection.

On his return to Australia he secured statistics which showed that Australia annually consumes about £5,000 worth of this cane, which is procured from Java, Singapore, Malaya and China. His consignment from Bougainville came duly to hand and he made arrangements for its distribution among manufacturers of sea-grass and cane furniture. He found that simultaneously a representative of Messrs. Burns Philp and Co. Ltd. was also visiting the furniture manufacturers, with a sample of Bougainville cane; and as he was merely seeking to open up a new industry for New Guinea, he saluted the prompt business enterprise of the big firm.

The furniture manufacturers reported that some of the cane was of very poor quality, obviously the result of unskilful selection, but that some portions of the samples indicated that cane of good quality could be secured from Bougainville, which would be quite suitable for the manufacture of furniture.

One of the manufacturers said that if the people in Bougainville would select cane in straight lengths, of from 14 to 16 feet, with a diameter of from five-eighths to nine-eighths of an inch and of suitable colour and pliability, he would be quite prepared to purchase them at a price that, while considerably under the East Indies price, would still return the producer in Bougainville a satisfactory profit.

The question of freight arose. It appeared that Messrs. Burns Philp & Co. Ltd. charged £14/6/- per ton (or about 50 per cent. more than freezer cargo); but it cost only 38/- per ton to bring the same class of goods (Rattan cane) from Singapore.

In February, 1934, the Australian business man concerned reported fully upon the whole matter to the Administrator (General Griffiths) and the latter displayed keen interest in the possibility of developing this new industry. He was informed that the market in Australia absorbs Rattan at £40 per ton upwards—some qualities bringing £70 per ton. The freight probably would be in excess of that from Singapore; but the freedom from exchange charges would favour the Bougainville product. The Administrator thought that this industry could be established in New Guinea, if the Government took steps to

see that only cane of correct pliability and good colour reached the Australian market.

When General Griffiths returned to Rabaul in April last he placed the whole matter in the hands of the Director of Agriculture and asked that inquiries be made.

During April, 1934, the Administrator discussed with Messrs. Burns Philp and Co., Ltd., Rabaul, the question of freight on this cane; and the local manager (Mr. Coote) took an active interest in the matter and wrote to Sydney, recommending that this cane, provided it be made into compact bundles, be carried at the same rate as copra—namely, 35/- per ton dead weight.

About the end of April the Director of Agriculture, Rabaul, sent out to District Officers some details about the proposed Rattan cane industry and added instructions showing how Rattan should be prepared.

We understand that shipments of this cane are now coming to Australia through the merchandising department of Messrs. Burns Philp and Co., Ltd., and that it is being purchased by furniture manufac-

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turers, etc., in Australia. This is an excellent development for the Territory—with the exception that freight is still being charged at over £14 per ton, and the Australian manufacturers are being charged £40 per ton.

An observer, writing to the P.I.M., says: "The user is prepared to pay this £40, as even then he is better off than with Rattan brought down from Java, owing to the exchange position; but you can see that if £10 per ton were allowed for freight, merchandising and profit, the plantation owner or trader in New Guinea would get a gross return of £30 per ton. The natives in Bougainville are glad to bring in as much cane as is wanted for £8 per ton—and so you can see the possibilities of profit in this trade. No Islands produce can pay a freight rate of £14 per ton and exist, unless the trader is merely a milch cow for the shipping interests."

CATTLE EXPERT VISITS THE SOLOMONS

From Our Own Correspondent.

TULAGI, Oct. 10.

On behalf of Messrs. Levers Pacific Plantation Pty. Ltd., a cattle expert is visiting the Solomons and giving advice and assistance in connection with stock troubles. A little outside information should result in an improvement in the various herds, and save local managers much future worry.

Mr. Kelly's report will be of interest and value.

RAISED GARDENS NOW IN DARU

TALKING about vegetables:

The June number of the P.I.M. had not long gone the rounds in Daru, Papua, when many of the white residents were talking about making a "raised garden," as described by Mr. Hanselmann, of Madang. And now two are already in existence and shaping well for the forthcoming dry season.

This is one of the most useful articles that has appeared in your pages. But, Mr. Editor, can you not add to it by asking Mr. Hanselmann to give particulars of the varieties which he finds grow best in the New Guinea climate? It looks as if this gentleman has a lot of information up his sleeve that would prove very useful to Island residents, and we would all like to share in it. May we expect "some more"?

Incidentally, it may be of some advantage to mention that a new variety of tomato seeds, called Woodward's Sensation, obtainable from Foster's, Sydney, deserves publicity. From them, crops of fruit that beat all previous records in Daru, were obtained last year.

Still another!

Our cookboy was handed a packet of dried haricot beans, put up by a well-known firm for culinary purposes. They looked as if they might have come out of Tutankhamen's tomb, for all the signs of life they showed.

A week later, Cookie came and asked a question.

"Taubada," he said. "Dem beans you give any good for plant."

The answer was a most emphatic NO. "Well, you come look here."

The artful one led the way to his own cabbage-patch, and proudly pointed to two of the long-deceased beans in a flourishing state of germination.

"Dem's growing all right," he said.

Cookie subsequently explained: "I try 'em first time, suppose they no grow, I no speak, but if they come up, I show 'em."

The beans are now being tried out in the raised garden.

—G.H.V.

EDITORIAL NOTE.—The invitation hereby is extended to Mr. Hanselmann.

B.S.I. SCHOONERS CHANGE HANDS

From Our Own Correspondent.

TULAGI, Oct. 12.

That enterprising B.S.I. pioneer, planter and trader, Mr. R. C. Laycock, has disposed of his well-known vessel "Gwen" to the Melanesian Mission.

The ship formerly belonged to the S.S.E. Mission, but was almost wholly rebuilt when Mr. Laycock bought her. "Gwen" should know her way to Siota, the Melanesian headquarters, as on most trips of the "Mataram" she conveyed passengers to see the Mission—one of the most popular excursions on the round trip.

Mr. Laycock has purchased from Messrs. W. R. Carpenter & Co. the "Fauro Chief," a fine Fisher-built 21-ton schooner, whose new owner is rechristening her the "Joan," and is proceeding to make her as spic and span as the "Gwen."

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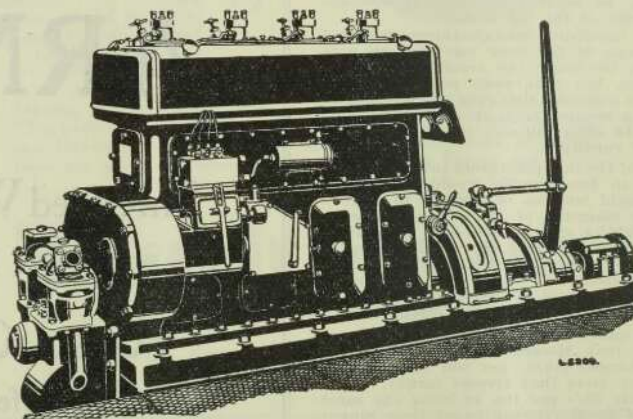
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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

45

Failure of Tung Oil Culture in Tropical Territories

Letter to the Editor

IN the "Pacific Islands Monthly" of July there is an article on the "Cultivation of Tung Trees" in which my name is mentioned, and I would be glad therefore if you would publish the following in order to correct any wrong impressions regarding the suitability of this tree for low elevations in the humid tropics:—

During the past few years the tung oil tree (*Aleurites Fordii*) has been advocated in many quarters as suitable for cultivation in the tropics, notwithstanding the fact that the climate in its country of origin has a pronounced wintering season. The tree is indigenous to Central and Western China, thriving on the dry hillsides in the Valley of the Yangtze, where summers are hot and humid, and winters dry, cold and frosty. A kindred species, *A. Montana*, occurs in the same region but favours the more tropical climate to the south, while *A. Fordii* dominates in the cooler or northerly climate. That being so it can hardly be expected that *A. Fordii* would thrive at low elevations a few degrees from the Equator.

However, to test the suitability or otherwise of New Guinea for this plant, ten pounds (10 lbs.) of seeds were obtained through the favour of Mr. H. C. Sampson, C.I.E., Economic Botanist of the Royal Botanic Gardens, Kew, England. Two pounds were supplied to a planter whose property is situated at an elevation of 900 to 1000 ft. above sea level in the Kokopo district, and the remaining eight pounds were planted in the Rabaul Botanic Gardens and the Demonstration Plantation, Keravat.

The seeds supplied to the private planter did not give satisfactory results, and neither the Secretary of the Planters' Association nor myself has ever heard of Tung Oil trees having been successfully cultivated in the Kokopo district. I understand there are fifteen (15) trees on a plantation in that district now four (4) years old, but they have not borne any fruit to date.

The seeds sown by the Department of Agriculture in the Botanic Gardens, Rabaul, and Demonstration Plantation, Keravat, germinated well, but the growth of the plants was most unsatisfactory indeed.

Possibly the plant might thrive in the mountain districts of New Guinea at elevations of 3000 to 5000 ft., but the experiments carried out by this Department prove conclusively that the plant is not suited for low elevations in latitudes a few degrees from the Equator.

In the Botanic Gardens, Rabaul, there are three plants of the kindred *A. Montana* which have flowered twice, but have never yet borne any fruit, showing that even this species, which requires more tropical conditions than *A. Fordii*, is un-

sued for the latitude and elevation of Rabaul.

Experiments have been made with Tung Oil (*A. Fordii*) in other parts of the tropics under the auspices of the Royal Botanic Gardens, Kew, and in the report on such work it is stated (Bulletin Miscellaneous Information 1933, Royal Botanic Gardens, Kew), as follows:—

"Tung Oil (*Aleurites Fordii*). It is now definitely established that this species will not thrive in the moist tropics; though where there are definite dry seasons and the elevation is sufficiently great to alleviate the temperature, the possibilities of this becoming a crop of economic importance are still being studied."

I am etc.,

GEORGE H. MURRAY.

Director of Agriculture

Rabaul, T.N.G.
29/8/34.

EDITORIAL NOTE.—We are very much obliged to Mr. Murray for this interesting and valuable information. It bears out the contention of this journal over the past three years—namely, that the prolific *Fordii* variety cannot be expected to produce satisfactorily except under climatic conditions similar to those of Central and Northern China. It is clear that the only place where *Fordii* might be grown successfully within the tropics is on a high elevation, on a land mass—on 4000-5000 feet, on the mainland of New Guinea, for instance. All the information we have had, up

to date, indicates that the trees will grow in the tropics with every appearance of health and strength, but that they will not bear fruit satisfactorily, if at all. Even far south, in New Caledonia, that was the experience of those who experimented with tung oil.

(Continued overleaf)

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Tung Oil Trees in Kokopo

(Continued from page 45)

WRITING subsequently from Rabaul in reference to Tung oil trees in the Kokopo district, T.N.G., Mr. Murray says that after searching through the files of the P.I.M. he found in the October 1932 issue a photograph of a Tung tree at Kokopo. "This photo," he writes, "shows a mediocre example of a 20 months' old Tung tree, but I cannot find any mention in later issues of its having borne fruit."

Mr. Murray desires further particulars regarding this tree, which is said to have

borne fruit in three years. He requires this information, he says, because "the statement is apt to induce planters to go to unnecessary expense and labour in attempting to cultivate the plant in unsuitable districts."

(So far as we can recollect now, the photograph was given to us, with the data referred to, by a resident of Bita Paka. We have not heard anything more about the experiment.—Ed.)

Mr. Murray also comments upon the editorial note on the article in October, 1932, wherein we stated "It is possible that the *Montana* variety from Cochin China, although not such a prolific bearer as the *Fordi*, will grow satisfactorily in the Pacific Islands."

"The *Aleurites Montana*," writes Mr. Murray, "does not produce Tung oil, but oil of different characteristics and much less value."

DANISH SCIENTISTS SAIL FOR HOME

THE members of the Danish scientific expedition who were cast away on the Santa Cruz Islands, Southern Solomons, when the "Monsunen" was wrecked there, were taken to Tulagi in September, and in October they left on the m.v. *Salamaus*, of the new Carpenter line, bound for Europe via New Guinea, Batavia, and West Africa.

Mr. Hakon Mielche, in a letter to the editor of the "Pacific Islands Monthly," asked us to convey to the people of Tulagi the very best thanks of the members of the expedition for "endless hospitality and help" received while in that Territory.

N.I. Population Increased

PARTICULARS in regard to the population of Norfolk Island, gathered at the Commonwealth census last year were made available in Canberra early in October. The census figures show that the population of the island on June 30, 1933, was 1231, made up of 662 males and 569 females.

Since the 1921 census there had been an increase of 323 males, or 95 per cent., and an increase of 191 females, or 51 per cent., making the particularly large aggregate increase of 514 persons, or 72 per cent., in a period of 12 years. The greater part of the increase in the population was by migration from New Zealand, British Isles, and Australia.

Of the population at the 1933 census, 53 per cent. were born in Norfolk Island, compared with 73 per cent. at the previous census.

The number of breadwinners totalled 576, or 47 per cent. of the population, compared with 239 persons, or 33 per cent., at the 1921 census. During the intercensal period the number of breadwinners increased by 141 per cent., and dependents by 37 per cent.

NEW CO. TO TRADE IN NEW HEBRIDES

A NEW company, with a nominal capital of 200,000 francs, was registered in Paris in September, to trade in the New Hebrides, with headquarters in Vila. Its name is: "Societe Commerciale Francaise des Iles Francaises du Pacifique," and its Paris address is: 28, Rue de Chateaudun, Paris.

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THE PACIFIC ISLANDS MONTHLY

47

B.S.I. NEWS

Residents Appreciate New Flogging Laws

From Our Own Correspondent.

TULAGI, Sept. 13.

THE official announcement of the introduction of legislation to enable certain types of native criminals to be dealt with in the only way likely to impress offenders or potential offenders, has been received with satisfaction.

Some effort to achieve this should have been made by officials years ago, when this class of crime started. The present announcement, if it becomes definitely known to natives with criminal tendencies, will have a wholesome restraining effect; and it must be remembered also that our long-suffering European community, patient as it has been, was not prepared to allow this class of crime to continue. The Government, in making this law, has probably saved members of the public some nasty work, as this rape business had to be checked. Tardy though it is, Sir Murchison Fletcher's pronouncement is appreciated.

PROPOSED RADIO STATION

The Malayta Company has under consideration a proposal for the erection of a wireless transmitting and receiving station on their Yandina estate. This idea has proved successful in Australia, and should be a boon here, although radio installations in the Solomons do not always function perfectly.

The saving in time and expense in the management of big interests like the Malayta Company, should be great.

OLD PIONEERS' STORIES

It is a pity that no institution or Historical Society exists to interest folk in the preservation of reminiscences and records of the old pioneers who have passed away. It would be interesting to compare those folk and what they have done for the group with the Asiatic element that has now practically driven the Island trader out of existence.

It is a great pity that Mr. J. Newman's reminiscences were never written down. Mr. Frank Wickham's carefully-kept diaries, if preserved, would have been a revelation and there is a Shortland Islands family that, for generations, have

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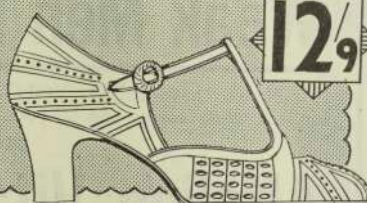
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P.I.M.

lived romance and adventure, the story of which is probably still available.

All Islanders are eagerly looking forward to reading Mr. Cromer's book, "Jock of the Islands." For years those who heard "Jock's" interesting yarns were barracking for his life in book form.

Some folk possess copies of quite recent works of real interest and showing real talent—as, for instance, one or two poems by the late Mr. Tas. Walton—well worthy of a place in Islands literature. Anyone possessing any documents of this kind owes it to the Protectorate and to literature, to see that they are preserved for posterity.

PAPER CURRENCY

There is talk of ceasing to issue the Solomon Islands paper money. The paper currency, until Mr. Bennett's term as Acting Resident Commissioner, was either Australian banknotes, or, more commonly, Burns, Philp notes, which were called in. Whether there has been any profit or advantage in the Protectorate issuing its own notes is doubtful.

The very ugly penny-halfpenny stamp is to be replaced, so philatelists will have another to add to their collections.

STEAMER SERVICE

The prospect of the "Macdhui" being substituted for the "Malaita" on all or occasional trips, rather interests Island folk. Of course, it is not to please B.S.I. settlers that the shipping company is considering making changes, and in any case, no fault can be found with the "Malaita"—except that it is, as some prophesied, "too good to last." But the steamer is our link with the world, and a change of vessels is quite an event.

With the certainty of one visit, and the possibility of more, by Carpenter's fine vessels and an occasional ship like the "Oronsay," our mail service from Australia to Tulagi is much improved.

BUKA COPRA DRIERS

The Buka driers, much used in New Guinea, are becoming popular in the British Solomons. The S.I.D. and associated companies, and the Malayta Com-

pany, are both installing a number of Buka driers. The driers appear to be a very practical, simple, and comparatively inexpensive method of kiln-drying. Mr. Berry is erecting the driers for the S.I.D. companies and Mr. Sid Warrant for the Malayta Co.

Pending perfection of some system of direct extraction of oil from green copra, the Buka drier seems the best solution of copra preparation yet devised.

PERSONAL NOTES

Mr. James Farrar, for years a familiar figure amongst recruiters, has sold his vessel, the "Lady Laurel" to the South Seas Evangelical Mission and returned to Sydney. Their many friends will wish Mr. and Mrs. Farrar all success and happiness in their Australian home.

Mr. J. Adam has been placed in charge of the engineering department at Gavutu.

Mr. W. Heritage, the genial manager of Messrs. W. R. Carpenter Ltd., Tulagi, has now recovered from his serious illness. He is a real old-timer, and his many friends will rejoice at seeing him out of hospital, directing again the business at "Number Two."

It seems quite likely that Mr. F. L. Pinching may yet be persuaded to carry on with his medical work for Levers, rather than leave the firm at the critical juncture when so many changes in executive are taking place. His friends look forward to such a decision on his part.

Mr. Ward, so long familiar to lonely planters and traders, as chief engineer of s.s. "Malanta" and s.s. "Mitiano," is now on the engine-room staff of the m.v. "Malaita." His numerous friends rejoiced to see "Ward's" cheerful face again in the Solomons.

Mrs. F. Keeble has returned to the Solomons. Mr. Keeble is running the temporary bar erected after the Tulagi Hotel was destroyed. In this connection it is pleasing to note that although the new building will be smaller than the old hotel, the accommodation will be separate from the bar, which is very much to be desired.

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

49

FAREWELL TO HENRY DEXTER

Another Superannuated Youth From Papua

SEVERAL weeks ago, I received a letter from Henry Dexter, old-time store-keeper, of Milne Bay, Eastern Papua. "I have sold out" said Mr. Dexter, "and



Henry Dexter.

I am going to live in England. I am 69 and the doctor says I am finished with the tropics. I shall come to Sydney to catch the steamer. You can bill the event as the arrival of an ancient Trader Horn of Papua."

Thus, I formed my mental picture of Dexter—a venerable gentleman, with shaky knees and a beard.

A few days ago, there entered my office a tall, lean, alert, healthy-looking man, with a tanned face, black eyebrows, close-clipped moustache, and thick white hair. He said his name was Dexter.

I stared at him, and then saw daylight. "Oh," I said, intelligently. "I suppose you've come to meet your father!"

He seemed surprised. "My father is dead—died not long ago at the age of 92," he said.

"Good Lord!" I exclaimed. "Are *you* Henry Dexter?" And he admitted it.

He looked not a day older than 48 or 50; and he disclosed the quick expression and mental alertness of an even younger man.

These men from the Islands are always upsetting my conception of how middle-aged gentlemen should appear. Papuan public servants are the worst offenders. They drop in here to announce that they have retired on superannuation—jolly fellows, sans baldness and sans belly, still in love with life. Turnbull, late Papuan architect and present novelist, is the latest offender. He has retired, superannuated, to Australia and settled in Cronulla. On present appearances, he will be writing books for the next 40 years.

Dexter entertained me for hours with merry tales of pearl-fishers and missionaries, rogues and gold seekers and natives—all the colorful history that has wrapped beautiful Samarai in its cloak of romance. Samarai, by the way, gave him a wonderful send-off. Dexter is one of the kindest men who ever traded in gold-dust and copra.

He left for "Home" by the Moldavia on November 2. He says he will live to his father's age, and will spend the next quarter century sailing a boat on the Solent. There is big money waiting for the publisher who can get hold of him, and put his astonishing South Seas memories into a book, or books.—R.W.R.

The vessel "Cariiso," from Thursday Island, arrived in Port Moresby on September 28. After discharging petroleum products for the local Vacuum depot, she sailed on September 30 for Rabaul, New Guinea.

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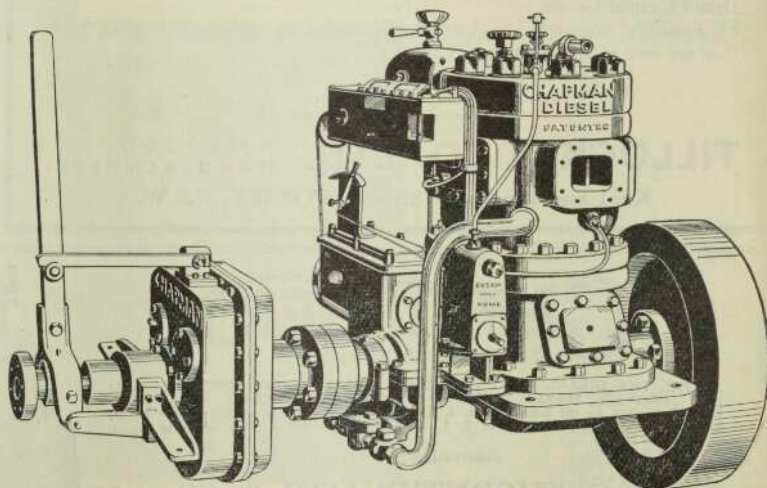
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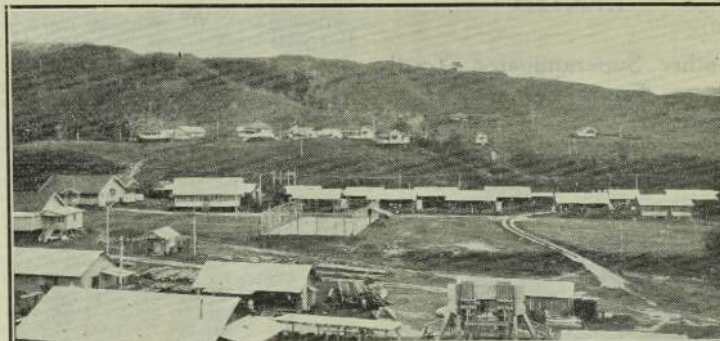
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Progress on N.G. Goldfield



A recent photograph showing the new township that has sprung up in recent months near the aerodrome at Bulwa on the New Guinea goldfield. The court on which night tennis is played under brilliant electric light is shown in the centre of the picture.

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81 YEARS OLD

**N. Caledonia Celebrates
Anniversary**

From Our Own Correspondent.

NOUMEA, Sept. 30.

ON Monday, September 24, a holiday was declared to celebrate the 81st Anniversary of the annexation of New Caledonia by France.

Many business people from Noumea made excursions inland as far north as Kone and Voh. A programme of sports was arranged and, though the weather was showery, the events were run off successfully. In the evening a ball, largely attended by officials and residents was held at the Town Hall.

New Caledonia prior to 1830 was more or less a refuge for runaway sailors and convicts from New South Wales. In 1840 the missionaries arrived and later the island was visited by explorers and traders. The territory had been desired by both France and Great Britain, but neither had made any definite move to occupy the island. However, when the crew of the French vessel *Alcmene* were murdered in 1850, the French stepped in and took possession.

At Balade, on September 24, 1853, Rear-Admiral Despointes took formal possession of New Caledonia in the name of France.

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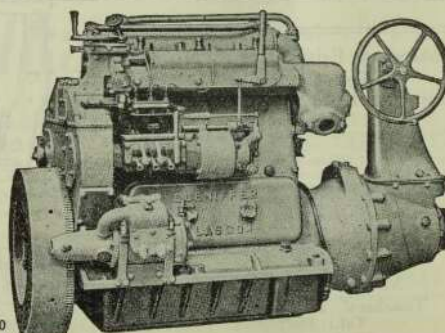
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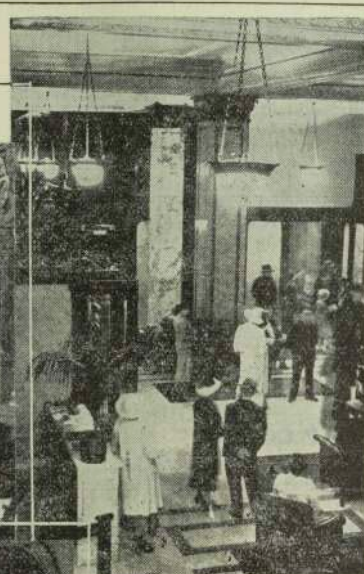
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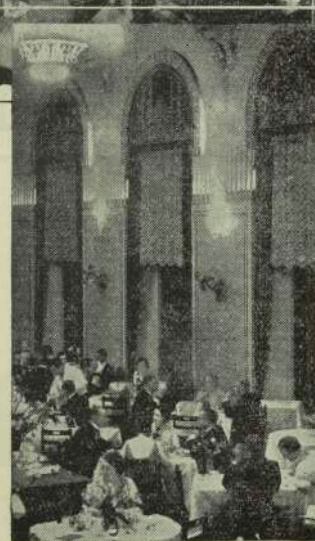


'The Australia Hotel SYDNEY

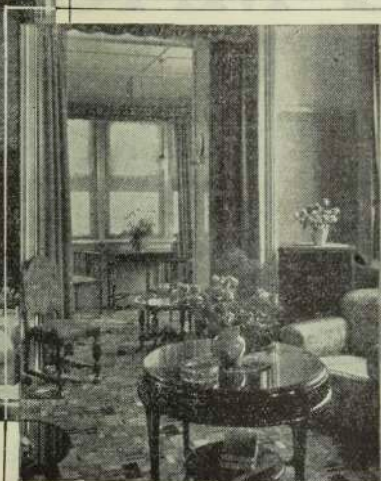
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Cook Island Notes

From Our Own Correspondent.

RAROTONGA, Oct. 3.

THE schooner "Tahitiën," bound from Papeete to Auckland, put into Rarotonga on September 22 for repairs. A wire stay had carried away, endangering the stability of the main mast. Temporary repairs were made here, after which the vessel proceeded on her way four or five days later.

An announcement was recently made by the Administrator that approval had been given for the installation at the local hospital of a mobile X-ray plant. Many native people, naturally, are quite unaware of the nature of X-ray apparatus, and one young fellow expressed the firm belief that the machine was a kind of telescope, with mirror arrangements, by means of

which a doctor could look right inside a person.

Mail advices from the lower group disclose that one or two of the islands have experienced a more profitable fruit season this year than for some years previously. New Zealand market reports speak highly of the choiceness and soundness of the oranges from our outer islands.

Several officials who have put in some years of good service here are reported to be returning to the temperate climes again. Amongst these are Miss D. Kingsbury, of the local post office, and Mr. J. Wright, of the Customs office.

Recently the well-known Rarotongan chief, Makeanui Ariki, formally announced Ringiao Manarangi as his leading Mataiapo, with the added rank of Taunga (High Priest). The function took the form of a native ceremony and feast to which the Administration officials were

invited to be present. Ringiao Manarangi is an official himself and is the son of Manatangi, who for many years (until his death in February last) was the spokesman for Makeanui at all his public functions.

A general medical survey of the natives of the northern Cook Islands showed that very little sickness exists amongst them. The primitive diet of the northern islanders—coconuts and fish—possibly has much to do with their good state of health. The natives in those more isolated islands are reported to have magnificent sets of sound teeth, with which they are able to tear the husks off coconuts.

The local branch of the Union Company has scrapped its gas lighting plant and is preparing to install electricity at its jetty and throughout its offices and sheds.

Dr. McKnight, who has been relieving Chief Medical Officer at the Group for eight or ten months, leaves in a few days for New Zealand. During the latter part of their stay here the doctor's wife suffered a severe breakdown in health and considerable sympathy is felt for the doctor in having to leave Rarotonga under circumstances of anxiety.

A book on native education by Mr. W. C. Groves, a well-known anthropologist who has been at work in New Guinea, will be published in March by the Melbourne University Press. Another book by Mr. Groves, entitled "Captivity," and dealing with war experiences, will be published by Messrs. Angus and Robertson early in 1935.

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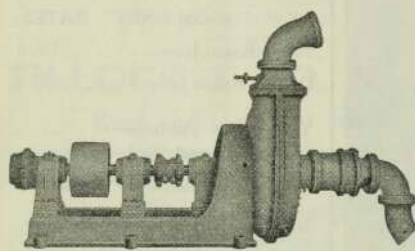
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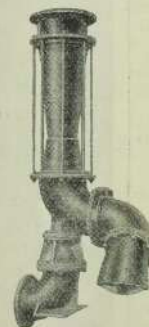
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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

53

JAPAN'S PACIFIC ISLANDS

Are They Fortified?—Pertinent Questions at Geneva

THE Japanese, for years, have kept Europeans out of the Pacific Islands north of the Equator, which they hold under mandate from the League of Nations. The groups are:

Marshall Islands—32 islands and 867 reefs, scattered over 800 square miles of ocean. Population: About 19,000.

Caroline Islands—549 large and small islands and reefs, containing 1320 square kilometres of land. Population: About 40,000. (This includes the Pelew (or Palau) group.)

Mariana (or Ladrone) Islands—14 islands, containing 639 square kilometres. Population: About 12,000.

A few Europeans have passed through the groups on direct steamers during the last 15 years, but no white men have been allowed to travel at will through the Territory. In consequence, there have been many startling stories in circulation about fortifications, etc., in the groups. Japan's announcements, in recent years, that she did not accept the authority of the League of Nations, and would in no circumstances surrender these Pacific groups, gave colour to the sinister accounts of Japanese secrecy, activities, and intentions.

Therefore, the following report from Geneva on November 6 has a special significance for Pacific Islands residents:

The Japanese delegate, Mr. Ito, was searchingly questioned at the meeting of the Mandates Commission, which for five hours discussed the Marshall and other Japanese mandated islands in the Pacific.

The Commission has called on Japan to explain the large expenditure on harbours and aerodromes. The chairman, Marquis Theodoli (Italy) stated that it now rested on the Mandatory Power to disprove the criticisms that had been made.

Delegates asked why aircraft and destroyers of all nations were not allowed to use the facilities on the islands, and thus allay suspicion of the adaptation of the islands for naval purposes.

Mr. Ito's explanation that the construction of the harbour at Saipan (chief town of the Marianas) was necessary owing to heavy seas and the obligation to provide facilities for vessels of 3000 tons did not appear to satisfy the Commission.

Asked why a big aerodrome was being built at Saipan, Mr. Ito replied that it was because aircraft could there study atmospheric and fishing conditions.

Marquis Theodoli (Italy) suggested that if Japan wished to dispel suspicion she could afford unrestricted access to the islands. He said it rested with Japan to

dispose of the allegations made against her conduct.

Mr. Ito deprecated newspaper references to the subject, and added: "The nations must exercise prudence, as there is trouble in that part of the world."

A message from Washington on November 5 said:

The revelation before the League of Nations Mandate Commission that Japan had refused the American Government permission to send a warship to the Mariana Islands to observe a solar eclipse in February was discussed cautiously by the Acting Secretary of State (Mr. Phillips) to-day. He said the request had been made two years previously. Japan had countered by offering a Japanese vessel to carry the scientists, but later the expedition was abandoned and the matter had not been further considered.

Since Japan's resignation from the League, the final disposition of the mandated islands, which lie in a strategic position between the Philippines and Hawaii, have been a constant source of speculation by observers of the Far Eastern situation, but the State department has maintained and continued to maintain reticence.

Saipan is the name of the principal island and town in the Mariana Islands. It is close to the large island of Guam, which also is in the Marianas, but is an American possession and naval station.

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WHAT IS BEING WORN

Fashion Hints for Islands Women

By THERESE.

"THE flowers that bloom in the spring, tra la" have out-bloomed themselves in their desire to capture the errant fancy of the modern woman. They lend themselves in all sorts of delightful designs to cottons, chiffons, taffetas, and silks; and so great is their charm that "My Lady" succumbs to them completely, and uses them for afternoon and evening gowns with tremendous success.

Since sashes are worn, she swathes her waist with sashes soft and sashes crisp, some of them with bows of such enormity that by contrast her waist assumes the waspish proportions of the good old days of the gay 90's.

Belts take their place, too, and a belt of gold tucked tissue with a decorative jet or jade clasp, gives chic to the *nth* degree to a plain, well-cut dinner gown of black crepe. All sorts of odds and ends of gaily coloured wools crocheted together, go to the making of a most attractive belt, which boasts as its fastening a miniature log of polished wood. It does the most exciting things to a frock of any shade.

Reptile skin bags and belts are as popular as ever, while skin shoes give splendid service. And now comes the

reptile skin hat, delightfully soft and adaptable, and of tremendous chic.

Inspiration for evening gowns comes to us from the courts of Bonaparte, and those glamorous old world frocks make of the modern Josephine one for whom any Napoleon would count the world well lost.

Rhythmic ripples flow softly to the hem of a gown of sea green chiffon, softly patterned in the most exquisite flowered design suggestive of all the airiness of spring.

Clouds of drift down gossamer-like tulle are seen on many models. The charming, provocative Miss clothes her slim beauty in gauze—sheer white organza, trimmed with row on row of tulle ruchings. A vivid sash falls to the hemline and she is loveliness complete.

The evening décolletage is varied as a woman's whims. Deep V's narrow to the front waistline (for which, by the way, a new type of brassiere has been evolved); low wide square necks and softly falling monk's hood collars, offer a wide choice for us all. The back slit-to-the-waist mode is being sponsored by our ultra and more daring sisters for day wear, too.

Feathers are used with success; and if in the dim recesses of some almost forgotten place you can find some tucked away you may count yourselves among Fortune's favoured, since they are fashion's latest decree.

A tawny wing effect of cock's plumes adorns the shoulder of an evening gown of the clearest yellow, while the hem of an evening gown boasts ostrich feather trims—sometimes at the back, sometimes at the side, but always delightful where e'er they be.

A combination of colours is the mode of the moment. Two shades of blue are a delight, while green and white become a duet in coolness. The two colour vogue extends to evening gowns, too. Have a skirt of satin and vary your blouses as your wayward fancy wills. Introduce a third colour per medium of a sash and hi presto! you have materialised a dream.

Fastenings no longer being things to hide, we flaunt them openly. Indeed with the so delightful buttons coming to us in sizes and shapes of infinite variety what else could we do? Glass buttons are ours but glass with a difference—a dull sheen that has much appeal.

Fronts of blouses are poked forward and pinched together, as it were, by link buttons—an intriguing and amusing arrangement.

For the suit which one must possess, what could be better than linen tweed. It is really marvellous. With it is worn a mannish waistcoat—multi-coloured as Joseph's raiment; or, in plain or contrasting shades, and it gives that intangible something, designated "chic." Slipped over a plain well cut frock joy is yours.

A silk frock of polka dots gives distinction, with an air of difference, and

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with the addition of a coat it rises to the heights.

In your wardrobe an ensemble you must have, spelling as it does economy and elegance with a capital "E." It is the direct and almost miraculous addition whereby one outlay becomes a complete wardrobe in itself—a different blouse, a change of frock, all under the one yeoman service coat. It fills us with delight, and adds further to its virtues by gladdening the heart of a man to whom extravagance is a bugbear.

Short fitting bolero jackets vie with the swagger variety and bolero fronts are added to frocks with great success.

Mesh materials, the gift of the gods to appease tropic dwellers on the matter of climate, make admirable frocks and blouses, and when extended to undies give coolness all along the way.

Blouses in jacket and jaunty basque effects are the *dernier cri*. Bodices are tucked and pleated in devious ways, necklines are swathed, and the vogue for the one-sided effect is rampant. Rows of hail spot muslin forming a jabot effect look deliciously crisp and lend untold charm to sober frocks.

For sunshine days, there is the frock of floral linen of a freshness that enchants us, and the dimity with its quaintly sprigged patterns serves us the clock round. Tailored skirts are slim and shorter than of yore, featuring the slashed side or front which maintains the straight lines, while allowing the necessary freedom of movement.

Beach accessories are enthralling. Coloured string and the humble hessian make the most attractive belts, bags, cushions and so on, *ad infinitum*. All sorts and conditions of quaint designs are couched on the hessian with vivid string—little ships with sails gaily aflutter in the breeze; jolly little hornpiping jack tars, undulating lines suggestive of the sea, quaint little fish, their popping eyes wide with wonderment at their own intriguing shapes; all add to the call of the sea in holiday time.

Throwing caution to the winds, the surfing girl answers the call in the briefest possible swim suit, after which, with the enchanting contradiction which is essentially woman, she wraps herself completely in a neck to knee wrap or cape, and basks in the sunshine, happily complacent at this belated display of modesty.

Hats come to us in infinite variety—fine and coarse straws, frivolous and tailored, large and diminutive, they are all delightful. Berets are not longer as we once knew them—large, squashy, pancake effects; shallow tricorne, strange one-sided models, all of which we wear with a prayer in our hearts that they are our type.

Hair ceases to stray and curls lovingly upward about the head, and more than ever must it be well groomed if to be soignée is your ultimate desire.

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36 inch. Particularly attractive is the smart fruit and leaf design featured in fadeless colorings of sky-saxe, orange-brown, rose-sky and green-lemon on white grounds. Usual Price, yard, 1/11 1/2. Special Price, Yard

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FRENCH SLOOP AT RABAU

The French sloop, "Rigault de Genouilly," which sailed from France on March 2, 1934, a day after it was completed, arrived in Rabaul on October 6, coming from Tulagi, its last port.

Leaving France the sloop called at West African ports and proceeded to Pernambuco (South America) and then passing through the Straits of Magellan, proceeded to Callao in Chile. From there it called at Easter Island, Marquesas, Tahiti, and on to Honolulu, and then over to the British Solomons. The sloop left Rabaul on October 10 for Salamaua and Madang.

SAMOA NEWS**"Palolo" Season is Approaching**

From Our Own Correspondent.

APIA, October 18.

ABOUT a fortnight ago the dry spell in Samoa, which had caused an influenza epidemic and done considerable damage on the plantations, was at last broken and ample rains set in to the joy and satisfaction of the hard struggling planters.

We are approaching the "Palolo" season, when the mysterious worm, dweller

of the deep seas, invades the coasts of the South Sea Islands and is eagerly pursued and caught by the natives, who are extremely fond of the tasty delicacy. As "Palolo" time always means a lot of rain we are sure of a sufficiency in the near future.

MAUI POMARE BUSY

Numerous officials are due for leave in New Zealand, and our "Home" steamer, the Maui Pomare, is fully booked for the next few months. To give banana planters a chance to make a badly needed few shillings for the Xmas season, the Maui Pomare is to shorten her stay in N.Z. in November, in order to make two trips from Samoa with banana cargoes in December.

The quality of Samoan bananas, as recognised by the N.Z. buyers, is very good and it is a great pity that we have to be satisfied with the small shipments by the Maui Pomare, when we could easily ship double the quantity, thereby enabling us to buy considerably more goods in New Zealand to our mutual benefit.

NEW ORGAN

A splendid new organ, specially built for the tropics, donated by a Catholic Mission Society in Aachen, Germany, was landed by the last cargo steamer. The organ is to be installed in Apia Cathedral, which had to undergo some slight alteration to receive the large instrument. Unfortunately, the organ builder who was to undertake the installation, was prevented from travelling to Apia by the last Maui Pomare so that the work, which was to have been completed before the Christmas holidays, may be somewhat delayed.

BISHOP'S TOUR

His Lordship Bishop Darnand with the Rev. Father Deihl left recently by the Makoa for an official visit to Wallis Island, seat of the College and Seminary of the Diocese. Father Deihl will also visit the Roman Catholic community in the Tokelau Islands. The Bishop and Father Deihl are expected back in Apia at the end of October.

COCOA CROP

The cocoa crop of Samoa for 1934 promises to constitute a record in production, as it will probably surpass the previous high mark of over 1200 tons. Natives should produce about 250 tons, while the N.Z. Reparation Estates, the

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

57

Government concern, might also reach the 250 tons mark.

In spite of the dry spell and wrong winds, weather has been generally more favourable to cocoa production than in the past years; while a large area of new cultivation has come into bearing.

PERSONAL ITEMS

By the October Maui Pomare, which brought only a few tourists this trip, Mr. Littlejohn, a popular Post Office Official, left for Wellington, N.Z., where he has been transferred. Mrs. Littlejohn, the daughter of our Postmaster (Mr. E. E. Dunwoodie), accompanied her husband. Mr. Dunwoodie himself will go on vacation in December next. Mr. Littlejohn has been replaced at the Post Office by Mr. Prout.

Mr. Dyer arrived in Apia recently to work at the Apia Observatory.

Mr. Robson, Resident Commissioner of Savaii, left by the Maui Pomare for a well earned holiday in New Zealand.

Some of our oldest European residents recently celebrated their birthdays in good health. They are Mr. Paul Hoeflich, 78 years of age, and Mr. G. W. Partsch, 82 years of age. These gentlemen are not the oldest inhabitants of our Colony, as there are several ladies and gentlemen higher up in the 80's.

Dr. Lambert, the well known representative of the Rockefeller Foundation, and Dr. Watt, Chief of the N.Z. Medical Service, have completed a tour of Savaii to investigate into the effects of the injections in connection with the Yaws Campaign, conducted some time ago.

NEW GUINEA JUDGES

Sub-section 3 of section 8B of the New Guinea Judiciary Ordinance, 1921-1934 provides that a Judge of the Supreme Court, other than a judge holding office at the time section 8B came into operation, shall hold office until he attains the age of 65 years, unless he is sooner removed from office by the Governor-General on the ground of proved misbehaviour or incapacity.

The object of the amendment made in February, 1934, by the insertion in the Ordinance of the sub-section was to give security of tenure and to fix a retiring age for judges. The conditions under which judges then holding office had been appointed were not interfered with. Chief Judge Wanliss and Judge Phillips hold office during the Governor-General's pleasure.

At the September, 1934, Session of the Legislative Council of New Guinea, Mr. Clark, M.L.C., moved and Mr. Grose, M.L.C., seconded a motion to allow the introduction of a Bill to amend the Judiciary Ordinance. The private Bill, which was printed and circulated, provides for a change in the tenure of office of Chief Judge Wanliss and Judge Phillips. In effect it creates a life tenure of office for these judges. It provides that Chief Judge Wanliss and Judge Phillips shall hold office until they die or voluntarily retire, unless sooner removed by the Governor-General on the ground of proved misbehaviour or incapacity.

Mr. and Mrs. R. Taylor, of Tulagi, Solomon Islands, are at present staying at Wallaringa Mansions, Neutral Bay, Sydney.

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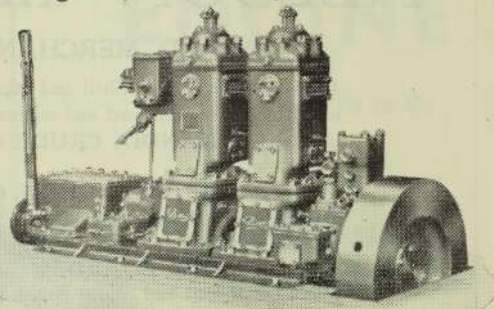
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AUSTRALIA

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FIJI'S STARTLING REPLY TO AUSTRALIA

60 Per Cent. on Australian Flour, in Reprisal for "Submarining" of Banana Trade

A STIR was caused in Australia in October by the announcement that Fiji proposed to place a prohibitive duty on imports of Australian flour, as a reprisal against the Commonwealth for its treatment of Fijian bananas. Fiji consumes a very large quantity of Australian flour.

Some such action by Fiji was long overdue. The whole position was stated admirably in a letter from Mr. C. B. Joske, president of the Fiji Banana Association, which was published in the "Sydney Morning Herald" on November 7:—

"WITH reference to the negotiations proceedings between the Australian Government and the British Government in regard to increased imports of Australian meat and butter into Great Britain, it is somewhat pertinent to draw your attention to the manner in which Australia is implementing the Ottawa Agreement as between herself and Fiji.

"Under the agreement, Fijian bananas, which for some years past had been excluded from the Australian market by a prohibitive tariff, were given the right of entry up to 40,000 centals per annum at a reduced duty which amounted to approximately 2/ per case.

"This small concession aroused hostile criticism in Australia, and it was necessary for the Prime Minister (Mr. Lyons) to remind the Queensland Government that the concession was comparatively insignificant as compared with the Australian production of about 2,300,000 bushels per annum or in other words about 2.7 per cent. of Australia's pro-

duction. The hostility continued, and the Committee of Direction of Fruit Marketing in Brisbane (a quasi-Governmental activity) endeavoured to organise a boycott by Queensland fruit-growers of any fruit agents in Sydney or Melbourne who handled Fijian bananas for sale.

"The essence of the Ottawa Agreement was understood to be fair competition and no discrimination. When Fijian shippers commenced to send shipments to the Australian market, it was with dismay that they found that various charges and taxes were levied on Fijian bananas which were not levied on Australian bananas. Amongst these items were primage, which in effect amounted to a duty of 10 per cent. of the f.o.b. value. The most glaring example, however, was a sales tax of six per cent. (subsequently reduced to five per cent.) on the wholesale selling price—a tax levied on Fijian bananas, but not on Australian bananas. There were other items such as Federal and State income taxes, unemployment relief tax and finally quarantine inspection

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fee of 4d per case as opposed to 1d per case upon Australian bananas. These additional charges rendered it unprofitable for Fiji shippers to send bananas to Australia, and consequently the Ottawa concession is valueless to Fiji.

"In order to obtain this concession Fiji had to jettison a preferential trade agreement which existed with Canada and New Zealand, and this resulted in an actual loss to the Fiji Customs Revenue. In 1933 Australia bought from Fiji £43,000, but Fiji bought from Australia £380,000.

"It is no wonder that Fiji considers Australia is not playing the game in regard to the treatment extended to the tiny quantity of Fiji bananas permitted to be imported into Australia under the Ottawa Agreement.

"This feeling is exemplified by a motion introduced into the Fiji Legislative Council in October 19 by Hon. J. B. Bayly, European Elected Member, that in view of the discriminatory treatment thus extended by Australia, the Customs duties on all Australian goods imported into Fiji should be increased by a prime tax of 30 per cent., a sales tax of 20 per cent., and a special income tax of 10 per cent., totalling an additional 60 per cent. in all. This increase is to remain operative so long as similar taxation remains operative in Australia. Such duties would effectively transfer to Canada and New Zealand the trade with Fiji at present enjoyed by Australia.

"It was significant that the motion was seconded by Hon. Ratu J. L. V. Sukuna, Fijian Member nominated by the Great Council of Chiefs, and supported by the Senior Elected European Member, Sir Maynard Hedstrom, the Indian elected member, Mr. K. B. Singh, and all other European, Fijian, and Indian unofficial members. The Official side were unable

to speak on the motion, which, of course, could not be accepted by the Governor, but it was evident in what direction their sympathies lay.

"Under the Deed of Cession in 1874 the Fijians gave Fiji to the British Crown to hold as their trustee. It is the Fijians themselves who grow the bananas which might be exported to Australia, and we in Fiji hope that the British Government will not be unmindful of the position during the present negotiations with Australia."

EDITORIAL NOTE

Urgent representations have been made to the Commonwealth Government by flour-milling and other interests; but the Government has been so busy arranging a coalition with the Country Party that it has not replied.

It is understood, however, that Dr. Page, leader of the Country Party, will be Minister for Commerce, and will deal with this Fiji matter; and a piquant situation thereby is created.

The Country Party is eager to establish a policy of trade reciprocity, so as to protect all external markets for Australian primary products. The Fiji market for Australian flour is valuable, and Dr. Page must do his best to hold it. The opposition to Fiji bananas comes from Queensland and Northern New South Wales; and it was the underground influence of primary producers there which "submerged" the Fiji banana agreement in the manner described by Mr. Joske. The banana-growers of Australia are, for the most part, supporters of the Country Party in politics.

The new Minister for Commerce must either run counter to the wishes of an important section of his supporters, and let in the pre-arranged quota of Fiji

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Details of treatment are available to readers, who should write mentioning their complaint, or call at

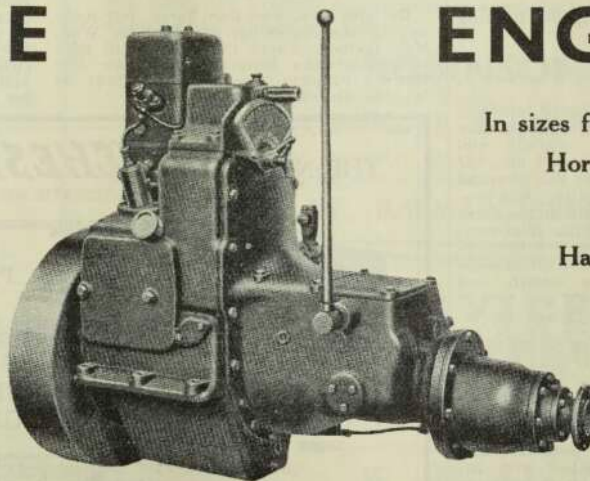
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bananas; or he must let the barrier against Fiji bananas remain, and sacrifice the interests of the wheatgrowers and millers to the interests of the banana-producers.

NEW INTER-ISLAND VESSEL FOR EASTERN POLYNESIA

From Our Own Correspondent.

PAPEETE, Oct. 3.

THE Messagerie Maritimes Company has announced that the S.S. "Ville de Papeete," wrecked a short time ago on Haraiki Island, is to be replaced by the motor ship "Tooya," which is expected to arrive at Papeete shortly, and will thenceforth carry on the inter-island services inaugurated last year.

The "Tooya" is a twin-screw vessel of 597 registered tons, equipped with Bessemer diesel engines, and was built at Flensburg in 1920. She was formerly owned by the South Sea Traders Limited, and, in prohibition days, made several trips to Tahiti to pick up liquor cargoes for the American coast.

PAPUAN SUGAR PLANS FADE OUT

CERTAIN interests which threatened for a time, a year or two ago, to develop the sugar-growing industry in Eastern Papua, seem to have lost all interest in the proposition.

A recent visitor from that part of the Territory informed us that the leases taken by Sugarlands Ltd. are reported to have gone back to the Crown.

The company known as Tropicane Ltd. is understood to be in process of reorganisation, and it is reported that Mr. W. Jack, accountant, of 499 Pitt Street, Sydney, has taken over the affairs of the company.

Dr. and Mrs. Van Der Borch left Sydney by the November Macdhui for Wau, New Guinea, where the doctor will take charge of the hospital. Dr. Van Der Borch formerly was medical officer at Mt. Isa, Queensland.

"Europeanised" Natives

Scientists to Attack Problem of Education

ARRANGEMENTS have been made in connection with the forthcoming meetings of the Australian Association for the Advancement of Science to be held in Melbourne during January, for a special joint session of the Education of Psychology section and that of Social Anthropology.

The purpose of this combined meeting, which is supported by the Australian Council for Educational Research, is to discuss the educational development of those former primitive people who are now in contact with European influences and whose primitive culture patterns have become modified and their old social life considerably changed, as a result. Native educational systems of the Pacific, Africa and elsewhere will be passed in review. Stress will be laid upon the idea that a series of analyses (along ethnographic or social anthropological lines) of the present-day natives and future requirements of native life in the village are prerequisite to any scientific approach to the problem.

In the past, it is believed, the approach to native education has been somewhat haphazard and not based on any reliably informed body of scientific principles.

The combined meeting will be under the chairmanship of the President of the Anthropology Section of the Congress (Professor A. P. Elkin, of Sydney University). Papers will be contributed by educational authorities from Fiji, Gilbert and Ellice Islands and the Australian aboriginal background, as well as by practical anthropologists.

The discussion will be initiated by Mr. W. C. Groves (recent Research Fellow in Anthropology of the Australian National Research Council), who will present, under the title of "A Scientific Approach to Native Education," a summary of the principles developed by him in his forthcoming book (under the same title) which is being prepared under the sponsorship of the Australian Council for Educational Research.

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

61

THURSDAY ISLAND NOTES

Japanese Sampan Intercepted

From Our Own Correspondent.

THURS. IS., Nov. 1.

ANOTHER Japanese sampan, which was intercepted at Booby Island, was brought into the harbor recently in order to enquire whether she was in these waters upon her lawful business. After investigations had been made she was allowed to proceed upon her journey. As she was well loaded up with stocks of crude oil for her 60 h.p. diesel engines, it is easy to surmise that she will carry away from the Great Barrier Reef a useful quantity of marine produce. This will doubtless be sold to undercut the local market, maintained by Australian pearl-shellers, who are more or less cheerfully paying heavy licence fees and taxes . . . for what?

Two other sampans landed on the reserve controlled by the Anglican Lockhart River Mission, between Cape Direction and Cape Grenville, a few weeks ago for wood and water supplies.

Another sampan called at Possession Island, where Captain Cook hoisted the flag in his explorations of 1770. She is alleged to have taken aboard for "ballast" a quantity of gold ore that a prospector had been diligently collecting from the old workings.

ATTACKED BY SHARK

A young Yam Islander was brought in to the Torres Strait Hospital the other day suffering from an attack by a shark. His arm was badly torn, but the victim is making splendid progress. Photos of Treacle, the native whose head was once in a shark's mouth, are still being sold as curiosities. Treacle gouged the eyes of the shark with his thumb until it released him! He had the marks of the shark's teeth on his throat until he died.

NEW COUNCILLOR

Mr. Robert Fergusson has been elected to the Town Council to fill the vacancy caused by the death of Alderman Broadbent. As his father served on the council for about 20 years, Mr. Fergusson would do well if he "followed in father's footsteps" in every respect.

The Council is a busy body with many activities, so that the Mayor and Aldermen deserve the thanks and gratitude of all the citizens in the township. The Mayor has had a very long service.

T.I.'S OLDEST INHABITANT

Thursday Island's oldest inhabitant had a birthday recently, making his score 83 not out. He can still see to read without the use of spectacles. The G.O.M. is Captain Noelke, who was well-known up and down the coast in his active days. His memory of dates and facts is extraordinary, so that his head is better than a diary.

R.C. JUBILEE YEAR

This is the Jubilee Year of the R.C. Mission of the Sacred Heart, and it is being observed locally. A successful bazaar was held in the Convent School and grounds, and the Town Hall was hired for a splendid concert.

PERSONAL NOTES

Sergeant Noel Carseldine, of the Queensland Police, who has been stationed here for about five years, during which he has done most excellent work in many directions, has been transferred to Rockhampton.

Mr. Mahoney, manager the Regent Theatre, Brisbane, has been spending a short holiday on the island, having travelled up and down the coast on the Wandana.

Mr. and Mrs. Coulter Hartman, and Mrs. Bliss are spending a fortnight over on the mainland at Somerset, at the invitation of Mr. H. Vidgen.

Mr. and Mrs. Norman Hockings have returned from their holiday in the South. Mr. Hockings is one of the principals of the long-established Wanetta Pearling Co., and is the Dutch Consul. The scheme to build a museum as a memorial to the late Mr. Reginald Hockings, O.B.E., is making slow but sure progress. The Town Council and the Royal Geographical Society are jointly concerned in this project.

Constable Ward is on transfer to Gladstone this month, and both he and his wife will be much missed.

Mrs. Charles Cleveland has returned to Thursday Island after a long sojourn in the South.

Mrs. Cowling has returned to Daru on her vessel the Goodwill, taking with her Dr. Vernon, M.C., who has finished his business here. Our Mayor (Alderman Corran) has gone to Daru with Dr. Vernon, as his guest, for a holiday.

PIANO PLAYING

I bring under your notice my Scale Models for the study of Piano or Singing. They include every form of scale and more may be learnt by their use in one month than in six months by any other system. NO TEACHER REQUIRED, and a child may use them. In major and minor sets. Any set sent post paid on receipt of money order for ten shillings and sixpence.

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COPRA MARKET

Combine Still Fixing Prices

From a Special Correspondent.

LONDON, October 10.

CONDITIONS have altered very little and the markets for tropical products are about the same. There has been a slight hardening of copra prices in Marseilles, which may—or may not—indicate a change for the better. But I fear not.

Certain financial interests appear to think that rubber is settled for the better, and two rubber companies are reported to have had successful flotations. The latest flotation, Malacca Rubber Plantations, is said to have been heavily over-subscribed.

Yesterday I was talking with one of the leading sellers of Pacific Islands copra in London. I asked him what the copra market was like, and he said: "Firm. But our friends of Unilever are annoyed and refuse to buy. We just have to meet their wishes, as they are the only buyers in this market." That, in a nutshell, is the position of the market in Britain.

There is a world-combination of copra-buyers, supreme and unchallenged. The only possible answer to the combine would be a world combination of copra-producers; and that is an entirely hopeless proposition.

Notes From New Guinea

New Freezing Works for Rabaul

From Our Own Correspondent.

RABAUL, Oct. 10.

GOOD progress is being made with the erection of the new freezing works at the corner of Kamerere Street and Mango Avenue. The opening of this enterprise will start some competition, no doubt, in fresh food articles. At present we are paying 1/1 per lb for roast sirloin of beef, 10d per lb for leg of mutton, 11d for mutton chops, 1/3 for rump steak, and 2/- for fillet steak.

During September 8145 tons of copra were exported from the Territory. Australia received 345 tons, France 405 tons, optional European ports 890 tons, 968 tons went to Italy, 2461 tons to Germany, and 3077 tons to England.

A pretty wedding was held on October 10 at St. George's Church when Archdeacon de Voil performed the marriage ceremony between Miss Beryl Fair and Mr. Philip Hooper, of the Commonwealth Bank staff. Mr. and Mrs. Hooper departed for Australia the same evening by the s.s. Nankin.

There have been a few cases of typhoid fever in Rabaul during the past month, and one Chinaman, who landed recently from China, died from the effects. All cases are now well on the road to recovery, and there is no need for alarm of the disease spreading.

In the month of September 6.88 inches of rain fell at Rabaul, which makes a total of 53.42 inches since the beginning of January, 1934. The average annual rainfall for the past twenty years has been 86.54.

The remarks made by the captain of the s.s. "Van Rees" in regard to the need for more up-to-date charts of the waters about this Territory are very timely. Seafaring men are always complaining of the need for hydrographic surveys, especially in certain areas, and it is a wonder that the Australian authorities—for their own sake—do not do something in the matter. Not only for commercial, but also for strategical purposes are these surveys needed.

PRESENTS FOR KAVIENG LEPERS

The inmates of the Kavieng Leper Colony, New Guinea, are likely to receive some pleasant surprises at their forthcoming Christmas treat. Following the publication of an appeal for gifts by Dr. S. A. Holland, medical officer at the Colony, a Sydney firm has donated a number of games and presents. These have now been supplemented by gifts of toys, dolls, balls, beads, etc. from the public. It is intended to send the presents by the November Montoro, so that they shall arrive in time to be distributed among the 550 patients at their annual party.

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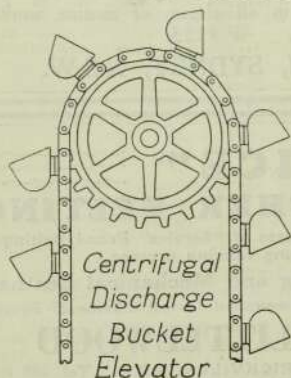


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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

63

Solomon Is. Gold

Discoveries in Guadalcanal

CONVINCED that there is payable gold in Guadalcanal, Mr. P. Courtney returned to Sydney in October from the Solomon Islands, where, with Mr. Tom Waters, a veteran mining engineer, he has been prospecting for some months.

Mr. Courtney said that he had penetrated deep into Guadalcanal and had proved that, though no definite reef formations had been located, every waterway in a large area contained alluvial gold. The area they examined was only 15 miles from the coast, but owing to the dense jungle and broken limestone country they painfully traversed 60 miles to get there. Mr. Waters became sick and had to be carried out on a stretcher.

Further developments are likely. Mr. Courtney said he had been given every assistance by the Solomon Islands Administration.

COCOA BEANS

Market Sought for N.G. Product

SYDNEY interests are making a very strong effort to organise in Australia a market for cocoa beans from New Guinea. It is reported that the biggest consumers of cocoa beans in Australia—confectionery makers—have displayed indifference, if not hostility, towards the New Guinea product; and a move is now afoot to urge that a tariff be placed on cocoa beans from other than Australian sources.

The most serious difficulty, however, is the poor quality of most of the cocoa beans which are sent from New Guinea. The beans as grown compare favorably with the beans from other countries; but in New Guinea the washing and cleaning are careless in the extreme, and the fermentation is very defective. The appearance of the beans when opened up in Sydney, carrying too much mulch, is not attractive.

If the New Guinea Administration could establish for N.G. cocoa beans the same recognised high standard of quality that it established for copra, it will be doing the Territory a very real service.

Mr. Lauriston Sharp, Harvard University Anthropological Research Scholar, is continuing his work among the Gulf tribes of the Cape York Peninsula. He will remain at the Mitchell River Mission during the ensuing wet season. Miss Ursula McConnell, of the Sydney University, who has been similarly engaged in the district, has returned South.

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After spending over 12 months in the New Hebrides, Mr. A. J. Marshall, a member of the Oxford University's South Sea Expedition, arrived in Sydney by the Morinda on September 20. He brought with him many specimens for the Australian Museum.

Papuan Sugar Syndicate Ltd., having nominal capital of 990 ordinary shares of £10 each and 100 founders' shares of £1 each, was registered in Papua as a local company in September. The company's registered office is at the office of Mr. R. D. Bertie, Port Moresby.

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QUININE BLINDNESS**Well-known Miner's****Experiences in Purari****Region, T.N.G.**

MR. J. L. PEADON, who has been gold prospecting and gold mining in the Ramu-Purari districts, Central New Guinea, for the past two years, arrived recently in Sydney in order to seek expert attention for his eyesight. It appears that Mr. Peadon is suffering from a rare form of what virtually is quinine poisoning—and, incidentally, Mr. Peadon's experience should be noted by all people in the tropics who may be obliged to use quinine freely.

Mr. Peadon, when he went up to the high, cold country in Central New Guinea, suffered from bad attacks of malaria, and finally he put himself to bed (he was quite alone, except for his team of native boys) and took no fewer than 70 grains of quinine in 24 hours. He is a man who has taken large quantities of quinine in past years—he had been 12 years in New Guinea—and he did not regard the drug as dangerous.

He broke the fever, but when he got up he was practically blind. Gradually, his sight returned, but he found that his field of vision was very much limited; although he could see objects straight ahead quite clearly, he could see nothing at the sides. He therefore proceeded to Sydney as soon as possible and placed himself in the hands of a skilled oculist. The latter, however, does not give him much hope; he is of opinion that, while Mr. Peadon's remaining sight is safe, he will not recover much, if any, of the sight that he has lost. He has consequently abandoned for the present any thought of returning to the New Guinea gold-field. Specialists have told him that there is always a danger of quinine affecting the eyesight, though cases such as this are rare.

Mr. Peadon was on the Ramu for a

while, and on the upper reaches of the Purari, not far from where Captain Bernard McGrath was murdered by natives; and while there he established a store and licensed hotel. A considerable number of miners have pushed into that country from the Morobe goldfields—quite sufficient to justify the hotel and store business. Subsequently, Mr. Peadon, with 35 natives, went off down the Purari towards the Papuan border, into practically unknown country, and here he found quite profitable alluvial gold. He spent some months in this district, out of touch altogether with the small white settlement on the Ramu. He made friendly contact with the local natives, whom he describes as a very fine and intelligent class, of a type similar to the Benna-Bennas. He found them friendly and tractable and, once he got their confidence, he did not have any difficulty in inducing them to work for him in his mining operations. He did not leave this country until driven out by his eyesight trouble.

Mr. Peadon's store-keeping business on the Ramu has been taken over for the present by the Seventh Day Adventist missionaries. The licensed hotel business probably is in abeyance for the present.

The Ramu-Purari-Mt. Hagen plateau is described by Mr. Peadon as really magnificent country, with a good climate, comparatively free from the diseases and pests encountered in the coastal areas, and inhabited by a fine type of native. They are high-spirited people and are always ready for a fight; but their attitude towards Europeans is friendly, provided that the Europeans know how to treat them. Much trouble, however, may be caused if these natives come in contact with the wrong type of European. Parties of missionaries are displaying a readiness to push into this country, and the more experienced prospectors, who are anxious that this fine type of native shall remain unspoiled, do not view the arrival of the missionaries with any enthusiasm.

"You may find in that country," says Mr. Peadon, "one solution of all our political and economic troubles. They are a healthy, happy, contented race of natives without any strikes, political muddles, religious differences, or doles."

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November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

65

PACIFIC MINING NOTES

ENTERPRISE OF N. GUINEA

In a progress report to shareholders of Enterprise of New Guinea, N.L., the directors state that altogether the company possesses 13 mining tenements in the Morobe goldfield, comprising approximately 4400 acres of auriferous country. Several valuable water-rights have been secured and provide the facilities for the development of adequate economical hydro-electric power.

Samples from the three properties where work is at present concentrated give highly satisfactory results, and it is considered that even an average gold content of 3/- a cubic yard will yield profitable results.

The directors express the hope that the expedition at present on the field on the company's behalf would at an early date report further important discoveries.

EQUATORIAL GOLD

The representatives of Equatorial Gold Exploration (New Guinea and New Britain) Syndicate N.L. (Dr. J. R. Atcherley and Mr. A. E. Palmer) advise they have located gold deposits in New Britain. They are forwarding samples to the Melbourne office.

KORANGA GOLD SLUICING

Koranga Gold Sluicing Ltd., New Guinea, showed a net profit of £15,837 for the year ended June 30, compared with £6,213 for the previous year. Dividends and bonuses totalling 9/6 per share of £1 each absorbed £11,300. Production of 5997oz. bullion, which realised £25,638. The capital of the company is £28,000.

GUINEA GOLD NOW DRILLING AT LAKEKAMU

Guinea Gold, N.L., reports that after a preliminary reconnaissance of the company's new properties in the Lakekamu district, Papua, the technical staff of Placer Development, Ltd., has recommended an extensive drilling campaign. Two complete units of drilling plant arrived in New Guinea at the end of October. Both are scheduled to be in full operation on the Babuau areas during November. Owing to the great extent of the properties it may be six months before comprehensive reports on values can be submitted.

MISIMA CENTRAL GOLD

With a nominal capital of £5000 in £5 shares, Misima Central Gold N.L., has been formed in Melbourne to acquire applications relating to four leases covering 89 acres on the island of Misima, Papua. Four adits have been driven on the south-eastern end of the leases known as Misima North-east and Misima North-east No. 2, which are situated three and a half miles from the wharf at Bwagaia. There are two lodes on these leases. The other lode, known as Misima Central and Misima Central No. 2, are situated on the northern extension of the line of lode which strikes through the leases of Misima Gold Reefs N.L., New Misima Gold Mines Ltd., and Mt. Sisa Company. The lodes are stated to run from end to end on these leases, a distance of 2300ft., with an approximate width of 11ft. Assays of four samples showed values ranging from 24wt. 10gr. to 84wt. 21gr.

It is proposed to undertake such development work as is deemed necessary to secure further capital to work the mine in a profitable manner. The public subscribed for 750 shares, and the remaining £250 shares were issued as fully paid to the vendors. The legal manager is Mr. H. R. Lockwood, of 360 Collins Street, Melbourne.

NEW GUINEA PROSPECTORS, N.L.

The result of the examination of company's areas in Milne Bay Goldfields (Eastern Papua) has proved unsatisfactory, and the areas are being abandoned.

DAY DAWN TO HIRE ELECTRIC POWER

In consequence of the excessive cost of transportation of steam power plant, the directors of Day Dawn South (New Guinea) N.L. have decided to approach another company, operating near the mine, to supply sufficient electric power for a crushing plant. If negotiations are successful, a plant will be installed immediately. The mine manager, they add, estimates that there is about 4500 tons ore available for milling, averaging 1oz. 10dwt. fine gold and 1000oz. silver per ton. The average width of the reef is 5ft.

GOLD MINES OF PAPUA

In a report to shareholders on November 8, the Directors of Gold Mines of Papua stated that a full programme of work is in progress at their mines on Misima and Woodlark Islands, and that prospects are encouraging. An auxiliary ketch will be purchased to run between Samarai, Misima, and Woodlark; and arrangements will be made for direct wireless communication.

Misima Is.—Development of Mt. Sisa leases being carried out on continually increasing scale. Two lines of lode are being tested for a length of 1700 feet by adits driven at regular horizons, commencing from creek bed to height of 500ft. up Mt. Sisa ridge. Double shift of natives now employed testing ore bodies from the adits. The two main ore bodies are well defined, but the gold distribution is erratic.

Woodlark Is.—Preliminary testing at Northern section of Kulumadau lease has been commenced. No. 1 lode, tapped by short cross-cut, assayed 8.2 dwts for a sampled width of 50in. A North drive has been commenced on this ore body. Samples from No. 2 lode (parallel) show values up to 32.4 dwts. for a width of 30in. This is to be further tested.

Sand and Slimes.—Site for re-treatment of Kulumadau tailings dump has been cleared and preparations are being made for installation of plant. Preliminary tests show the 100,000 tons available have an extraction value of 1.02 dwts.

N.G. GOLDFIELDS NOTES

THE new hotel at Upper Edie has been taken over by Bob Franklin. This venture is proving increasingly popular, as visitors to Wau make a point of going right "to the top" before leaving the goldfields.

The new Administrator spent a few days here and was enthusiastic over the attention and the artistic arrangement of the rooms, the special "green" room being placed at his disposal.

In the dining room, coloured cloths are used, like the ones at Hordern Bros., and each table has flowers to match. Imagine that, right up here, in the heart of N.G.!

History was made recently when Edie Creek cricket team beat Wau. "Snow" Blackley, of course, was the cause of it all; in an innings of 349 he made 124. Then that "bete noir," Brian Lane, kept up his stonewalling, and the victory went to the Creek. Was there hilarity in consequence? Now, I ask you!

Mr. Clem Kirke and his brother who have acquired much acreage outside Wau are doing well with their market garden and orchard. Already they have planted oranges, lemons, grape vines, acres of bananas, pawpaws, granadillas, melons and potatoes. This venture deserves commendation, for fresh fruit and vegetables will mean much to the Territory.

The Kirke Bros. are well-known in the Islands, and their eldest brother Captain Errol Kirke was in the landing at Rabaul and was afterwards killed at Pozieres.

Mr. Harry White, who was ordered South with yellow fever from Wau returned on the last Macdhui, looking very well. Strange how the tropics grip one, Harry says he simply couldn't live in Sydney again.

A demand for information showing the nature of the agreement made between the British and Commonwealth Governments in connection with the search for oil in New Guinea was made in the Commonwealth Parliament on November 2 by Mr. Makin. The Prime Minister promised to make details available.

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MISSIONARIES OR ANTHROPOLOGISTS

Who Best Understands the Needs of Primitive Races?

Letter to the Editor.

YOUR September leader "Uncoordinated Mission Effort," evidently inspired by and based on a misleading statement recently made in Sydney by Mr. W. Groves, B.A., a former teacher in the native school near Rabaul, was read with regret by many missionaries in the Mandated Territory, not because of the matter treated but because of the manner of treatment.

The tone of the article, in my opinion, tends to create the impression that missionaries are weakening and destroying useful native habits and customs to the detriment of the native races. Yet, although only three mission bodies of any magnitude are operating in the Territory to-day, no attempt has been made to state who these missionaries referred to are, the place or places where they carry on their mischievous work, or what the habits or customs consist of.

One would naturally have expected that Mr. Groves, who was so liberally and gratuitously helped in his educational and scientific work in the Territory by the Missions, would have discussed what he considered to be weaknesses in missionary activity with the missionaries themselves, before leaving the Territory, instead of making statements tending to create an erroneous estimate after departing from the Islands—that is, if he has been correctly reported. When a person embarks on the enterprise of analysing or criticising the methods of an organisation or institution, reason and justice combine in requiring that he should possess, if not a deep and comprehensive, at least an accurate knowledge of his subject. Failure to observe this simple rule has led to countless blunders in passing judgment on what mission methods really are.

It is probably not exaggerating one iota to say that not two per cent. of those who accuse missionaries of interfering with native customs have the ability or training to know what a native custom is. How could matters be otherwise? Missionaries living among the people have found that

years of close observation and study are required for an adequate understanding of native psychology. Yet people, entire foreigners to any native language, presume to teach and express opinions on native culture and customs after a few months spent camping near a native village.

The Catholic Mission, with its three missionary societies—the Marists in the North Solomon Islands, the Sacred Heart Society in New Britain and adjacent islands, and the Society of the Divine Word in New Guinea—is the largest and most extensive Mission in the Mandated Territory to-day. In dealing with native customs and habits, the Catholic Mission has a clear and well defined policy which is uniformly followed all over the world by Catholic missionaries.

Entering upon his self-imposed work, the Catholic Missionary has before him an abundance of information collected by his predecessors—languages, customs, laws, habits and, in fact, everything calculated to interest or assist him. With a mind trained already in acquiring languages, a Catholic missionary can very readily adapt himself to his new surroundings by giving his whole time and attention to his work.

As regards native customs, some are good, others bad, while others again are indifferent, considered in their bearing on life, health and morality. The uniform practice of the Catholic missionary is to do nothing until he has acquired a thorough knowledge of what a peculiar habit or custom really is. Then when he is satisfied he has the whole truth he encourages and fosters what is good; what is indifferent is left as it was; while what is clearly inimical to life, health or morality is gradually weakened or destroyed. Can anyone—official, anthropologist, trader or planter—point to a single good or indifferent custom or habit that has been interfered with or destroyed by a Catholic missionary? Then, if not, why these stupid aspersions cast upon missions and missionaries as a whole, which should be reserved for a few isolated fanatics?

Leaving completely on one side the utterances of that small but rowdy section of Europeans who, without religion, morality or patriotism, consistently oppose every effort to uplift or improve native races, from time to time a person holding a responsible position is reported to have made alarming statements about missionaries or their work, not in the place where they could be met and answered, but to some interested but entirely uninformed body of people in one of the Australian States. When challenged to substantiate the charges, the invariable practice has been to lay the blame on some press reporter for misquotation. Anxious as missionaries are to avail themselves of whatever will assist them in the prosecution of their calling—honest and constructive criticism of their methods—they naturally resent misrepresentation from untrustworthy or unreliable sources.

Who, for instance, besides the missionary, can give anything like a complete account of what the Fire Dance practised by Baining natives consists of? Shocking as many aspects of it are, it has a certain weird spectacular effect. Numbers of

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150 tons Assorted Steel Rails, from 14lb. to 40lb. per yard. 27,000 ft. Galvanised and Black Water Pipes, from the smallest diameter to 4in. Two and Three Head Prospector's Batteries, Rockcrushers, and Crushing Rolls, Portable and Stationary Air Compressors and Receivers, Jackhammers. One Hudson Steam Loco. for 2ft. rail gauge. Trucks, Wheels, and Axles. 6000 ft. x 6in. Piping, Pulleys, Belting, Pumps for every proposal, Oil and Water Storage Tanks, Petrol and Crude Oil Engines, Winches, Wire Ropes, Ore Buckets, Lifting Blocks, Boilers, and Compact High Speed Steam Engines, Screening, Ball Mills, Blowers, and Fans. Inquiries Invited. Cable address: "Easincog," Sydney.

E. A. SLOMAN

Machinery Merchant, 12 Rothschild Ave., Rosebery, Sydney

November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

67

WHERE TO STAY IN PORT MORESBY



THE
PAPUA HOTEL

Catering specially for
Tourists & Travellers
Situating on high ground
overlooking both coasts,
its Spacious Lounges are
always Cool & Comfortable
Tariff: Per day 16/-; per
week £5/5/-; per month
£14; bed and breakfast
10/-; bedroom only 7/6.
Cars meet all steamers.

FIRST-CLASS ACCOMMODATION. SPECIAL DINNER
PARTIES ARRANGED.

Licensee: Papua Hotel, Ltd.

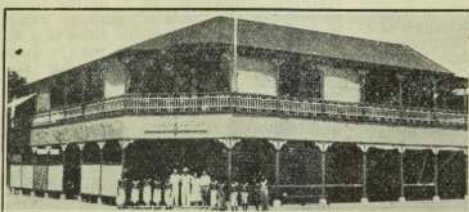
HOTEL MORESBY

NEAR THE
WHARF

COMFORTABLE
ACCOMMODATION

ONLY THE BEST
BRANDS OF
WINES, SPIRITS
AND BEERS
IN STOCK

LICENSEE:
Hotel Moresby
Ltd.



COSMOPOLITAN
HOTEL
Samarai

First-class
Accommodation
for

Tourists and Travellers
Ball-room; Electric Light;
Billiards; Freezing-works;
Cold Store. Best brands of
Wines, Spirits, Ales.

MODERATE TARIFF
Fishing Trips and Launch
Excursions arranged.
Licensee: R. LEWIS.

AT THE GATEWAY
of the
N.G. GOLDFIELDS

HOTEL SALAMAUA

Within seven years, Salamaua has become
the Busiest Port in New Guinea. In the
same period, the Hotel Salamaua has be-
come one of the best-known hotels in the
South Seas. Its kitchens are famous—
Large, Cold Stores and Extensive Gardens
Provide Abundance of Fresh Food for
Residents and Travellers.

The Hotel has been enlarged from
time to time, and now has accom-
modation for 80 guests.

Proprietress and Licensee:
MRS. ALAN INNES.



SAMARAI HOTEL

The Rendezvous of the Miners of Eastern
Papua.

Comfortable Accommodation for Tourists,
Travellers and Residents. Best Brands of
Spirits and Wines—Victorian Lager Beers.
FISHING EXCURSIONS ARRANGED

Licensee: Mrs. L. M. SKELLY.

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WAU, T.N.G.

Picturesquely situated, overlooking
the Wau Aerodrome, at the Busi-
ness centre of the Morobe Goldfields.

FIRST-CLASS CUISINE—30 com-
fortable Bed-rooms—Hot and Cold
Showers—Fresh Fruit, Vegetables,
and Dairy Produce from the Hotel
Gardens.

The Hotel Bulolo is famous for its
wide, cool verandah-lounge.

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Spirits, and Beers in stock.

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ROOMS — DINNER PARTIES SPECIALLY ARRANGED
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Gold, Silver, Platinum, etc.

T. & G. BUILDING,
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SYDNEY, N.S.W.

Established 1914.

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deaths from poisoning have followed each dance, yet I have known Europeans, after long residence in the Territory, strongly urging the natives to repeat the Fire Dance for the amusement of a few visitors. Again, how many have the slightest notions of the barbarous practices that have been condemned in the Duk-Duk and Tubuan customs—which also have a really fine spectacular aspect, and which are so common here during the month of May each year?

In my opinion the native has to-day more songs and dances than ever before. European songs have been translated into native languages and as for dances, the native now moves about from village to village and takes part not only in local amusements but in those of villages far apart. Question the old natives who are now disappearing. Listen to their views of life, with its terrifying aspects, before the coming of missionary and civil administration broke down the barriers that separated adjacent villages. I have never yet met natives who would exchange the freedom, joy and protection that obtain to-day for the old regime that has happily disappeared.

It is not correct to say that Christianity is a substitute for or displaces any useful or indifferent social practices in village life. Rather, Christianity perfects and refines all that is good and useful in native customs. On Matupit Island, for instance,

the native custom was for a mother to kill one of twins soon after birth. Naturally, the Christian ideal weakened and destroyed that barbarous custom.

It is, moreover, well known that natives are disappearing rapidly, precisely in those places where there are no missionaries, such as Aua, Ninigo, and Matthias Islands, as well as in the Southern and Western portions of New Ireland; and increasing when under missionary influence.

In an excellent report on the affairs of the Mandated Territory, Colonel Ainsworth said the missionaries were the only people who had any useful knowledge of the natives. He was only stating the bare truth, for the simple reason that they are the only people who have really studied the natives in the villages through the native languages.

What useful or reliable knowledge can the student of anthropology, without the slightest knowledge of a native language or even of the "pidgin," gain by living for twelve or eighteen months close to a native village. Yet many depart with a quantity of information, after spending shorter periods in the Islands. And where does the information come from? In most cases whatever is really useful has been adopted and adapted from the patient researches of the real anthropologist—the missionary.

I am, etc.,

A CATHOLIC MISSIONARY.
Rabaul, N.G.,
Oct., 1934.

EVERYTHING FOR THE GOLD-MINER AND ENGINEER



The Largest Distributors of
Centrifugal Pumps
in Australia

A. B. Smith & Gluyas

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For example the **Record Price** of gold in Australia was established by this Company on 11th October, 1934, when payment was made to its clients at the rate of £8/16/9½ net per fine oz.

SELLERS IN NEW GUINEA, NEW ZEALAND, PACIFIC ISLANDS, and elsewhere outside Australia should consign their materials to the Company's Sydney Office.

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LEVER COMBINE AND COPRA PRICES

"I am glad to note from your journal that Mr. W. R. Carpenter seems to think there is a possibility of the copra market rising," writes a London correspondent on September 24. "A London buyer, whom I met a day or so ago, tells me it is true, as Marseilles has risen 15/- in the last 3 weeks; but he agrees that the Lever Combine are at the bottom of the low prices; and detailed his reasons for saying so. There is no doubt that the dead capital in the Lever corporation makes the position difficult, and when one takes into account the number of companies the combine have absorbed, and paid for them in paper, the position is very difficult—more so when it is noted that a number of the absorbed concerns were closed down, lock stock and barrel. The first was Vinolia.

"Anyway, as far as I can see, the position does not show much alteration, and the prices in London are little, if any, altered."

November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

69

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.

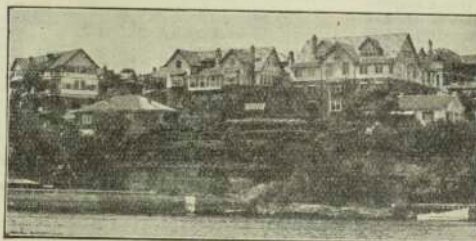
Copra

London.	Price on—	South Sea, Hot-air Dried, Sun-Dried.	Plantation, Rabaul.
January 16, 1931	£14 7 6	£14 12 6	£14 12 6
February 27	£14 10 0	£14 12 6	£14 12 6
March 27	£14 10 0	£14 12 6	£14 12 6
April 24	£13 15 0	£13 17 6	£13 17 6
May 29	£10 17 6	£11 0 0	£11 0 0
June 26	£11 15 0	£11 17 6	£11 17 6
July 31	£11 5 0	£11 7 6	£11 7 6
August 28	£12 15 0	£12 15 0	£12 15 0
September 23	£13 10 0	£13 10 0	£13 10 0
October 30	£13 10 0	£13 10 0	£13 10 0
November 27	£14 5 0	£14 10 0	£14 10 0
December 18	£14 10 0	£16 10 0	£16 10 0
January 1, 1932	£16 7 6	£16 10 0	£16 10 0
February 12	£14 10 0	£14 15 0	£14 15 0
March 25	£14 10 0	£14 15 0	£14 15 0
April 1	£14 15 0	£14 17 6	£14 17 6
April 29	£13 17 6	£13 17 6	£13 17 6
May 20	£13 2 6	£13 5 0	£13 5 0
June 3	£13 17 6	£13 17 6	£13 17 6
June 17	£13 17 6	£13 17 6	£13 17 6
July 1	£14 5 0	£14 7 6	£14 7 6
August 12	£14 5 0	£14 7 6	£14 7 6
September 2	£14 5 0	£14 7 6	£14 7 6
October 7	£14 5 0	£14 7 6	£14 7 6
November 11	£14 5 0	£14 7 6	£14 7 6
December 16	£14 5 0	£14 7 6	£14 7 6
January 6, 1933	£13 10 0	£13 12 6	£13 12 6
February 3	£12 5 0	£12 7 6	£12 7 6
February 24	£11 15 0	£11 17 6	£11 17 6
March 3	£11 7 6	£11 10 0	£11 10 0
March 24	£11 7 6	£11 10 0	£11 10 0
April 7	£10 0 0	£10 2 6	£10 2 6
April 28	£10 10 0	£10 12 6	£10 12 6
May 12	£10 5 0	£10 7 6	£10 7 6
May 26	£10 12 6	£11 5 0	£11 5 0
June 16	£10 12 6	£10 15 0	£10 15 0
June 30	£10 17 6	£11 0 0	£11 0 0
July 7	£10 15 0	£10 17 6	£10 17 6
July 21	£11 2 6	£11 5 0	£11 5 0
August 4	£10 10 0	£10 12 6	£10 12 6
August 18	£10 5 0	£10 7 6	£10 7 6
September 1	£10 0 0	£10 2 6	£10 2 6
September 29	£9 15 0	£9 10 0	£9 10 0
October 20	£9 15 0	£9 10 0	£9 10 0
October 27	£9 0 0	£9 2 6	£9 2 6
November 3	£9 10 0	£9 7 6	£9 7 6
November 17	£9 2 6	£9 0 0	£9 0 0
December 1	£8 12 6	£8 10 0	£8 10 0
December 29	£8 2 6	£8 7 6	£8 7 6
January 5, 1934	£8 0 0	£8 2 6	£8 2 6
January 19	£7 15 0	£8 10 0	£8 10 0
February 16	£7 17 6	£8 7 6	£8 7 6
February 23	£7 12 6	£8 10 0	£8 10 0
March 2	£7 15 0	£8 0 0	£8 0 0
March 30	£7 7 6	£7 15 0	£7 15 0
April 6	£7 5 0	£7 17 6	£7 17 6
April 20	£7 5 0	£8 0 0	£8 0 0
April 27	£7 7 6	£8 5 0	£8 5 0
May 4	£7 12 6	£8 10 0	£8 10 0
May 11	£7 17 6	£8 12 6	£8 12 6
May 18	£7 15 0	£8 10 0	£8 10 0
May 25	£7 12 6	£8 12 6	£8 12 6
June 1	£7 17 6	£8 12 6	£8 12 6
June 8	£8 0 0	£8 12 6	£8 12 6
June 15	£8 0 0	£8 12 6	£8 12 6
June 22	£8 2 6	£8 17 6	£8 17 6
July 6	£7 17 6	£8 15 0	£8 15 0
July 13	£8 0 0	£8 17 6	£8 17 6
July 20	£7 17 6	£8 15 0	£8 15 0
July 27	£7 17 6	£8 15 0	£8 15 0
August 3	£7 17 6	£8 17 6	£8 17 6
August 10	£8 0 0	£9 2 6	£9 2 6
August 17	£7 15 0	£8 15 0	£8 15 0
August 24	£7 17 6	£8 17 6	£8 17 6
August 31	£7 12 6	£8 15 0	£8 15 0
September 7	£7 12 6	£8 15 0	£8 15 0
September 14	£7 15 0	£8 17 6	£8 17 6
September 21	£8 5 0	£9 0 0	£9 0 0
September 28	£8 5 0	£9 5 0	£9 5 0
October 5	£8 0 0	£9 0 0	£9 0 0
October 12	£8 5 0	£9 5 0	£9 5 0
October 19	£8 2 6	£9 2 6	£9 2 6
October 26	£7 15 0	£8 12 6	£8 12 6
November 2	£7 15 0	£8 15 0	£8 15 0
November 9	£7 12 6	£8 12 6	£8 12 6
November 16	£7 17 6	£8 15 0	£8 15 0

Rubber

London	Price on—	Para per lb.	Plantation Smoked per lb.	London	Price on—	Para per lb.	Plantation Smoked per lb.
January 1, 1932	4½d.	3 5/16d.	4½d.	February 2	4½d.	4½d.	4.84d.
February 5	3¾d.	2¾d.	3¾d.	February 23	4½d.	4½d.	5.03d.
March 4	3¾d.	2 5/16d.	3¾d.	March 2	4½d.	4½d.	4.93d.
April 1	3¾d.	1¾d.	3¾d.	March 16	5d.	5d.	5.15d.
May 13	3¾d.	1 11/16d.	3¾d.	March 23	5d.	5d.	5.09d.
June 10	3¾d.	1 11/16d.	3¾d.	April 6	5d.	5d.	5.43d.
July 22	3¾d.	1 15/16d.	3¾d.	April 20	5d.	5d.	5.81d.
August 5	4d.	2¾d.	4d.	April 27	5½d.	5½d.	6.06d.
September 2	5½d.	2¾d.	5½d.	May 4	5½d.	5½d.	7d.
October 14	5d.	2.40½d.	5d.	May 11	6d.	6d.	6.56d.
November 11	5d.	2.65½d.	5d.	May 18	6d.	6d.	6.18d.
December 2	5d.	2.39d.	5d.	May 25	5½d.	5½d.	5.93d.
January 6, 1933	4½d.	2.43d.	4½d.	June 1	5½d.	5½d.	6.04d.
February 10	4½d.	2¾d.	4½d.	June 8	5½d.	5½d.	6.56d.
April 14	4½d.	2.34d.	4½d.	June 15	5½d.	5½d.	6½d.
May 5	4½d.	2.81d.	4½d.	June 22	5½d.	5½d.	6½d.
June 2	5½d.	3.56d.	5½d.	June 29	5½d.	5½d.	6½d.
July 7	5½d.	3.71d.	5½d.	July 6	5½d.	5½d.	7.06d.
July 28	5½d.	3.84d.	5½d.	July 13	5½d.	5½d.	7.06d.
August 4	5½d.	3.7d.	5½d.	July 20	5½d.	5½d.	6.82d.
August 25	5d.	3.78d.	5d.	July 27	5½d.	5½d.	5½d.
September 1	5d.	3.71d.	5d.	August 3	5½d.	5½d.	7.18d.
September 29	4½d.	4d.	4½d.	August 10	5½d.	5½d.	7½d.
October 13	4½d.	4d.	4½d.	August 17	5½d.	5½d.	7½d.
October 27	4½d.	3.90d.	4½d.	August 24	5½d.	5½d.	7½d.
November 10	4½d.	4.09d.	4½d.	August 31	5½d.	5½d.	7½d.
November 24	4½d.	4.28d.	4½d.	September 7	5½d.	5½d.	7½d.
December 8	4½d.	4.09½d.	4½d.	September 14	5½d.	5½d.	7½d.
December 22	4½d.	4.28d.	4½d.	September 21	5½d.	5½d.	7.31d.
January 5, 1934	4½d.	4.59d.	4½d.	September 28	5½d.	5½d.	7.31d.
January 19	4½d.	4.59d.	4½d.	October 5	5½d.	5½d.	6½d.
January 26	4½d.	4.8d.	4½d.	October 12	5½d.	5½d.	7d.
				October 19	5½d.	5½d.	6½d.
				October 26	5½d.	5½d.	6½d.
				November 2	5½d.	5½d.	6½d.
				November 9	5½d.	5½d.	6½d.
				November 16	5½d.	5½d.	6½d.

WALLARINGA MANSIONS, SYDNEY



Occupying one of the picked positions on Sydney Harbour. Quiet and secluded, only fifteen minutes by Ferry, or 8 minutes via Bridge, from G.P.O.

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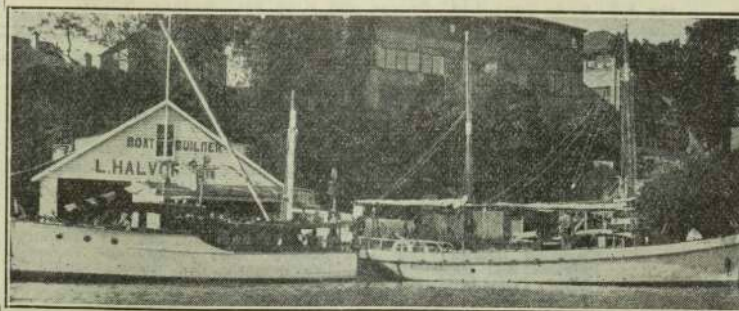
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Melanesian Mission Ketch "Patteson."

Part of Lars Halvorsen's Works at Neutral Bay, Sydney.

PITCAIRNERS

Genealogical Research at N.I.

MR. Harold Rabone, a descendant of one of the best known early missionaries to Tonga (Rev. Stephen Rabone) was a passenger to Norfolk Island on a recent voyage of the Morinda. For some years he has been making a comprehensive study of the genealogy of the descendants of the Pitcairners settled at Norfolk Island. This pursuit has necessitated several visits to the Island, and considerable study in the Mitchell Library in Sydney and the National Library at Canberra.

In consequence he has obtained new material, sufficient for a history of Norfolk Island, including copies of valuable maps and early documents which have been hidden away in Australian archives. He hopes to publish it in due course. Mr. Rabone is also interested in the genealogy of the Lord Howe Islanders, and will continue his studies there.

Incidentally, the centenary of the arrival of his missionary grandfather will be celebrated in Tonga next year.—E.R.

Chinese Traders in Vila

From Our Own Correspondent.

NOUMEA, Oct. 20.

Being British subjects, the Chinese from Hongkong have established themselves strongly at Vila, New Hebrides and have a great number of stores there.

The French storekeepers in Efate, find it increasingly difficult to compete with this cheap labour and are, in consequence, hit very hard. The situation is pointed out in our local press, with a request for protection from this danger to the French national interests.

Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on November 19:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND.
Australia on Fiji on basis of £100 Fiji: Buying
£A111 selling £A113/10/-.
Fiji-London on basis £100 London.

Telegraphic transfer ..	£F110 15 0	£F112 0 0
On demand	£F110 12 6	£F111 17 6

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia, on Western Samoa, basis £100 Samoa—selling £A111/15/-, buying £A110/15/-.
Exchange Samoa on London, basis £100 in London:—

	Buying.	Selling.
Telegraphic transfer ..	£112 5 0	£112 5 0
On demand	£110 7 6	£112 2 6
30 days	110 2 6	112 0 0
60 days	109 18 9	111 17 6
90 days	109 15 0	111 15 0
120 days	109 11 3	

DIRECT TELEGRAPHIC TRANSFER. SELLING RATES.

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.

Average for week ended 22/10/34 ..	Francs to £
Average for week ended 29/10/34 ..	Australian
Average for week ended 5/11/34 ..	58.39
Average for week ended 12/11/34 ..	59.03
Average for week ended 19/11/34 ..	59.31
	59.55

Australia on Noumea.

Average for week ended 22/10/34 ..	Francs to £
Average for week ended 29/10/34 ..	Australian
Average for week ended 5/11/34 ..	58.19
Average for week ended 12/11/34 ..	59.11
Average for week ended 19/11/34 ..	59.35

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. As quoted by the Comptoir National, in Sydney, and the Bank of Indo-Chine, Noumea: On November 19, when the Australian £ was nominally worth 59.55 francs, £100 Australian would purchase a credit in Noumea of 5,955 francs.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK.

From Australia, on Rabaul and Pt. Moresby, £1 per cent.

From Rabaul on London, same as Australia on London:—

Buying T.T. £A125 equals £stg. 100.
Selling T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.

Australia, on Papua, £1 per cent, premium each way, equivalent to commission of £1 per cent.; Australia, on Rabaul, 10/- per cent, premium.
Papua and New Guinea, on London: Same as Australia on London, and vice versa.

ISLANDS PRODUCE

Coffee

The following quotations were obtained on November 19:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1, 39/- per cwt.; quote No. 2, 39/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.: No. 1 quotation, grade "B," 63/-; grade "C," 57/-; Triage, 43/-; No. 2 quotation: Grade "B," 62/-; grade "C," 55/-; Triage, 41/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.: Quote No. 1, grade "A," 75/-; grade "B," 71/-; grade "C," 68/-; Triage, 63/-; Quote No. 2: Grade "B," 70/-; Triage, 62/-; Quote No. 3: Grade "B," 78/-; Triage, 63/-.

Arabian (Aden), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—Quote (a): No. 1, pure, 68/- per cwt.; quote (b): 69/- per cwt.

Kapok

Based on an exchange conversion of 12 gulden to the Australian £, the Australian c.i.f. prices current during November were: Prime Samarang, 4 3/16d. per lb.; prime Japara, 4 1/4d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £26-£32 per ton.
Quote No. 2: Accra, good fermented, 21/9 per cwt., c.i.f., Sydney.

Ivory Nuts

No. 1 Quotation: £11/- per ton, f.o.b., Sydney.
No. 2 Quotation: £10/- per ton, f.o.b., Sydney.

Trocas Shell

Quotations for trocas shell obtained in Sydney from two different sources were:

(a) Trocas shell, No. 1 grade	£80
Trocas shell, No. 2 grade	£67
Trocas shell, No. 3 grade	£53
(b) Trocas shell, No. 1 grade	£80
Trocas shell, No. 2 grade	£68
Trocas shell, No. 3 grade	£56

All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Good quality green snail shell was quoted in Sydney in mid-November at £26-27 per ton.

Cotton

The London c.i.f. prices of cotton as quoted in the Sydney Morning Herald during the past month were: October 19, 6.70d. per lb., November shipment; October 26, 6.70d. per lb., November shipment; November 2, 6.54d. per lb., December shipment; November 9, 6.53d. per lb., December shipment; November 16, 6.88d. per lb., December shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £11/10/- per ton, f.o.b., Sydney.
Australian table rice, packed in 56lb. bags, £15/10/- per ton.

TO ISLAND SHIPPERS AND MERCHANTS

Send Your Shipments, Both Inward and Outward, Through

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Port Moresby

PAPUA

Samarai

Chairman and Managing Director: A. S. FITCH.

Shipowners, Wholesale and Retail Merchants and Traders; Shipping, Customs and Insurance Agents; Copra and Rubber Plantation Owners.
Mail Contractors to Commonwealth and Papuan Governments.

AGENCIES:—At Port Moresby: Coral Sea Insurance Co.; Phoenix Insurance Co.; Delta Sawmills, Ltd.; Acme Bakery Co.; Vacuum Oil Co. Pty., Ltd. At Samarai: Coral Sea Insurance Co.; Delta Sawmills, Ltd.; Bankers and Traders' Insurance Co.; National Mutual Life Insurance Co.; Kuliaro Shipyards; Mamai Plantations.

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Cable Address: "STEAMSHIPS."

Code: Bentley's.

November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

71

Shipping Services in the Pacific

Sydney—Papua—New Guinea Service.

Proforma—Subject to alteration without notice.

	Montoro	Macdhui
Sydney ..	Nov 28	Dec 19
Brisbane ..	Nov 30	Dec 21
Townsville ..	Dec 3	—
Cairns ..	Dec 4	Dec 24
Pt. Moresby ..	Dec 6	Dec 27
Yule Is. ..	Dec 7	—
Samarai ..	Dec 8	Dec 28
Woodlark Is. ..	—	—
Rabaul ..	Dec 10-11	Dec 30-31
Lindenhafen ..	—	Jan 1
Pondo ..	—	—
Kavieng ..	Dec 12-13	—
Boram ..	Dec 15	—
Murnass ..	Dec 16-17	—
Madang ..	Dec 18-19	Jan 2-3
Lae ..	—	Jan 4
Finschafen ..	—	Jan 5-6
Madang ..	—	Jan 7
Alexis ..	—	Jan 8-9
Lorengau ..	—	Jan 11
Kavieng ..	—	Jan 13
Pondo ..	Dec 21	Jan 14
Rabaul ..	—	Jan 15
Salamaua ..	Dec 23	Jan 16
Samarai ..	Dec 24	Jan 17
Pt. Moresby ..	Dec 26	Jan 19
Cairns ..	Dec 29	Jan 21
Brisbane ..	Dec 31	—
Sydney ..	—	—

BURNS, PHILP & CO., LTD., Agents.

Ocean Island-Nauru Service

British Phosphate Commission, 16 Spring Street, Sydney, sends boats irregularly from Melbourne.

Gilbert and Ellice Islands

M.V. Ralumi, 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—Rabaul—Hongkong

	Tanda	Nankin
Yokohama ..	Nov 19	Dec 16
Nagoya ..	Nov 20	Dec 17
Kobe ..	Nov 23	Dec 20
Moji ..	Nov 24	Dec 21
Hongkong ..	Dec 1	Dec 28
Manila ..	Dec 4	Dec 31
Rabaul ..	Dec 12	Jan 8
Brisbane ..	Dec 18	Jan 14
Sydney ..	Dec 20	Jan 16
Melbourne ..	Dec 24	Jan 21-Feb 2
Hobart ..	Jan 4	Feb 4
Newcastle ..	Jan 7	Feb 7
Sydney, dep. ..	Jan 12	Feb 13
Brisbane ..	Jan 14	Feb 15
Townsville ..	Jan 17	Feb 18
Rabaul ..	Jan 22	Feb 23
Manila ..	Jan 30	Mar 3
Hongkong ..	Feb 2	Mar 6
Shanghai ..	Feb 7	Mar 11
Moji ..	Feb 10	Mar 11
Kobe ..	Feb 11	Mar 15
Osaka ..	Feb 13	Mar 17
Nagoya ..	Feb 14	Mar 18
Yokohama ..	Feb 16	Mar 20

E. & A. STEAMSHIP CO., LTD., Agents.

Hongkong—New Guinea—Solomon Islands Service

	Friderun	Bremerhaven
Hongkong ..	Dec 5	Dec 30
Madang ..	Dec 17	—
Salamaua ..	Dec 20	—
Rabaul ..	Dec 23	Jan 14
Kavieng ..	—	—
Manus ..	Dec 27	—
Tulagi ..	—	Jan 18
Kieta ..	—	Jan 22
Madang ..	Jan 6	Feb 2
Rabaul ..	Jan 14	Feb 5
Hongkong ..	Jan 28	Feb 20

NORDDEUTSCHER LLOYD, Agents.

London—Sydney—New Guinea

	Rabaul	Salamaua	Rabaul
London ..	Oct 30	Jan 15	Mar 15
Teneriffe ..	—	Jan 30	Mar 29
Dakar ..	—	Feb 2	Apr 1
Sydney ..	Dec 15-16	Mar 15-16	Apr 16
Gladstone ..	—	Apr 11	May 16-18
Townsville ..	Dec 21-24	Apr 9	May 20-23
Rabaul, arr. ..	Dec 31	Mar 26	May 30
Madang, dep. ..	Jan 14	Mar 22*	Jun 12
Batavia ..	Jan 25	Apr 30	Jun 23
Dakar ..	Mar 2	Jun 1	July 29
London ..	Mar 12-15	Jun 15	Aug 8

*On this trip m.v. Salamaua will return to Gladstone via Rabaul and then proceed to England via Torres Strait.

Calls will be made at Kavieng and Salamaua if sufficient inducement offers.

W. R. CARPENTER & CO. LTD.

Papuan Inter-Island Services

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

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.

N.G. Goldfields' Service

Aeroplanes conducted by Guinea Airways Ltd., Holden's Air Transport Services 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. Details from the pursers of the Burns, Philp steamers.

Fiji Inter-Island Service

S.S. Malake, 736 tons (Burns, Philp (South Sea) Co., Ltd.), under contract with Fiji Government. Regular four-weekly itinerary comprises: Two trips each Suva to Levuka, Savu, Taveuni, Rabi and Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

A.K. Tui Labasa (Burns, Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa via Levuka and Macuata ports, then returns to Suva. Round trip occupies about 9 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakaloa, Dreketi, Naisereawa, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

Solomon Islands—N.G. Service.

Proforma—Subject to alteration without notice.

	M.V. Malaita
Sydney ..	Dec 19
Brisbane ..	Dec 21
Townsville ..	Dec 24
Tulagi ..	—
Makambo ..	Dec 28-29
Gavutu ..	—
Su-u ..	Dec 30
Kaukau ..	Dec 31
Rere ..	—
Aola ..	—
Rere ..	—
Teneru ..	—
Lunga ..	Dec 31
Kookoom ..	—
Mamara ..	—
Domma ..	Jan 1
Aruligo ..	—
Lavoro ..	—
Vandina ..	—
Banika ..	Jan 2
Ufa ..	—
Lingat ..	—
Faiani ..	—
Younger ..	—
Pepesala ..	Jan 2
Kaylan ..	—
Meringe ..	—
West Bay ..	Jan 2
Somatu ..	—
Rendova ..	—
Jack Hr. ..	—
Hathorn ..	Jan 3
Stanmore ..	—
Vila ..	—
Gizo ..	Jan 4
Faisi ..	Jan 5
Kieta ..	Jan 6
Arigua ..	—
Teopasino ..	Jan 7
Numa ..	—
Rabaul ..	Jan 8-9
Soraken ..	Jan 10
Kieta ..	Jan 11
Faisi ..	Jan 11
Gizo ..	Jan 12
Tetipari ..	Jan 12
Russell Group ..	Jan 13-14
Tulagi ..	Jan 15
Brisbane ..	Jan 19
Sydney ..	Jan 21

BURNS, PHILP & CO., LTD., Agents.

Sydney—Norfolk Island—New Hebrides

Per S.S. Morinda.

	Dec 14	Dec 20	Jan 3
Sydney ..	Dec 14	Dec 20	Jan 3
Lord Howe ..	Dec 16	—	Jan 5
Norfolk Island ..	—	Dec 24	Jan 7
Vila ..	—	—	Jan 10-11
Bushman's Bay ..	—	—	Jan 12
Malo ..	—	—	—
Tangoa ..	—	—	Jan 12
Segond ..	—	—	—
Aola ..	—	—	Jan 13
Vila ..	—	—	Jan 14
Norfolk Island ..	—	Dec 24	Jan 17
Lord Howe ..	Dec 16	—	Jan 19
Sydney ..	Dec 18	Dec 28	Jan 21

BURNS, PHILP & CO., LTD., Agents.

NORDDEUTSCHER LLOYD, BREMEN

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REGULAR SAILINGS BY

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French Eastern Pacific Service

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

	Strasbourg	Verdun
Papeete	Dec 22-24	Feb 9-11
Raiatea	Dec 25	Feb 12
Vila	Jan 4	Feb 22
Noumea, arr.	Jan 6	Feb 24
To Panama—		
Noumea, dep.	Jan 15	Mar 5
Vila	Jan 19	Mar 8
Raiatea (opt.)	Jan 27	Mar 16
Papeete	Jan 28-30	Mar 17-19

MESSAGERIES MARITIMES CO., Agents.

Sydney—N.Z.—Fiji—Samoa—Hawaii

	Monterey	Mariposa	Monterey
Honolulu	Nov 19	Dec 17	Jan 14
Pago Pago	Nov 24	Dec 22	Jan 19
Suva	Nov 27	Dec 25	Jan 22
Auckland	Nov 30	Dec 28	Jan 25
Sydney, arr.	Dec 3	Dec 31	Jan 28
Melbourne	Dec 7	Jan 4	Feb 1-2
Sydney, dep.	Dec 15	Jan 9	Feb 6
Auckland	Dec 18	Jan 12	Feb 9
Suva	Dec 21	Jan 15	Feb 12
Pago Pago	Dec 22	Jan 16	Feb 13
Honolulu	Dec 27	Jan 21	Feb 18

OCEANIC STEAMSHIP CO., MATSON LINE,

Agents.

Sydney—N.Z.—Cook Is.—Tahiti

	Makura	Manganui	Makura
Papeete	Dec 1	Dec 29	Jan 26
Rarotonga	Dec 4	Jan 2	Jan 29
Wellington	Dec 10	Jan 7	Feb 4-5
Sydney	Dec 15	Jan 12	Feb 9
Sydney, dep.	Dec 30	Jan 17	Feb 14
Wellington	Dec 25	Jan 22	Feb 18-19
Rarotonga	Dec 29	Jan 26	Feb 23
Papeete	Dec 31	Jan 28	Feb 25

UNION S.S. CO. LTD., Agents.

Saigon—Java—Noumea Line

	Per S.S. Van Rees.	
Saigon	Dec 11	Feb 12
Batavia	Dec 15-17	Feb 16-18
Samarang	Dec 18	Feb 19
Port Moresby	Dec 27	Feb 28
Samarang	Dec 29	Mar 2
Rabaul	Dec 31-Jan 1	Mar 4-5
Vila	Jan 7	Mar 11
Noumea	Jan 9-11	Mar 13-15
Sydney	Jan 16-18	Mar 20-22
Port Moresby	Jan 25	Mar 29
Batavia	Feb 5-7	Apr 9-May 2
Saigon	Feb 11	May 6

ROYAL PACKET NAVIGATION CO. LTD.

Sydney—N.Z.—Fiji—Hawaii

	Niagara	Aorangi	Niagara
Honolulu	Dec 12	Jan 9	Feb 6
Suva	Dec 21	Jan 18	Feb 15
Auckland	Dec 24	Jan 21	Feb 18-19
Sydney	Dec 29	Jan 26	Feb 23
Sydney, dep.	Jan 3	Jan 31	Feb 28
Auckland	Jan 8	Feb 5	Mar 4-5
Suva	Jan 11	Feb 8	Mar 8
Honolulu	Jan 18	Feb 15	Mar 15

UNION S.S. CO. LTD., Agents.

Sydney—N. Hebrides—Noumea

	Per S.S. Laperouse.	
Sydney	Dec 4	Jan 5
Noumea	Dec 8-11	Jan 9-11
Tanna	Dec 13	Jan 13
Vila	Dec 14	Jan 14
Epi	Dec 15	Jan 15
Luganville	Dec 16	Jan 16
Le Dart	Dec 16	Jan 16
Surenda	Dec 16	Jan 16
Hog Harbour	Dec 16	Jan 16
Hongkong	Dec 16	Jan 30-31
Haiphong	Dec 16	Feb 2-5
Saigon	Dec 16	Feb 8-10
Santo	Dec 17	Feb 27
Pt. Sandwich	Dec 18	Feb 27
Vila	Dec 20-23	Mar 1-3
Noumea	Dec 27	Mar 7
Sydney	Dec 27	Mar 7

MESSAGERIES MARITIMES CO., Agents.

New Guinea Inter-Island Service

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

M.V. Duranbah, m.v. John Bolton, m.v. Desikoko (W. R. Carpenter and Co., Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

New Hebrides Inter-Island

S.S. Makambo (Burns, Philp (South Sea) Co. Ltd.) connects every 6 weeks at Vila with s.s. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyun, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tonga, Epi, 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 six weeks.

S.S. "Bucephale," Messageries Maritimes inter-island service steamer, makes regular trips to Tanna every two months, connecting at Vila with the "Laperouse." She visits Banks Group every ten weeks.

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. There are also regular services between Apia (Samoa) and Suva (Fiji).

Sydney-Fiji Service

The Waipahi will leave Sydney for Fiji on Wednesday, November 21. She will call at Lautoka (arr. Nov. 29); Suva (arr. Dec. 1; dep. Dec. 6); Auckland (arr. Dec. 11) and return to Sydney direct. On her next trip to Fiji the Waipahi will leave Sydney on Wednesday, December 19. The call formerly made at Nukunaloa, Tonga, has been omitted for the present.

UNION S.S. CO. LTD., Agents.

N. Caledonian Services

S.S. Mawatta and S.S. Neo Hebrida (Societe "Tour de Cotes") make regular five-weekly trips, carrying mails and passengers from Noumea along the east coast to Arama, trip occupying 9 days. Also from Noumea to Ile Belep, via the west coast, voyage taking 8 days. Leaving

Noumea on the run up the east coast the vessels call at Yate, Touron, N. Goye, Kuakue, Thio, Nakety, Canala, Kouacua, Houailou, Moneo, Ponerihouen, Tieti, Poindimie, Wagap, Toubou, Kokin-gune, Hienghene, Tao, Ouhatch, Pouebo, Balade, Pam, and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kone, Voh, Temala, Ouaco, Koumac, Karambe, Tangadion, Paagoumene, Ne-houe, Monac, Belep, and return by same route. S.S. Loyaute (Societe des Iles Loyalties) maintains a four-weeks' service between Noumea and Loyalty Is. Trip occupies 6 days and the vessel calls at Tadiné (Mare Is.), Chepenehe and We (Lifou Is.), Fajaneu, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Is.

Samoa Inter-Island Services

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

French Oceania Inter-Island

S.S. Tooya (597 tons) makes regular trips from Papeete, through Leeward Group (Raia-tea, Huahine, Borabora, etc.) about every four weeks, and also regularly visits Tuamotu and Gambier Archipelagoes.

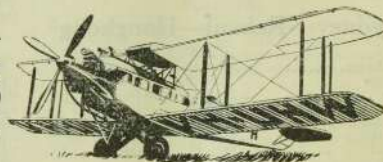
MESSAGERIES MARITIMES CO., Agents.

Sydney-N. Guinea-Hongkong

	M.V. Neptun.	
Melbourne	Dec 1	Feb 5
Sydney	Dec 5	Feb 9
Salamaua	Dec 12	Feb 16
Rabaul	Dec 14	Feb 18
Sandakan	Dec 22	Feb 26
Manila	Dec 24	Feb 28
Hongkong, arr.	Dec 27	Mar 3
Hongkong, dep.	Dec 31	Mar 6
Manila	Jan 2-4	Mar 8-10
Sandakan	Jan 6-9	Mar 12-15
Rabaul	Jan 17	Mar 23
Salamaua	Jan 19	Mar 25
Sydney	Jan 26	Apr 1
Melbourne	Jan 31	Apr 6

M.V. Mercur is due to leave Sydney on her first trip on March 11 (approx.).

NORDDEUTSCHER LLOYD, B. B. Wiltshire, Agent.

PLANE FACTS

Holden's have long had an enviable reputation for the safety and reliability of their services.

Only the steadiest and sturdiest machines are used.

New Guinea's aerial services are the world's most unique. They afford the only regular transport between the 600 white residents in the goldfields and the outside world.

Trips arranged from Port Moresby or Salamaua to any aerodrome in N.G.

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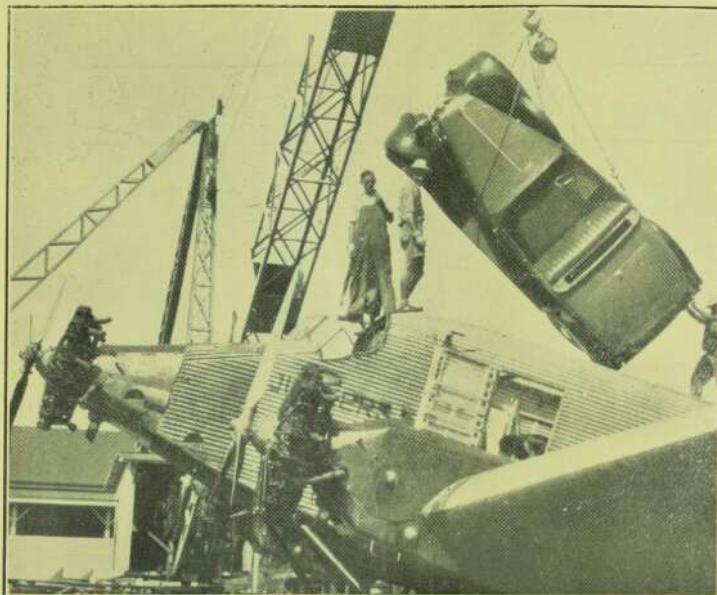
SALAMAUA, WAU, SYDNEY, 7 Wynyard St.—Phone: B 4515

November 22, 1934.

THE PACIFIC ISLANDS MONTHLY

iii

One of the Biggest Aerial Transport Services in the World



An everyday scene on the New Guinea Goldfields: A motor-car, which has been brought in by air from the coast, being unloaded from one of Guinea Airways' giant, freight-carrying aeroplanes.

Three years ago, there were less than a dozen landing grounds on N.G. goldfields. To-day, there are over 30. Prospectors are constantly opening up new country. New enterprises are being launched. No sooner is a new camp established than a new landing-ground is cleared, and Guinea Airways machines provide communication.

Travellers may leave the steamer at Port Moresby, fly across to Morobe (time of journey, 1h. 45 min.) and spend 9 days in the Goldfield centres before rejoining steamer at Lae for Rabaul. Or, after visiting Rabaul, they may disembark at Salamaua or Lae, spend several days on the Goldfields, and fly to Pt. Moresby to rejoin the steamer. All information from Purser on the Steamers.

31 Aerodromes

BABUAP	MARAWASSA
BAPI	NADZAB
BULLDOG	PORT
BULOLO	MORESBY*
BULWA	PURARI
GABANZIZ	RAMU
GARINA	SALAMAUA
JUNI	SANGAN
KAJABIT	SUNSHINE
KIDJURA	SURPRISE CK.
KOKODA*	UP. WATUT
KABUNA*	WAGAU
LAKE	WAHGI
MT. HAGEN	WAMPIT
MARILINAN	WARONA
MENYAMYA	WAW
	ZENAG

* In Papua.

AERIAL Transport made possible the development of the great Gold Industry of New Guinea. The presence of Rich Gold was proved in 1926, but the Problem was Communication. Morobe was guarded by dense jungle and precipitous mountains. A road cannot be built, except at enormous, crippling cost.

Guinea Airways Ltd. launched its unique aerial service seven years ago, with one machine and a handful of men. To-day, it operates a fleet of modern aeroplanes, and employs large European and native staffs. Its machines, running on regular schedules, have carried men, machinery, dredges, building material, foodstuffs, motor-trucks, livestock, over the mountains of New Guinea, without accident and without delay.

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LAKE - SALAMAUA

To quench a tropic thirst!



Clean in flavour-
sharp to the taste-
there's no drink in
the tropics to equal
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