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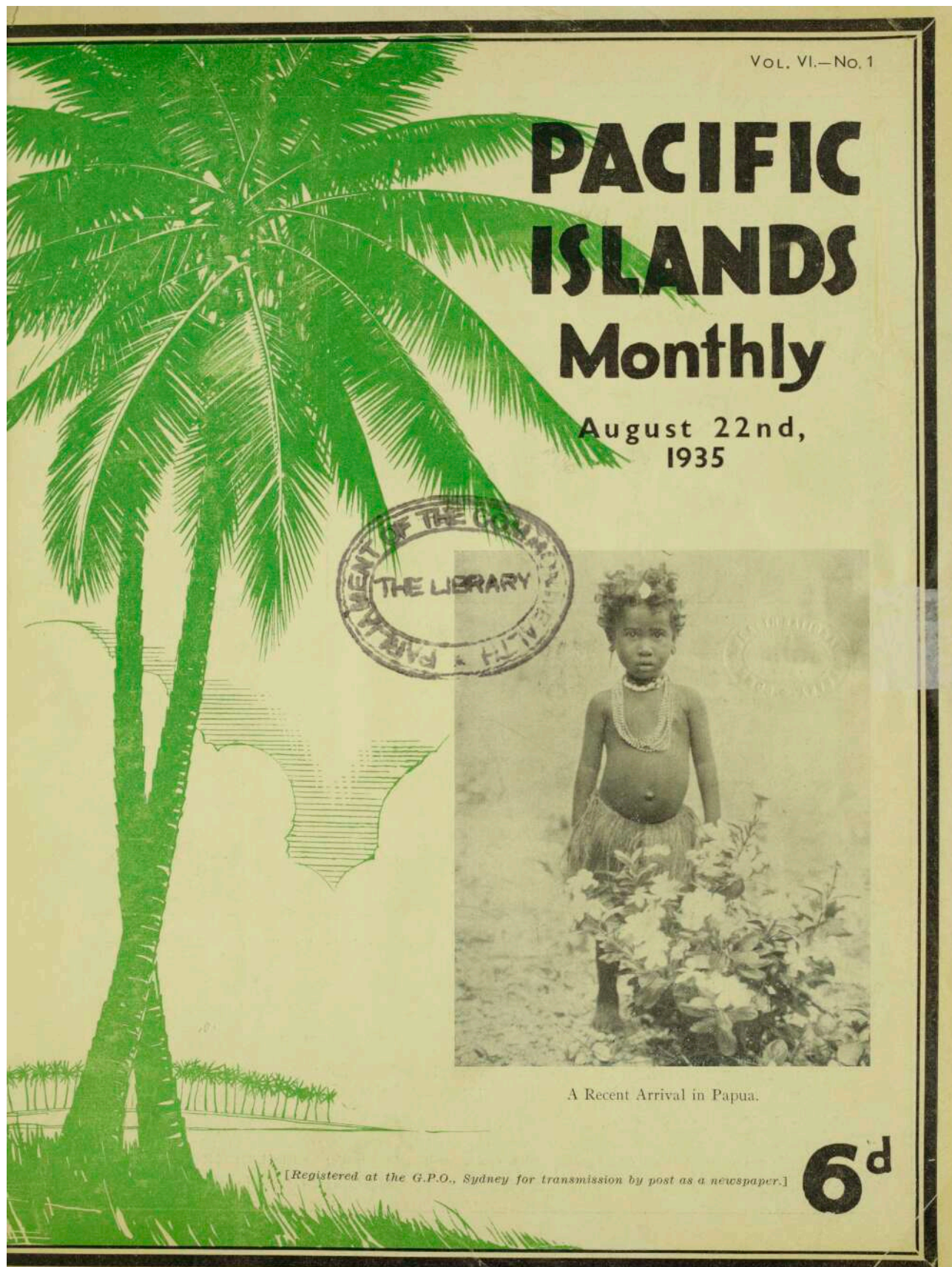
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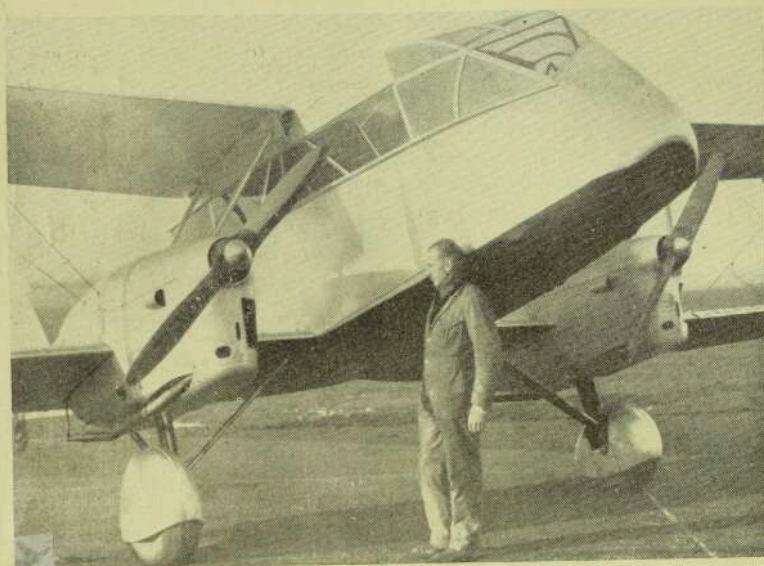
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The Pacific Islands Monthly, August 22, 1935

## Assisting Development and Progress in the Pacific



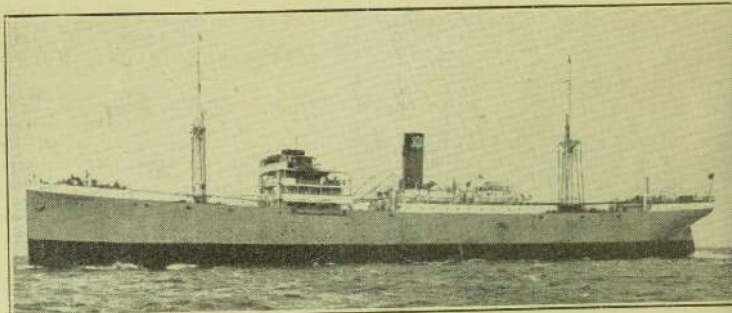
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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## PACIFIC ISLANDS TRAVELLERS

## TULAGI NOTES

From Our Own Correspondent.

TULAGI, August 4.

H.M.S. Sussex is to pay a four days' visit to Faisi and Tulagi during September. Loyal Britishers look forward to a very enjoyable time when the vessel is in port.

His many friends will be deeply grieved to hear of the death of Mr. J. C. West, which occurred at Bitama, Malaita, on July 16. Mr. West, one of the most popular and best-loved residents of the Eastern Solomons, arrived in the group shortly after the war, where he served with the Light Horse. He also served in the Sinarango Expedition on Malaita. He was a particularly successful recruiter, having the complete confidence of the natives. The interment took place at Auki, Malaita.

Again the Solomons have been visited by a very beautiful yacht, this time a French vessel. Although the visit was brief, the party spent long enough here to become very popular, and the fine schooner was an attractive feature of the harbour.

The auxiliary ketch Miro, the property of Messrs. Levers' Pacific Plantations Ltd., and used chiefly for medical work, went on the reef at Mauronia a few days ago. The vessel is in a very critical condition, but provided the weather conditions remain good, there is a possibility of re-floating her. Mr. Bignell's Valerie, with the requisite gear in charge of Mr. J. Adam, was despatched to attempt to save the Miro and the result of their efforts is now awaited.

Mr. F. L. Pinching, Levers' medical officer, is in hospital in Tulagi. His condition has been very serious, but recently showed slight improvement.

A well-known Ysabel native, Walter Notare, has passed away.

PASSENGERS PER MACDHUI WHICH DEPARTED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON JULY 24.—Messrs. Archer, Armstrong, Allen, Aichison, Burgoyne, Boto, Bell, Barnes, Cromie, Crisp, Collier, Cutler, Crawford, Durrcher, Eaton, Ecclestone, Fowler, Father Fleming, Messrs. Farrer, Grabowsky, Glasson, Halligan, Hewitt, Higgins, Hart, Hawes, Harding (2), Jackson, Kelly, Kentish, Father Kenny, Messrs. Lang, Little, Lillycrapp, Marsh, Moody, Minoque, Muir, Munro, McKinlay, McCulloch, Nelson, Noakes, Orr, Sir George Pearce, Dr. Pockley, Messrs. Penfold, Plater, Quinton, Rees, Shutt, Symes, Sharp, Smith, Rev. Turner, Messrs. Todd, Wilkins, Woodman, Walker, Whiter, Young, Mesdames, Allan, Austin, Best, Cromie, Coomber, Colquhoun, Fowler, Grabowsky, Harrison, Hawes, Kelly, Kentish, Leaver, Lambie, Munro, Moran, Martin, Nelson, Lady Pearce, Mesdames Swinfield, Sharp, Turner, Woodman, Watson, Misses Brown, Buchanan, Bowen, Rev. Mother Brendan, Rev. Mother Concepta, Misses Duggan, Gale, Glasson, Kentish, Maguire, Penny, Ryan, Smith (2), Williamson, Yates.

PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM LORD HOWE AND NORFOLK ISLANDS ON JULY 29.—Messrs. Alderson, Burrell, Crozier, Douglas, Gibson, Harper, May, Moore, Potter, Warburton (2), Webster, Wilson. Mesdames Abbie, Crozier, Wilson. Misses Bell (2), Edwards, Gibson, Stahl, Johnston, Shaw.

PASSENGERS PER MORINDA WHICH SAILED FROM SYDNEY FOR LORD HOWE AND NORFOLK ISLANDS ON JULY 20.—Messrs. Argall, Burrell, Gibson, Innes, Muston, Savage, Wilson, Warburton (2), Watts, Whitton, Mesdames Abbie, Anderson, Blain, Innes, Savage, Williams, Wilson. Misses Bell (2), Benham, Edwards, Gibson, Johnston, Shaw.

PASSENGERS PER MARIPOSA WHICH ARRIVED IN SYDNEY FROM SUVA, FIJI, ON AUGUST 12.—E. G. Banks, Miss A. Barrow, R. F. Brell, Mr. and Mrs. W. E. Clegg, Miss I. W. Clemens, E. J. Cootie, R. A. Coxon, Miss S. Donnan, Hon. E. H. Farrar, Rev. J. F. Giles, Mr. and Mrs. E. D. Gilchrist, Mrs. F. Graham, Mrs. A. Haig, Mrs. B. Hammond, Mr. and Mrs. F. A. Hume, Mr. and Mrs. H. H. Hutcherson, W. S. Kenyon, Dr. Thomas S. Kirkland, Dr. J. Loftus-Hills, Mr. F. B. Lowther-Crofton, Miss B. Lowther-Crofton, Mrs. M. M. MacFarlane, Mr. and Mrs. W. H. Martin, Master D. Martin, Mrs. G. Matear, J. McGrogan, Mrs. B. Norton, Mrs. G. Peters, R. F. Pinder, Mr. and Mrs. F. A. Rogers, Mrs. Marjorie Sargood, Miss K. Sargood, E. G. Schlapp, E. Schlapp, E. Sullings, Mr. and Mrs. W. J. Sumpton, Mrs. A. Thompson, Mr. and Mrs. K. C. Waugh, Mrs. C. M. Coghlan, A. Dollar, W. H. Fisher, Miss E. Geeves, S. R. Grover, Mrs. N. Hart, S. Henderson, R. W. Lane, E. Leauli, Mr. and Mrs. R. P. Little, Masters Ian and Gavin Little, Miss E. Montier, W. T. Nicholson, R. C. Thomas, Miss E. M. Williams, Mr. Yee Kin.

PASSENGERS PER MORINDA, WHICH SAILED FROM SYDNEY FOR LORD HOWE IS., NORFOLK IS., AND NEW HEBRIDES ON AUGUST 1: Messrs. Ashburner, Austin, Adams, Bill, Byrne, Barnes, Coyle, Castieau, Campbell, Champion, Cahill (2), Caldwell, Chegwyn, Chaveyron, Day, Daval, Franklyn, Gollan, Gibbons, Gilkes, Hynes, Jones (2), Kan, Links, Lewis, McCoy, Macdonald, Peters, Perry, Peyton, Roche, Sergeant, Schreiber, White, Waddy, Wood; Mesdames Campbell, Champion, Gollan, Gibson, Lewis, Macdonald, Peters, Payton, Perry, Roche, Smith, Schmidt, Wood, Wyatt; Misses Boyd, Le Cornu, Dent, Evans, Foley, Gregerson, Harris, Knight, Sullivan, Singleton, Thompson.

PASSENGERS PER MONTEREY, WHICH SAILED FROM SYDNEY FOR FIJI ON JULY 24: Mrs. A. Martha, E. G. Banks, Miss I. W. Clemens, Mr. Cooper, Miss H. B. Corbett, R. Fyfe, Mrs. J. Galliene, Mrs. A. Haig, Chas. A. Holmes, Mr. and Mrs. G. M. Hume, Mr. and Mrs. H. Hutchinson, W. Main, Miss G. Matear, Mrs. G. Mowling, Mrs. B. Norton, J. J. Sullivan, T. W. Taylor, C. M. Walters, Mr. and Mrs. K. C. Waugh, A. S. Atkinson, O. Austin, Mr. and Mrs. E. L. Baker, G. Beckett, Miss M. O. Brown, Mr. and Mrs. C. A. Burness, P. T. Cahill, Mr. and Mrs. W. B. Connell, C. Davidson, Mr. De Costa, R. Gulin, M. S. R. Hansen, Mrs. D. Hawkins, Sister Mary Leonie Ledau, Mr. Williams, R. C. Wilson.

PASSENGERS PER MONTORO, WHICH ARRIVED IN SYDNEY FROM PAPUA AND NEW GUINEA ON AUGUST 12: Messrs. Abra-

hams, Benham, Bowles, Bach, Boileau, Clark, Clinton, DeKantow, Davies, Edwards, Flower, Frankcomb, Gordon, Hoffman, Healy, Hides, Hitchcock, Joubert, Judd, Lane, McLeod, McClelland, McLaughlan, McDiarmid, McCulloch, Miller, O'Malley, Price, D. Price, Pym, Parer, Roger-son, Rose, Rudd, Roche, Ross, Roberts, Speedie, Simmonds, Saleeby, Scutts, Thistlewayte, Thompson, Townsend, Taylor, Champion, Whitton, Zampetti; Mesdames Boileau, Casamenta, Davies, Edwards, Healy, Lewis, McLaughlan, McCulloch, Nicholson, Miller, Normoyle, Price, Rogerson, Rose, Ross, Stirling, Simmonds, Shaw, Roche, Taylor Thompson, Townsend, Champion, Vary; Misses Bruce, Brandis, Hooton, Hanlon, Leader, Matthews, Nicholas, Ritchie, Stephen, Tinnion, McCulloch.

## TIVERI GOLD CO. DECLARES 20% DIVIDEND

From Our Own Correspondent.

PT. MORESBY, July 16.

THE annual general meeting of shareholders of Tiverti Gold Dredging Co. Ltd. was held in Port Moresby on July 9, and the accounts for the year to June 30 showed a satisfactory position. The meeting authorised a dividend of 20 per cent. The total revenue for the year amounted to £10,744. Working expenses were £5,178, and £597 was expended on capital accounts. The 20 per cent. dividend absorbs £2,990 and bonuses to the field staff total £150, leaving a credit balance at profit and loss of £2,338 to be carried forward, after deducting £238 brought forward from the previous year.

Messrs. J. W. Hinks, T. L. Sefton and G. G. Smith were re-elected directors and, with Messrs. A. L. Clarke and T. Nevitt, form the present board of directors.

Mr. D. G. Bull arrived at Apia from New Zealand by the Maui Pomare on July 24 to conduct an official inspection of schools in Western Samoa.

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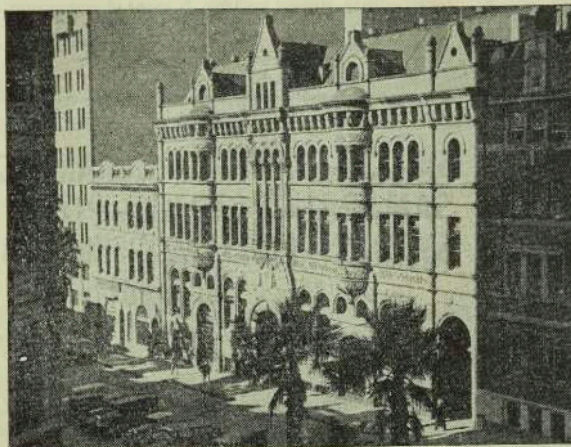
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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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# The Pacific Islands Monthly

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Sydney, August 22, 1935

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## MISSIONARIES, ETC.

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thank you for your fairness to Christian  
Missions, and sometimes I feel that I  
should like to wring your neck for your  
unfairness!"

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wearisome controversy between mission-  
aries and traders, missionaries and an-  
thropologists, and so on. It all depends  
upon the point of view. The argument  
goes on and on, and no one is satisfied,  
or convinced, or happy. The trader who  
has to compete with a mission store in  
the next bay, or the planter who finds  
that labour-line discipline has been  
destroyed by over-enthusiastic attention  
to the souls of the labourers, calls male-  
dictions upon the church militant. But  
the official who sees a missionary's good  
work in the fields of education and medi-  
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the ever-helpful mission station, will be  
ready with words of praise and gratitude.

So much depends, too, upon the kind  
of man the missionary is. This writer

asked a mission organiser: "What is your  
major difficulty? Finance?" "No!"  
was the emphatic reply. "It is personnel  
—the difficulty of persuading many ex-  
cellent people that religious fervour alone  
does not qualify one for work in the  
foreign mission field." "And next to  
that?" "The difficulty of explaining  
away the white man to the native," he  
answered. Think that out.

We have not published much, in recent  
months, about what non-mission folk  
think of missionaries—it seemed to be  
leading nowhere. But we have received  
very many letters on the subject, some  
presenting cogent and striking argu-  
ments. Those that are worthy of notice  
deal mostly with the economic aspect—  
with the impropriety of permitting mis-  
sions, fortified by subsidies and assisted  
by abundant, cheap, native labour, to  
engage in trading, planting, building,  
etc., in competition with traders and  
tradesmen. The mission bodies—with-  
out exception, we think—have now ac-  
cepted the principle that mission activi-  
ties must not enter the competitive field  
of trade and commerce. But the inter-

pretation of that rule has caused friction  
and high feeling, in a few places.

There are few wealthy mission bodies.  
As a rule, mission work is carried out,  
often under bitter financial stress, by  
voluntary effort and small donations of  
money. The economic ideal for which  
they naturally all strive is a self-support-  
ing mission station, where the work is not  
cramped by financial considerations, and  
where appeals to the mother church for  
funds can be avoided. The missionaries,  
in such circumstances, eagerly engage in  
any proper enterprise which will provide  
them with greater facilities for work, or  
will help in feeding their station: copra-  
production, coffee-growing, boat-build-  
ing, even gold-digging and trochus-  
fishing, have been regarded by them as  
legitimate activities. Is it to be won-  
dered at that the missionaries become  
impatient and querulous when told that  
they must abandon these enterprises, and  
correspondingly limit their work of sal-  
vation and education, in order that other  
Europeans may engage in the same ac-  
tivities for profit? On the other hand,  
why should the missions be allowed to  
deprive white men of a means of live-  
lihood? It all depends on the point of  
view.



The kernel of the argument is the value of the work being done by the missions. We may ignore, for the moment, the age-old controversy of whether Pacific islanders can be, or should be, "Christianised." But upon the invading Europeans there does lie the responsibility of protecting the indigenous peoples, and of combatting the evils which attend the impact of Western civilisation. The Christian churches have undertaken that duty, with its infinite ramifications. The missionaries have come into the Pacific as a kind of buffer, between a ruthless commercialism, on the one hand, and a helpless, stone-age people, on the other. The Pacific administrations, for their part, must protect the missionaries.

There have been some fools of missionaries, just as there have been some priceless scoundrels of traders. But the quaint "Bible-banger," who made the Polynesians wear trousers, belongs to another age, and so does the gin-soaked rascal whose hobby was the enslavement and murder of natives. Our inquiries, made all over the Pacific, suggest that the majority of missionaries, nowadays, are broad-minded, manly fellows; that traders generally play the game in a thoroughly decent fashion; and that there is a real friendship between the two classes, based on mutual esteem.

And that, gentlemen, is why we have not published your numerous letters. There are a few unpleasant missionaries, and traders, still about; but why spoil a really creditable picture by devoting unnecessary attention to a very few individuals, of fast-disappearing types?

### General Hart Leaves Samoa

From Our Own Correspondent.

APIA, August 2.

SIR HERBERT HART, Administrator of the Mandated Territory, has departed by the Maui Pomare to New Zealand after the termination of his extended term of four years. During the last few days a large number of farewell functions showed the regard in which he was held by all those who had the pleasure of meeting him.

As Administrator, his powers were apparently more limited than those granted to his predecessors, who had left him a most difficult political situation. Sir Herbert's smiling, courteous and genial personality will be long remembered, especially by the members of the Administration. The Samoans gave a *taalolo* at Mulinu'u in honour of the departing Administrator, when regret at his departure was suitably expressed by native orators.

Mr. A. C. Turnbull, Secretary to the Administration, is acting as Administrator until the arrival of a successor.

Rev. Father Branger, a Roman Catholic missionary in Papua, died of fever at Yule Island on July 18. He had been in charge of Inawaia station for almost 30 years.

## FIJI RADIO

### New Arrangements with A.W.A.

From Our Own Correspondent.

SUVA, Aug. 1.

AFTER some protracted negotiations an agreement has been reached for a further extension of the arrangement between Amalgamated Wireless (Australasia) Ltd. and the Fiji Government.

The modified arrangement provides that the Company will operate all the external wireless services, and the Fiji Government the internal telegraph services, for which the Company is to instal two new wireless stations. A.W.A. will operate stations at Suva for the conduct of wireless services with Australia and the Pacific Islands, and also ships at sea.

The agreement also provides that the Company will instal and operate a broadcasting service at an early date.

## MONTORO HELD UP

### Coastal Shipping Strike Disorganises Islands Steamer Services

THE Montoro, due to sail for Papua and New Guinea on August 14, and the Malaita, to leave for the Solomons on the 24th, have become involved in the Australian coastal shipping strike, and Islands shipping services are correspondingly dislocated.

No one knows why the seamen refused to work the B.P. ships—the "big firm" did not seem to be in any way connected with the dispute. The "Reds" in the Seamen's Union got control of the situation as soon as the trouble developed, however, and the "Red" policy is to destroy everything.

At this moment (August 21) the moderates in the union seem to be getting the upper hand, and there are hopes that a settlement will be reached and that the ships will be moving again by the end of this week.



Miss Margaret Mary Isom, the infant daughter of the Melanesian Mission printer at Guadalcanal, looks out from her balcony, and sees nothing wrong with the Solomon Islands.

## W. R. Carpenter & Co.'s Profit for Year

AN increase in profits from £36,392 last year, to £48,684 for the year ended June 30 last, is reported by Messrs. W. R. Carpenter and Co. Ltd., well-known Islands traders. The following is the "Sydney Morning Herald" analysis of the report:—

Dividend of 8 per cent. (an unchanged rate) on the old capital, and pro rata on the shares issued in March, requires £30,400. The directors recommend a special bonus of 2 per cent. to commemorate the completion of the twenty-first year of the company's operations, and this requires £9200. A sum of £10,000 is transferred to reserve against investments, and £5000 to branch reserves for doubtful debts, and £6082 is carried forward, compared with £11,998 brought forward.

|                                              | Year ended June 30. |        |        |
|----------------------------------------------|---------------------|--------|--------|
|                                              | 1933.               | 1934.  | 1935.  |
|                                              | £                   | £      | £      |
| Net profit .....                             | 34,105              | 36,392 | 48,684 |
| Div., 8 p.c. ....                            | 24,133              | 24,133 | 30,400 |
| Bonus, 2 p.c. ....                           | —                   | —      | 9,200  |
| To investment reserve .....                  | —                   | —      | 10,000 |
| To branch reserves, for doubtful debts ..... | —                   | —      | 5,000  |
| To repairs and replacements .....            | 4,000               | 8,075  | —      |
| Forward .....                                | 7,814               | 11,998 | 6,082  |
| Gross profit .....                           | 45,354              | 49,376 | †      |

### LIABILITIES—

|                        |         |         |          |
|------------------------|---------|---------|----------|
| Capital .....          | 301,666 | 339,788 | 468,320  |
| Reserve .....          | 200,000 | 200,000 | 200,000  |
| Replacement reserve .. | 16,000  | 20,000  | —        |
| Creditors .....        | 15,501  | 17,596  | **78,118 |
| Bank .....             | —       | 475     | —        |

### ASSETS—

|                         |         |         |         |
|-------------------------|---------|---------|---------|
| Investments .....       | 127,697 | 140,617 | 217,800 |
| Shipping property ..... | 28,075  | 28,155  | 127,740 |
| Branch balances .....   | 351,132 | 418,867 | —       |
| Debtors .....           | 7,687   | 21,284  | 225,000 |
| Stock .....             | 31      | 15      | 72,400  |
| Cash .....              | 41,067  | —       | —       |
| Ventures in abeyance .. | 881     | 554     | —       |
| Unexpired charges ..... | —       | —       | 7       |

† Not stated. \* Not shown separately. \*\* Including bank. † Land and buildings, ships, aeroplane plant, etc.

The company has expanded considerably since the last accounts. It purchased two 9000-ton Diesel motor vessels, and has inaugurated its own service from Great Britain to Australia and New Guinea. It has also increased its aerial fleet to five planes. The directors state that further expansion is contemplated during the current year. The benefit of the increase in capital will not be reflected in the profit and loss account until the next balancing period, when substantial movements are anticipated. Since June 30 the company has acquired the whole of the preference issue of W. R. Carpenter and Co. (Solomon Islands) Ltd.

## Development of British and Dutch New Guinea

THE following cable was published Australia on August 5:—

A company has been formed in Amsterdam for the development of unexplored New Guinea. The pioneer work will be undertaken by British and Dutch aviators piloting De Havilland Rapide planes. It is hoped to discover gold, and at least to determine the possibilities of thousands of acres at present covered with forest.



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## QUEEN SALOTE IN SYDNEY

### Tonga's Ruler is Cordially Received

**Q**UEEN SALOTE TUBOU, D.B.E., ruler of Tonga, arrived in Sydney as the guest of the Methodist Church on July 30. Many interesting descriptions of the Islands potentate and her little kingdom appeared in the Australian newspapers; and, for a few days after her arrival, crowds gathered in Sydney whenever it was known that she would make a public appearance.

It is not a pleasant thing to be stared at in this fashion by strange people, but Salote bore the ordeal with quiet dignity. She was attended by two maids-of-honour.



A snapshot on the wharf at Nukualofa, when Queen Salote was leaving Tonga. Left to right: Mr. J. S. Neil (British agent), Mrs. Ragnar Hyne (wife of the Chief Justice), and Mr. W. G. Bagnall (Minister for Finance).

Misses F. Oneone and F. Tubou (pretty Tongan girls of noble birth), and Rev. Roger C. G. Page, who is president of the Tonga Methodist Conference.

The Queen made no public appearance without the assistance of Mr. Page, and usually one or two prominent men of the Methodist Mission organisation were in the party. As a result of this careful assistance and good management, the numerous public appearances of the Queen passed off without any untoward incident, and her charm and poise made a good impression upon the fickle Sydney crowds.

When the Marama berthed the first to meet Her Majesty was her eldest son, Prince Tuafahau, who is a popular student at Newington College, N.S.W. The 17-years-old heir to the Tongan throne, who is six feet tall, was affectionately greeted in European fashion by his mother.

For several days, Salote was kept busy with official calls. She was accorded a civic reception at the Sydney Town Hall on July 31; lunched with the Governor and Lady Hore-Ruthven at Government House; and was entertained at the George Brown Training College by Mrs. J. W. Burton, wife of the general secretary of the Methodist Mission. The following evening, as the central figure in a large and very friendly gathering, she was officially welcomed by the Methodist Church at Sydney Town Hall.

Shunning all display of ostentation, Salote quietly attended Divine Service with her son at Haberfield Methodist Church, on Sunday, August 4. The ensuing fortnight was spent in visiting the beauty spots of Sydney's surrounding districts, and in renewing acquaintance with

## AUSTRALIAN MINISTER IN TERRITORIES

### Brief Visit to Rabaul

**T**HE Minister in Charge of Australia's Pacific territories (Sir George Pearce) arrived in Rabaul on August 5 and departed on August 6. He was then to visit some of the outposts, and spend a few days on the Morobe goldfield; after which he was to fly across to Port Moresby and join the Macdhuil there for Sydney.

Australian newspapers report that at Rabaul the Minister had a long, private interview with members of the Planters' Association, who urged that the Commonwealth Government should permit a substantial writing-down in the value of expropriated plantations. It was reported that "there is strong opposition in Rabaul to this proposal on the grounds that at least 80 per cent. of the plantations are owned or completely controlled by big trading companies which for many years have been paying large dividends."

(Reference to an article on this subject elsewhere in this issue will show that the companies concerned are disposed to make concessions to the planters in the same proportion as concessions are made by the Commonwealth.—Editor.)

A Rabaul correspondent telegraphed: There has been considerable criticism of Sir George Pearce's decision to spend only one day in Rabaul. Many residents, wishing to ventilate grievances, have not been given an opportunity of interviewing the Minister.

Paramount chiefs, who after several meetings have drawn up a list of 14 suggested reforms, say they have been ignored.

### VISIT TO PAPUA

When the Minister arrived in Port Moresby on August 1, he was joined by the Lieut.-Governor of Papua (Sir Hubert Murray), and the latter accompanied Sir George Pearce on the steamer westwards to Yule Island, back to Port Moresby and on to Samarai. There, the Lieut.-Governor left the ship and proceeded on an inspection up the north-east coast of Papua. While the Macdhuil was in Port Moresby, over 40 lady residents met Lady Pearce at an afternoon reception arranged by Mrs. R. T. Gore, wife of the chief judicial officer.

Australian people who had known her in Tonga.

On August 13, Queen Salote entered a private hospital to undergo a minor operation. It was successfully performed and in mid-August she was still convalescent in hospital. It was hoped that she might spend a few days recovering on the Blue Mountains, but medical opinion advised against the extreme cold which is now gripping that popular resort.

Early in September, Her Majesty will leave Sydney for Canberra, and later will go on to Victoria, as the guest of Rev. J. W. Grove, president of the Victorian Methodist Conference. On October 3, she will depart from Australia by the Katoomba for Fiji, to take part in the centenary celebrations at Lakemba, where the first Methodist missionaries landed in Fiji in 1835.

**Mr. V. A. Pratt**, of Tobera plantation, who is one of the best known planters in New Guinea, left Sydney by the Mariposa on August 21, with the intention of spending a few months in the western states of America and Mexico.

## DR. REO FORTUNE

**D**R. RAYMOND FIRTH, formerly occupant of the chair of anthropology at the University of Sydney, and now lecturer at the University of London, has suggested that Dr. Reo Fortune should



Dr. Reo Fortune.

investigate the mummified remains recently discovered in New Guinea. For some months Dr. Fortune (who is a New Zealander and has been attached to the anthropology department at Sydney University) has been working at Finintegu, in the Morobe district, New Guinea.

Dr. Fortune was in New Guinea two years ago with his wife, Dr. Margaret Mead, of the American Museum of Nat-

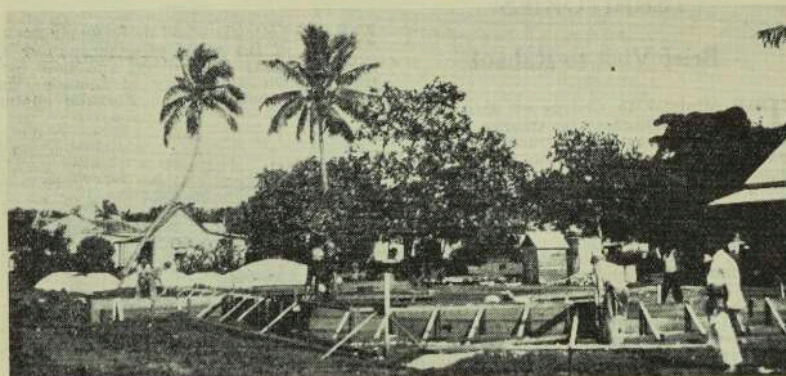


A photograph of one of the "mummies" found recently in a cave in New Guinea. (See article on page 42 of this issue.)

ural History, New York. He is the author of "Omaha Secret Societies" and "Sorcerers of Dobu," and has contributed to leading scientific journals; he is a Ph.D. of Columbia. Dr. Mead is equally well known for her writings on New Guinea and Samoa.—E.R.



## NEW STORE FOR NUKUALOFA



On this site, in Nukualofa, Tonga, Messrs. Burns Philp (South Seas) Ltd. are making preparations for the erection of new store and office buildings, at a cost of £3000. The store will be on modern lines, with latest fittings for display of merchandise. The development has caused a stir in Tonga, for it indicates that the "Big Firm" has confidence that better times are coming.

Australia-Papua Mail  
ContractDirect Steamer Service  
Mooted

From Our Own Correspondent.

PORT MORESBY, July 31.

THE question of the new Australia-Papua mail service was discussed in the Legislative Council on July 22.

The official members suggested that a service be provided for Papua alone, one similar to that of many years ago, carried on by the old Morinda instead of the present service to Papua and New Guinea jointly. The new service would have provision for calls at the chief outposts—Misima, Woodlark and Dedele (Yule Is.). To this suggestion the three non-official members agreed.

It was pointed out that Misima, now an important mining centre, with large concerns extending their operations on the island, must be served and encouraged if these enterprises are to prove successful. It is understood that the future operations will entail the employment of a large number of Europeans and many hundreds of native labourers.

The present service entails trans-shipment into small vessels from Samarai to the island, and though the arrangement proved adequate in the early stages of the last two years' development from now on it will, without doubt, be greatly to the disadvantage of the increased and increasing activities of the many mining concerns operating on the field.

Another advantage pointed out by the movers of this proposed alteration, was that it would mean faster transport for Papuan produce to the Australian markets.

There has been a great deal of opposition to this proposal. Many residents see nothing but retrogression in the proposal. They state it would mean a less frequent service, a smaller vessel, uncomfortable accommodation, complete isolation, increased coastal freights, and the loss of trade from the Morobe goldfields.

Only smaller vessels can serve Misima, Woodlark and Dedele, they point out, and they fail to see why Port Moresby should

suffer these inconveniences for the sake of a few mining concerns at the eastern end of the Territory. What perhaps they fail to see is that successful enterprise in Misima means increased prosperity for the Territory. A large population at Misima will undoubtedly bring in a considerable amount of revenue to the benefit of the whole country.

PACIFIC'S MEDICAL  
PROBLEMS

## Conference in Sydney

AN international conference in Sydney on September 3 will deal with a wide range of subjects concerning health and medicine in the Pacific basin. It will be the first meeting of the kind to be held at the newly established school of Tropical Health and Medicine. It will occupy three days. The first conference was held in 1926.

Delegates include the following:—

Federated Malay States, Dr. G. A. Rylie; Fiji, Dr. A. H. B. Pearce (he will also represent Great Britain); Gilbert and Ellice Islands, Dr. F. E. Montague; Japan, Dr. Genzo Katoh; Netherlands East Indies, Dr. H. de Rook; China, Dr. Wu Lien Teh; New Zealand, Dr. M. H. Watt; Papua, Dr. W. M. Strong; New Guinea, Dr. E. T. Brennan; Norfolk Island, Dr. L. S. Duke; Northern Territory, Dr. C. E. Cook; League of Nations, Mr. C. L. Park.

AGRICULTURAL EXPERT FOR  
PAPUA

From Our Own Correspondent.

PORT MORESBY, July 24.

ONE of the new items passed in the estimates for the current year by the Papua Legislative Council in July was provision for the salary of an agricultural expert.

The government, after seeking information as to the suitable qualifications for this important position, will appoint an officer within the next six months.

## COPRA

Market Affected by Gold  
Currency Uncertainty

THE copra market continues as a puzzle to Sydney traders. All world conditions suggest that it should be rising; instead, it remains sluggish. The Unilever combine dominates the situation.

Little items of significant interest reach us occasionally. It appears that the Unilever organisation, in recent weeks, has been controlling the German market. Prior to that, Germany was virtually an independent buyer.

Uncertainty regarding gold currency countries—especially Holland and France—is an important factor. There is much speculation regarding the Dutch guilder. Every time it is suggested that Holland will go off gold, Dutch copra producers rush in to sell. The Dutch East Indies produce 350,000 tons of copra annually—one-quarter of the world's supply. Need more be said?

France is trying to balance her budget. Government economy measures are convulsing the nation. This must react upon the influential Marseilles market.

In their circular of June 2, Messrs Faure, Blattman (London) said: "It is possible that we shall see these fluctuations for some little time to come, but we are still of the opinion that later on this year the value of copra will stand higher than it does to-day."

Other, and more recent information, is that there is a shortage of fats developing in the United States, and that purchase of oil seeds and oils have been much below normal in Central Europe.

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## CENTRAL NEW GUINEA GIVES UP ITS SECRETS

Hides Proves Existence of Vast Fertile Tableland, Densely Inhabited by Skilled Agriculturists of Peculiar Racial Type

By R. W. ROBSON

NEVER in the history of the Pacific Islands have the newspapers of Australia given to the work of exploration the attention which they have in recent weeks accorded the expedition that was led through the unknown north-west corner of Papua by Mr. Jack Hides, A.R.M., and Patrol Officer O'Malley, between January and July.

There have been many other expeditions, equally successful and of great importance (some led by Mr. Hides himself) but on this occasion the Australian press—and, in fact, the press of the world—gave to Mr. Hides' exploits and discoveries the same publicity as they might have given to H. M. Stanley's travels a couple of generations ago.

It was just luck—and no one will envy Mr. Hides his good fortune. He has carried out a magnificent job of work; his performance reflects the greatest credit upon the Papuan Administration; and he has, through all this blaze of publicity, borne himself with a quietness and modesty which have been very favourably commented upon in Australia. He was not to know that the Australian newspapers suddenly have become "Islands conscious." The Pacific Islands are now receiving from newspapers and public men in Australia a degree of attention that represents compensation, in some measure, for the neglect which they suffered for many decades.

Details of what was accomplished by Mr. Hides' expedition are given elsewhere. The importance of what was done lies in the fact that Mr. Hides' discoveries proved that there is, in that vast and hitherto unknown centre of British New Guinea (that is, astride of the border between Papua and the Mandated Territory) an enormous tableland, carrying a large number of river systems; and that in their magnificent valleys there reside an incredible number of people, of a type generally very different from the coastal natives of Papua and New Guinea—people who are skilled agriculturists, and with social organisations and communal customs which almost suggest that they are a race apart.

If one looks at a recent map of Papua and the Mandated Territory, one will see a great blank space marked "unexplored," right in the centre of the land mass, and astride the border of the two territories. Many great rivers apparently have their sources in this unknown interior—the Fly and the Strickland, the Kikori, and the Purari, flowing southwards into the Gulf of Papua; and the mighty Sepik and the Ramu, flowing northwards to the northern coast of New Guinea. It is now becoming clear that the chief source of these rivers—particularly the Strickland, the Kikori, the Purari, and the southern tributaries of the Sepik and the Ramu—is the great central plateau, lying apparently at a height varying from 3000 to 6000 feet in the centre of the island, immediately eastwards of the Dutch-British border.

The first indications of the nature of this mysterious country were made public a couple of years ago, when Messrs. J. L. Taylor and the well-known Leahy brothers, penetrating in a north-westerly direction from the northern limits of the Morobe goldfields in New Guinea, succeeded in reaching Mount Hagen, which is over 13,000 feet high. They crossed the upper waters of the northwards-flowing Ramu, and then, between the Ramu and Mount

Hagen, they discovered a series of great river systems, watering a magnificent park-like plateau, inhabited by a superior race of primitive agriculturists, who never before had seen white men. It was clear that these river systems disappeared into the mountains to the south, to become one river; and it was also apparent that these rivers were nothing less than the upper waters of the Purari—although no one yet has actually traced the connection between the southward-flowing river systems discovered by Messrs. Taylor and Leahy (in New Guinea) and the Purari proper, where it emerges from the mountains in Papua and flows into the Gulf of Papua.

Between the Ramu and Mount Hagen, Messrs. Taylor and Leahy found a dense population divided into numerous tribes—which tribes, for purposes of convenience, they grouped into two divisions, which they called the Benna Bennas (after the most easterly Purari river systems) and the Wahgis (after the most westerly of the Purari river systems). In other words, the Benna Bennas are the more easterly of the newly-discovered tribes in New Guinea, whereas the Wahgis are the most westerly, being right under the shadow of Mount Hagen itself.

Messrs. Taylor and Leahy reported that, from the vicinity of Mt. Hagen they could see a continuation of this magnificent plateau country, evidently densely populated, stretching away into the west and southwest towards the Papuan border. That was two years ago; and, since then, the only additional information concerning this mysterious inland plateau has comprised details of the Benna Bennas and Wahgis.

What Messrs. Taylor and Leahy did in Central Mandated Territory, Mr. Hides did in Central Papua.

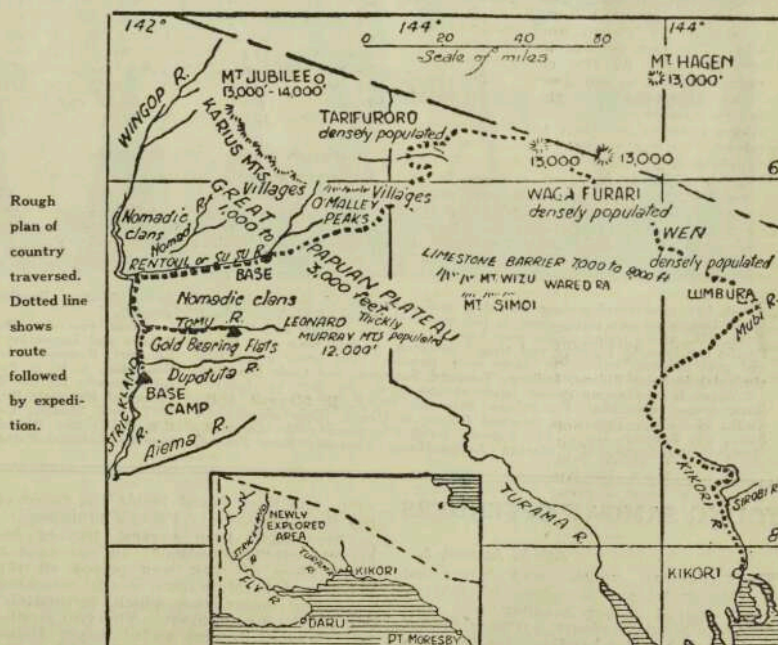
Mr. Hides' expedition defines and completes the picture; and, for that reason, it will probably be written down in the future as the last and most important of the explorations made in the centre of this mighty island of New Guinea. Mr. Hides, penetrating from the south and south-west, has proved beyond any shadow of doubt that the vast upland region, which commences eastwards and southwards of Mt. Hagen, continues southward, deep into Papua, as a vast inland plateau of extraordinary fertility; and that it is inhabited right down to the Papuan limestone barrier by a class of people similar to those whom Messrs. Taylor and Leahy discovered in the Ramu-Mt. Hagen region.

It appears that, far to the southwards of the Mandated Territory-Papua border, and running parallel with it—that is, east and west—there is an almost impassable limestone range or barrier. It is a ghastly country—about 7000 to 8000 feet high, sparsely covered with poor timber, incredibly broken and inhospitable, where never a beast is seen nor a bird is heard. It is a country where there is much rain but no water—all the rainfall disappears into the limestone.

Northwards of this barrier lies the country discovered and described by Mr. Hides, and called "Wonderland" by the Australian newspapers. Numerous rivers from the north find their way southwards towards the Gulf of Papua, through deep gorges in the limestone, but the gorges do not provide means of human communication. They are death-traps, because the rivers are subject to sudden freshets.

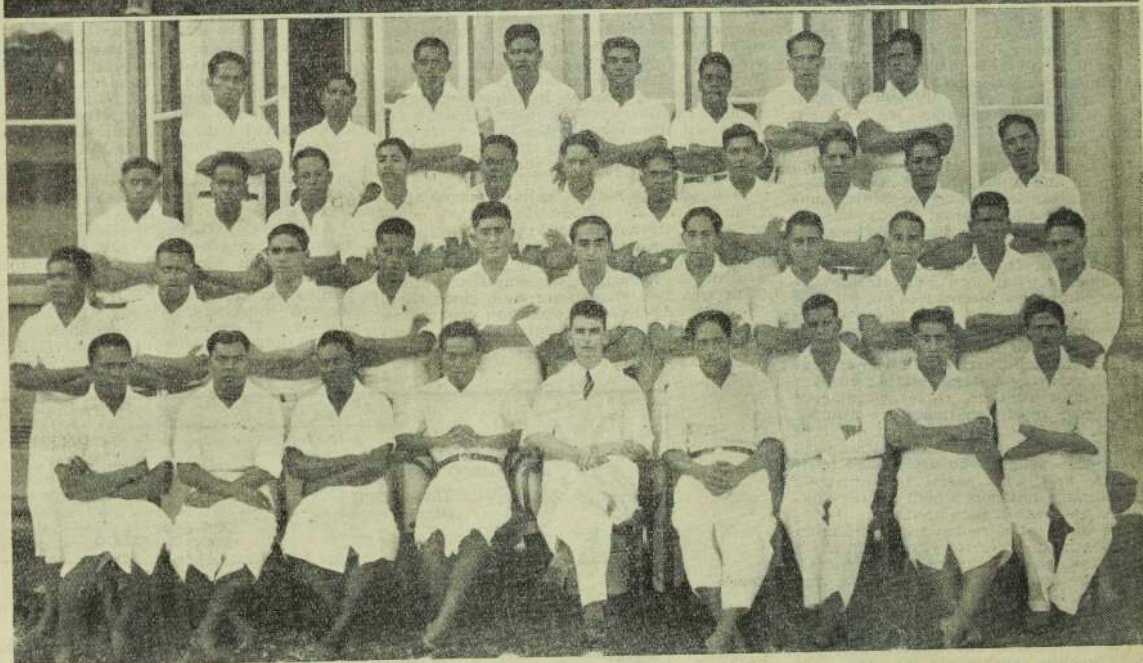
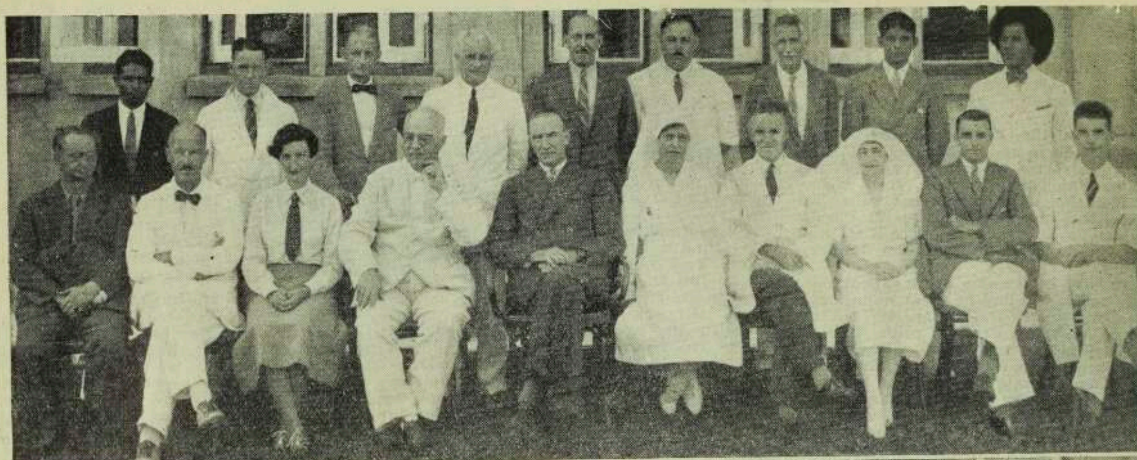
Apparently, through the ages, people from the north have come down and settled along the rich valleys, and have remained there as dense populations of skilled agriculturists. But they have not, in any numbers, passed the limestone barrier. The rich valleys and the dense populations described by Messrs. Taylor

(Continued on page 74)





## CENTRAL MEDICAL SCHOOL, SUVA, FIJI



These two photographs show the staff and personnel of one of the most interesting scholastic institutions in the world—the Central Medical School, Suva, Fiji, where young native men from all over the Central and Western Pacific are brought together and taught medicine, so that they may return and give medical service to their own peoples. The lower group (the students) includes Fijians, Indians, Tongans, Samoans, and Cook Islanders. Those in the upper group (staff of lecturers) are (left to right):—Back row.—Indian Med. Practitioner Samsoni; Dr. R. B. Maxwell, M.B., Ch.B., N.Z.; Dr. Thompson, Medical Officer of Health (Ophthalmologist), Suva; Dr. Ramsay, Rewa; Mr. Palmer, Govt. Pharmacist; Mr. Campbell, Govt. Bacteriologist; Mr. Martin, Acting-House Steward; Ram Prasad,

Indian Medical Practitioner; Filiķesa, Native Medical Practitioner (Dispenser).

Front row.—Dr. Beattie, Suva; Dr. McGusty, Secretary of Indian Affairs and Inspecting Medical Officer; Miss Pratt, Masseuse; Dr. S. M. Lambert, Representative in the South Pacific of the Rockefeller Foundation; Hon. A. H. B. Pearce, Chief Medical Officer of Fiji and Central Medical Authority for the Western Pacific; Miss L. Lea, Matron, Colonial War Memorial Hospital; Dr. T. Clunie, Medical Supt., C.W.M.H., and Director of Clinical Studies, Central Medical School; Miss Rial, Theatre Sister; C.W.M.H.; Mr. Blackie, Fiji Government Analyst; Dr. D. C. M. Macpherson, Colonial Pathologist and Acting Tutor, Central Medical School.

## YOUNG SAMOAN OFFENDERS

APIA, August 2.

THE Samoan youth, who introduced "bag-snatching" to Samoa by robbing a lady tourist of her handbag, has, contrary to a previous report, not been caught by the police. The handbag, containing a bunch of keys and various papers, how-

ever, was later found inside the fence of the Sub-Inspector of Police's premises.

There have been several further instances of "larrikinism." In one case a large piece of rock was placed on the main road to Mulifanua, nearly wrecking a passing motor bus, which, fortunately, contained no passengers. The two youthful offenders pleaded guilty before Judge Norrie, who ordered a birching for the

elder boy, and severely admonished the two youngsters.

In a second instance, a young Samoan boy, apparently under the influence of the "talkies," practised lassoing from a horse on the main road. Twirling his rope, he cast it forth and lassoed a passing European girl round the neck, causing her painful injuries. He was rewarded for his feat with one week's imprisonment.



August 22, 1935.

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## No Primage on Territories Copra

### Why Officialdom Acted

IT was announced by proclamation from Canberra on August 8 that, as from August 9, copra produced in New Guinea and Papua would be admitted to Australia free from the primary duty of 5 per cent.

Thus bureaucracy admits its short-sighted stupidity, but without any explanation or apology. We can give the explanation, however.

A good deal of copra is consumed in Australia, in a variety of ways. Australians are engaged in Papua and New Guinea in growing coconuts, and the product is brought to Australia by all-Australian interests. Papua and New Guinea are Australian territories. The imposition of the primage tax, in these circumstances, seemed the height of absurdity. Protests were made at different times, but without avail. We referred to the anomaly on many occasions in this journal, but officialdom either ignored the

subject, or quoted a mass of meaningless regulations.

Then some bright mind discovered that, under some law which took precedence over the primage regulations, copra from Fiji could enter Australia tax free. It appeared to be the result of an interpretation of the Ottawa Treaty. This caused a stir in places where such agitations are taken notice of and within a fortnight the Commonwealth authorities did, under duress, something that should have been done for reasons of fairness and justice two years ago.

The effect of it all probably will be to give Fiji a new grievance—against Australia. The sale of Fiji copra to Sydney was just promising to build up into something worth while, when Australia snatched away the advantage she had unintentionally given to the Crown Colony. We may hear of those bananas again.

Colonel A. Delme Radcliffe, who arrived in Papua recently with an English party to prospect for gold, died at Lakekamu goldfield on July 19. It is understood that he died from the result of complications that set in after a bad fall. His son, Mr. Peter Delme Radcliffe, is a well-known mining man in the territory.

## FIJI FRANCHISE

### British Colonial Office is Hesitant in Making Far- Reaching Changes

From Our Own Correspondent.

SUVA, August 1.

(NOTE: This article came to hand after the article on page 41, on the Fiji franchise, had been printed in an early section of this issue.)

THE Secretary of State for the Colonies has informed the Fiji Government that, on the information at present laid before him, he is unable to reach any fixed conclusion on the question of the change in the constitution of the Fiji Legislative Council, which was advocated in the debate in the Council on May 16.

With the traditional caution of the Colonial Office, he desires that the proposals should be fully ventilated throughout the Colony and that adequate time and opportunity should be given for discussion and deliberation.

Some suggestion of urgency was given to the proposal by the fact that the life of the present Council comes to an end this year and elections were to take place for the new Council. Three years is the normal term, so that an election on the verge of a possible change was hardly desirable. The Letters Patent, which form the legal constitution of the Colony, have therefore been altered so that the life of the present Council can be extended until 1936.

It is difficult to gauge the political opinions of the Colonists, both European and Indian, on the question of the nominated v. the elected system of selecting the representatives who are to convey their communal views to the British Government through the Governor of the Colony.

The issue is a simple one and lends itself readily to submission direct to the Colonists themselves. A referendum on the question should be a practicable solution and an inexpensive one.

Again, it has been suggested that the present elected members of the Legislative Council should forthwith resign their seats and face their electors. Both systems would find their advocates in all electorates. Unfortunately, in a small place such as Fiji, personal feelings play an important part in politics, and the eventual decision needs to be discounted accordingly.

Probably the opinion held by the moderate sections of the various communities is that the change from electing their representatives to having them selected for them is a change more in name than in fact in the system of government, since, all said and done, it is the Government and the Governor who govern in name and in fact.

Mr. F. O. R. McNicoll, son of Brigadier-General W. Ramsay McNicoll, Administrator of New Guinea, paid a short visit to the Mandated Territory by the Oronsay in August.

Mr. J. Woodville, who has been a resident of New Guinea since 1918, arrived in Sydney by the Macdhuil on July 17 to spend furlough in Australia before retiring from the N.G. Public Service. He joined the Administration in 1922 and has recently been stationed at Wewak as chief clerk of the Sepik District Office.

## WEDDING AT PORT MORESBY



From Our Own Correspondent.

PT. MORESBY, August 7.

THE prettiest wedding that has ever taken place in Port Moresby was performed in the Church of Our Lady of the Rosary on July 31, on the occasion of the marriage of Mr. Michael Healy, son of Mrs. Healy and the late Michael Healy, to Mollie, the only daughter of Mrs. Ellen McGrath. The ceremony was conducted by the Rev. Father Flynn, and was attended by over 100 guests, including His Excellency the Lieutenant-Governor of Papua (Sir Hubert Murray).

The vivacious 18-years-old bride, in a gown of cobweb lace over which hung soft folds of tulle from an orange decked halo, looked very charming indeed as she entered the church with Mr. W. Angel, who gave her away. Miss Kathleen Healy, sister of the groom, as bridesmaid, in white Swiss organdie, with fluted wing draperies, wore a large picture hat and was supported by Dallas and John Baldwin, two delightful little train-

bearers. Mr. William Wyatt supported the groom as best man.

After the ceremony Mrs. McGrath entertained the guests in the Institute Hall to a wedding breakfast and dance. During the evening the bridal couple left for Rona, in the hills, where the first part of their honeymoon was spent. Later they left by the Montoro on August 5 for Australia.

Mr. and Mrs. Michael Healy are two very popular young people of Port Moresby, and are children of well-known residents of the territory. Mr. Healy is an experienced officer of the Magisterial Department and until recently was acting A.R.M. on the Lakekamu goldfield.

Mr. E. P. Hitchcock, who has been engaged in goldmining in New Guinea for the past two years, arrived in Sydney recently to spend a well-earned holiday.



## "LOCH NESS MONSTER" ARRIVES IN SOLOMONS

Letter to the Editor.

I HAD an unusual experience to-day, whilst fishing from my canoe, just off the edge of a reef.

I was alone, and intently watching my bait, when I heard a sound behind me like someone breathing deeply. I looked round quickly and saw what I thought was a huge alligator, but soon realised, to my dismay, that it was a monster of the deep I had never seen before.

It had a head similar to an alligator, but the nose was more square, and it was about 18 inches wide and 36 inches long. Its body, of a dark red colour, was from 20 to 25 feet long, and as round as a coconut tree. It came in great loops out of the water. The monster came in a kind of bounding motion towards me, with open mouth, breathing heavily with each bound.

Thinking, in a case like this, that discretion was the better part of valour, I quickly pulled up my anchor, and made for the shallows, and I heaved a sigh of relief when it went "bounding" past me on its way. Soon after passing me, it submerged.

My brother, who had been ashore, joined me a few minutes after the crea-

ture disappeared. I told him of what I had seen, and we both went out in our canoes in the direction the beast had taken.

About five minutes later, it came up again, just ahead of us, went through its antics again of bounding, and breathing, then went down. We watched it for some time, and saw it come up several times, finally disappearing in the distance.

It had no legs, and as far as I could see, no fins. Its tail I did not notice. I have seen both a reef eel and a conger eel, but this creature was not like either of these.

The same creature was seen, so the natives tell me, by two "boys," while they were crossing in a canoe to a neighbouring island, about six weeks ago, but they were not close to it. It is new to them, nobody ever having seen one before.

It is the closest I ever was, or wish to be, to the old mariners' fabulous sea-serpent, especially when alone in a one-man canoe.

I am, etc.,

GEOFF. GASKELL.

Buena Vista,

Solomon Islands, 5/8/1935.

## FIRST MISSIONARY IN WESTERN SAMOA

Landing of Rev. Peter Turner  
Commemorated at Manono  
By Methodists

From Our Own Correspondent.

APIA, July 24.

IN the presence of a large gathering of Samoan adherents of the Methodist Mission and of Rev. J. W. Burton, M.A., General Secretary of the Methodist Missionary Society of Australia, a monument was unveiled on July 17 on the island of Manono, to commemorate the landing 100 years ago of Rev. Peter Turner, the first Methodist Missionary to arrive in Samoa.

The unveiling of the monument was one of the last official acts performed by the departing Administrator (Sir Herbert Hart) who, with Mrs. Hart and an official party, arrived on the pilot launch from Apia, escorted by a number of decorated *fantasies*. An impressive church service was held, after which Sir Herbert briefly addressed the meeting, reminding those present that one of his first official acts in Samoa had been the unveiling of a monument to Rev. John Williams and that the present ceremony was one of his last acts at the close of his term in Samoa.

Rev. Burton in his speech stressed the importance of the work of the Mission and the ready assistance rendered to the church in Samoa by the mother church in Australia. During the afternoon a *ta'aloto* was given by natives and ceremonial gifts presented, while the Manono High Chief Leiatua Lesa welcomed the visitors to his island.

Rev. R. P. Fallowes, of the Melanesian Mission station on Santa Ysabel, Solomon Islands, has been for some months very ill in Sydney Hospital. He has recovered slightly, and hopes to leave for his home in England in September.

## WALLIS ISLAND

Progress of Small French Colony  
in Central Pacific

From Our Own Correspondent.

APIA, July 24.

RECENT visitors who returned to Apia after a trip to Wallis Island, probably the smallest French Colony, established as such since 1917, tell some interesting news of the little known and rarely visited island, which lies away from the trade routes of the Pacific.

The 4,500 dusky inhabitants of Wallis (or Uvea Island) are ruled by a French Resident Agent, with only one other French official to assist him. There is one European trader and three white Roman Catholic missionaries resident on Wallis. The natives are all Catholics and there is a large Roman Catholic Seminary where native priests are trained for the whole of the South Pacific.

The present French Resident Agent is a medical man, Dr. David, who takes a deep interest in the natives entrusted to his care. He has built a new hospital and numerous dispensaries around the island and has succeeded in considerably improving sanitation and the general state of health of the natives, who were previously suffering from skin diseases.

When the price of copra, the main product of the island, dropped down, Dr. David, seeking some other source of revenue for the natives, introduced the ricinus (castor oil) plant to Wallis, which took on well and recently the first nine tons of castor oil seed were exported.

Rev. A. H. Scriven, a former missionary in Papua, sailed from Sydney by the *Malaita* for Solomon Islands on July 13. He is now general secretary of the Methodist Mission Society of New Zealand and will inspect all mission stations in the group, returning to New Zealand at the end of the year.

## HOODOO ON BOUNTY FILM

Ship Sunk with Serious Loss  
Off California

BAD luck is attending the work of filming "The Mutiny on the Bounty."

The Metro-Goldwyn-Mayer Corporation made preparations last year for an outstanding Pacific film, which would tell the story of the 150-years-old tragedy, based on Nordhoff and Hall's recent book, "Mutiny." A company was sent down from the United States to Tahiti at the end of last year to construct all that part of the story requiring an Islands setting; and, somehow or other, after the job was complete, a considerable section of the film was damaged, and the work had to be done over again in Tahiti.

On July 27, when the balance of the film was being "shot" off the island of San Miguel, coast of California, on a barge that had been reconstructed to look like the "Bounty," another accident occurred. The barge was sunk by heavy seas; Glenn Strong, well-known cameraman was drowned; and sound and picture equipment worth £10,000 was lost.

The work will go on of course, and the film will be completed; but there does seem to be a hoodoo on it, somewhere.

Reports of the accident are meagre, and it is not known how many of the seventy-five players engaged in the picture were aboard the vessel at the time she was lost. It is assumed that all were saved.

The stars of the production, including Clark Gable, Charles Laughton and Franchot Tone, were not with the production unit at San Miguel Island.

The barge which was sunk was the replica of the famous "Bounty," especially built for the film from plans and specifications discovered in a rare book, "A Narrative of the Mutiny on His Majesty's ship Bounty," written by the commander, Lieutenant William Bligh, and published in 1790.

The title of the picture having been decided—it was to be called "The Mutiny on the Bounty"—Irving Thalberg, who was directing, had to select someone to take the role of Bligh, the tyrant commander of the ill-fated vessel. His choice fell on Charles Laughton, who was about to start with London Film Productions, under the great French director, Rene Clair, in "Sir Tristram Goes West."

Laughton was recalled to Hollywood to take the part of Bligh—a role for which he was admirably suited.

Co-starred with Laughton were Clark Gable, as Fletcher Christian, the young officer who led the mutiny, and Franchot Tone, as Peter Heywood (the young midshipman who is given prominence in Nordhoff and Hall's story).

Glenn Strong was one of the best known men in the game, and had shown exceptional skill and adaptability in a task of more than ordinary difficulty.

It is believed that the loss of the equipment and the vessel will not prevent the completion of the picture, although this will naturally be much delayed.

A tremendous amount of work had been done in making an exact replica of the *Bounty*, which was a vessel of a somewhat unusual type, and this labour will now have to be duplicated.

A quantity of valuable film was also lost with the ship, but most of the completed film was safely ashore.



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## FIJI'S NEW GOLD

### Value of Emperor Mine

IT is possible, now, to measure the progress of the Fiji gold industry by something more tangible than company notations and the flamboyant quotations of the share markets.

For the six months ended June 30 the gold exported from Fiji totalled 1805oz. 5dwt., valued at £14,262, in Fijian currency. For the whole of last year the total export amounted to 1003oz., valued at £7590. Besides this, since June 30, a shipment from the Mount Kasi mine of 230oz. has come to Suva. This represented the first clean-up from the new plant.

The notation of the Emperor mine (Tavua, Northern Viti Levu), and the amazing values placed on the property, are described elsewhere. Mr. T. R. Victor, in a recent statement, said that the Emperor was a difficult lode to sum up. Some people classed it as a volcanic plug, others as a large hydrothermal spring, which, he considered, was very near the mark. Definite north and south shearing, extending for 1300ft., was known. The lode had been proved for a length of over 1000ft.; the greatest width was 400ft., reaching the limits of values on either side. No quartz was present, the ore consisting of andesite, felsite, kaolin and other highly siliceous material.

It is this belief—that the Emperor is a "volcanic plug"—which has caused so much controversy about the value of the Tavua field. There are many people, still, who believe that severe disappointment awaits those who have invested heavily in the Tavua properties which are not part of the Emperor.

A London group, acting through E. L. and C. Baillieu, the Melbourne share-brokers, has become interested in Loloma, on the Tavua field, Fiji (says "Sydney Bulletin" of August 7). A new company, Loloma (Fiji) Gold Mines, N.L., has been formed with a nominal capital of £225,000 in 5/- shares, of which London will take 150,000, called to 1/6, at a premium of 18/6 each, and will be entitled to appoint one director to the board. Each contrib. in the old company will be exchanged for two contribs. in the new company, credited as paid to 1/6 each; fully-paid will also be exchanged one for two. The idea is to provide capital for further development and for the installation of a treatment plant. The property, which is still in the development stage, has yielded some exceptionally high assays to shallow depths over good widths.

For other references to Fiji mining developments, see "Mining Notes."

### FIJI NOW CONFIDENT OF INDUSTRY'S FUTURE

From Our Own Correspondent.

SUVA, August 7.

THE search for gold continues in Fiji, but the first wild thrills have calmed down.

Curiously enough, very little is known in Suva of the activities of the various companies. More is known in Australia than here since the various managers all report by cable and by letter to their directors without divulging the contents of these reports locally. So that, more often than not, the first news of good assay results or providing new finds comes from a jump in the share quotations.

We are at least in daily touch with the share market, through the activities of a well-known local firm, in whose office is a board upon which the daily quotations are marked up and through whom shares are bought and sold daily.

Mt. Kasi have commenced production under their new manager, Mr. Spiers, and are actually winning gold. The famous Emperor continues to produce gold in regular quantities and the plant is now being extended. Loloma, Koroere and Aloha Central are carrying on vigorous prospecting work and getting encouraging results. Mineral Developments and Tavua Gold Developments have diamond drilling plants arriving, which get into action in August.

Nasivi have caused a sensation with their new find at Raki Raki, about 30 miles away from the Tavua field and their assay reports mark the find as one of considerable importance. Aloha Alluvials caused a sensation of a different sort through the emphatically adverse report of the expert sent to test the Waimanu river proposition.

"Kalgoorlie," said Dr. Loftus Hills, the other day, "was discovered in 1893, but it was not in full swing until 1898—five years later." It will be much the same in the development of the Tavua field. It was discovered in December, 1933, and it will certainly not be before December, 1938, that mines such as the Emperor, Koroere, Loloma, and Aloha Central will be running to their full capacity.

The effect, therefore, upon the economic life of Fiji is not likely to be quite so immediate as is generally thought, but there is by now a degree of certainty as to the future that was lacking some short six months ago.

Rev. E. A. Codd, principal of the Melanesian Mission's training school at Vureas, Banks Group, 100 miles north of the New Hebrides, is at present spending furlough with friends in South Australia, where he was formerly curate of St. Augustine's Church of England at Unley. On the completion of his leave, Mr. Codd will sail for Norfolk Island to relieve Rev. E. Lawton. Later he will journey to the Solomon Islands to take charge of the Teachers' Training College at Siota.

## BALANCING THE BUDGET IN SAMOA

### Administration Expects Small Surplus for 1935-36

From Our Own Correspondent.

APIA, July 23.

THE estimates for the financial year from April 1, 1935, to March 31, 1936, have just been issued by the Administration. Estimates of revenue and expenditure show considerable increases, both in receipts and expenditure. Last year's expected deficit of £4,246 was, in spite of low produce prices, turned into a surplus of £2,303. For 1935-36 receipts are estimated at £84,159 against £71,520, while expenditure is estimated at £83,834 against £75,766. The Administration expects a small surplus of £316.

The increased estimated revenue includes postal and radio (due mainly to increased revenue from sales of stamps, etc.), public works (increased electric current sale and electric installations); and treasury, customs, etc. The latter department shows an increased estimate of £12,570, due to expected increases in copra export duty, import duty and various rates and taxes. The health department anticipates a decrease of £1,250 for sales of stores.

Estimated expenditure shows increases in the following departments: Administrator and Government House (£600), health (£1595—mainly under the headings "salaries of staff" and "instruments, drugs and stores"), and public works (£7,105). The latter increase is voted mainly under the headings: maintenance of buildings and roads, stores for allocation, new bridges, roads and sea walls.

The estimates seem to be conservative. Already four months of the financial year have passed and it seems that the results so far have exceeded expectations. There is a large copra crop, and planters expect a good cacao crop towards the end of the year, while banana exports will improve again in October, when the Union Co.'s vessels from Vancouver resume calling at Apia.



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## ABOUT ISLANDS PEOPLE

Mr. George Boyd left Apia by the Maui Pomare recently on transfer to New Zealand after two years' service with the Samoan Administration.

Mr. Brian Lane, eldest son of the late Captain R. M. Lane, A.A.M.C., of Melbourne, and Mrs. Lane, of Manly, returned to Sydney on August 12 by the Montoro, after spending three years at Wau, New Guinea.

Dr. Eroni Leauli, a Fijian native medical practitioner, arrived in Sydney by the Mariposa on August 12, en route to Tulagi to take up a position with the Solomon Islands Medical Department.

Dr. Loftus Hills, a Melbourne mining geologist who is connected with several of the big Fiji mining syndicates, arrived in Sydney from Suva by the Mariposa on August 12.

Rev. Dr. J. M. Bach, a former missionary of the Sacred Heart in the Gilbert Group, returned to Australia, after a visit to Catholic mission stations in Papua, by the Montoro on August 12.

Mr. James O. Smith, Jr., son of Mr. J. O. Smith, the well-known planter of Wunawutung, New Guinea, paid a brief visit to his father's plantation by the Oronsay early in August. A brilliant student at Hawkesbury Agricultural College, New South Wales, he is specialising in tropical agriculture with a view to seeking later a position with the New Guinea Department of Agriculture. His father is very well known in New Britain and has been in Melanesia for over 25 years. He was first a recruiter in the Solomon Islands and later went to New Guinea as overseer for Lindenhafen Estates. After being connected for a time with Vunamarita plantation, Mr. Smith acquired the property at Wunawutung and for many years has been a planter and trader in the delightful north coast district of New Britain.

Mr. J. Wadsworth, director of Apia Observatory, Western Samoa, departed from Pago Pago (American Samoa) by the Monterey for America at the end of July. He is en route to Poland to attend an international meteorological conference at Warsaw.

Mr. E. G. Banks, a mining engineer of Melbourne, returned to Australia in August after inspecting the Tavua and Raki Raki goldfields in Fiji.

Mr. D. J. McClelland, a director of Upper Watut Gold Alluvials Ltd., returned to Australia by the Montoro on August 12, after a visit to his company's properties in New Guinea.

Suva remembers Miss Pamela Bourne as a tall, handsome young visitor in 1932, with her mother, Lady Bourne. The pair spent some time in Kadavu, and were enthralled with Fijian life. It is reported that Miss Bourne has published a book in England dealing in racy and original fashion with her stay in Fiji.

Mrs. John Johnston, a member of an old Islands family, died at her home in Apia, Western Samoa, on July 15, from heart disease. She was the eldest daughter of the late Captain Schmidt, of the D.H. and P. Co., and was born in Samoa in 1896.

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## ABOUT ISLANDS PEOPLE

Mr. Edward Skelton Garton, of Rabaul, New Guinea, died at Ravuvu on July 17, at the age of 69. He went to Rabaul in 1918 and was attached to the Treasury Department. Four years later he was appointed educational instructor and remained in that position for three years. Of recent years he had conducted a sea-side resort near Rabaul. Mr. Garton was a member of the Fellowship of Australian Writers and had contributed many poems to Australian journals.

Miss D. Glasson, of the Methodist Mission, returned to Papua by the Macdhuil on July 26, after furlough in New South Wales. She is stationed at Salamo as the Chairman's assistant and bookkeeper.

Mr. G. M. Rodger, who has been a member of the Malayta Co.'s staff for some years, has been engaged by Mr. Gus Neilson, of Port Moresby, to take charge of his interests at Woodlark Island. Mr. Rodger will leave Sydney for his new position by the Macdhuil on September 5. He has just announced his engagement to Miss Joan Marie Doherty, youngest daughter of Mr. C. L. Doherty, of Ashfield.

Rev. D. L. Francis and Mrs. Francis, who were married recently at Malaita, Solomon Islands, returned to Australia by the Malaita on August 16. Mrs. Francis, who before her marriage was Miss E. Piggot, of Auckland, met her husband at Malaita, where they were both doing work for the Melanesian Mission. After a short sojourn in Sydney, they will depart for the New Hebrides, where they will make their new home.

Captain G. H. McLaren, who has been many years in Fiji, Solomon Islands and New Guinea as skipper of S.D.A. Mission schooners and who recently retired owing to the continued ill-health of his wife, visited Rabaul in August by the Oronsay. Possessing a wide knowledge of the territory and its natives, he was excellently fitted to give a very interesting illustrated travel lecture on "Bare Facts About New Guinea" to the 500 tourists aboard the Oronsay. He went to Fiji for the Seventh Day Adventist Mission soon after the war and was later in the Solomons, before being transferred to New Guinea. Since 1929, he was superintendent of S.D.A. work in the Mandated Territory, with headquarters at Matupi, near Rabaul. Captain McLaren, who is now living permanently in Melbourne, will leave again shortly for New Guinea in connection with a business venture and will be absent for some two months.

Mr. W. Breckwoldt and Mr. W. Schmedding, representing the Hamburg firm of general merchants, Messrs. Wilhelm Breckwoldt and Co., who have opened offices in Suva and Rabaul, recently arrived in Apia, Western Samoa, by the Tisnaren. After transacting business in Samoa they left by the Makoa for Suva, where Mr. Schmedding is the branch manager.

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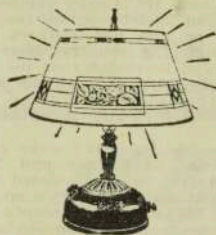
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Mr. Albert J. Batchelor, formerly a missionary in Papua, has succeeded Rev. W. H. McFarlane as travelling secretary in Victoria for the Australian Board of Missions. Mr. McFarlane, who was a popular and respected missionary in Torres Strait for 17 years, has taken up duties as vicar of Scotsdale Church of England, Tasmania.

Rev. Father Haller, Marist Missionary in Western Samoa, returned to Apia by the Makoa in July after a lengthy vacation in Australia. He is stationed at Leauvaa, on Upolu Island.

Miss Olga Koch, of Lautoka, Fiji, was married to Mr. Louis Flemming Leake, of Sydney, on August 14.

Mr. A. J. Smeaton has been elected a director of Sandy Creek Gold Sluicing Ltd., in place of Mr. S. H. Carroll, who has retired from the board.



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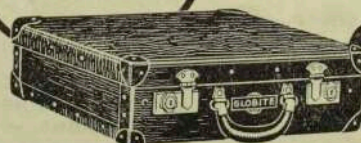
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## YOUNG EXPLORERS DIFFER

Hides and Leahy

AN unpleasant incident marred the felicitations with which Messrs Jack Hides and James O'Malley were surrounded, when they arrived in Australia in August, after their successful exploratory patrol in the hitherto unknown centre of New Guinea.

The achievements of Mr. Hides, in Papua, and of the Leahy Brothers, in New Guinea, are described elsewhere. One is the complement of the other—there can be no suggestion of rivalry or plagiarism. That has been the consistent attitude of Mr. Hides. Unfortunately, the noteworthy feats of Messrs Leahy have been almost ignored by the erratic Australian press; while those of Mr. Hides have received 100 per cent publicity. Life is like that.

As it happened, Mr. M. J. Leahy, well-known New Guinea prospector (one of the Leahy brothers, who penetrated to the Mount Hagen area) was in Melbourne on his way to London; and he supplied the Melbourne Star of August 16 with an article in which he claimed to have previously made many of the geographical and ethnological discoveries announced by Mr. Hides. He denied the existence of the light-skinned race described by Mr. Hides, and he claimed that he and his brothers had "thoroughly explored" the highlands along the border. He said that two of the mountain peaks described by Mr. Hides were incorrectly placed on Mr. Hides' map; and he made a whole series of comments in the Star of August 16 and 17, which appeared to cast doubt upon many of Mr. Hides' statements,

and rather to belittle the importance of his discoveries.

Sydney reporters immediately dug out Mr. Hides, and asked him to reply to Mr. Leahy. Mr. Hides said simply that he was quite sure that he was the first white explorer to cover the country he had described, but he suggested that if Mr. Leahy had been there before him, he (Leahy) would have pictures and maps to prove his statements. He added: "I think Leahy is one of the greatest bushmen who has ever been in New Guinea, and I am sure that most people in the Territory think so, too."

Back went the reporters to Mr. Leahy in Melbourne and Mr. Leahy replied in a querulous and bad-tempered fashion. He said that he and his brothers had been all through the country described by Mr. Hides and he stated that the Fox brothers had also been through the same region. He proceeded to criticise Mr. Hides' report and field map in unfavourable fashion.

The opinions of Mr. Leahy were given some prominence in Sydney and Melbourne newspapers; but they missed their mark. Comment on Mr. Leahy's sportsmanship and his attitude towards the young Government official who obviously had done an excellent job was far from flattering to Mr. Leahy.

### THE GOVERNOR'S OPINION

From Our Own Correspondent.

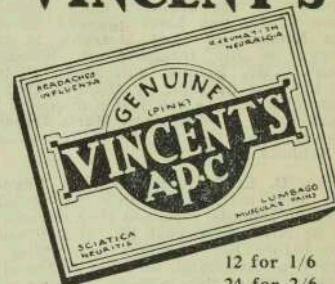
PT. MORESBY, August 20.

THE Lieutenant-Governor (Sir Hubert Murray) has learned from brief press telegrams something of the controversy between Mr. Jack Hides and Mr. M. J. Leahy.

I asked Sir Hubert for a statement and he replied: "The argument is ridiculous. There is no doubt that Mr. Leahy, in the

Mount Hagen region, met a people and a culture similar to the people and the culture found by Mr. Hides in his expedition; but Mr. Hides has traversed a completely new area."

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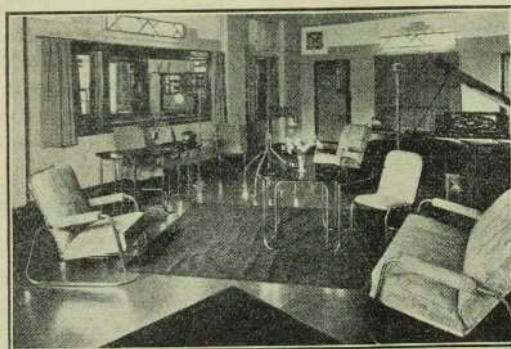


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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

15

## A FEAST AND A FAMINE

### Fiji's Protest Against Shipping Schedules

From Our Own Correspondent.

SUVA, Aug. 1.

THE present unsatisfactory arrangement of the arrival and departure dates of the two competing shipping companies, the Matson and the Union—whose vessels all come within a few days of each other to Suva—was discussed at a recent meeting of the Suva Chamber of Commerce.

Both companies maintain a four-weekly service from Australia to the Pacific coast of America and Canada, via Fiji. The north-bound Union liner passes through Suva on a Friday, to be followed by the north-bound Matson vessel on the following Tuesday. That same week, usually on the Friday, the south-bound Union liner goes through and four days later the Matson vessel also goes south.

Thus, within ten days, we have all our big mail liners bustling through Suva—and then stagnation for three weeks! It seems incredibly badly arranged and there is much dissatisfaction felt in Fiji.

On the one hand the Union Co. say that their schedules are so organised that they maintain a fortnightly service from New Zealand to Vancouver (via Hawaii) and to San Francisco (via Tahiti) alternately. They feel that to alter this schedule would entail considerable dislocation of their programme. The Matson people say that their programme is governed by their schedule of sailings from San Francisco and Los Angeles to Honolulu, and they, too, cannot face the alteration of their sailings.

If any alteration is to be made, one would think that the Matson people should give way to those who were first in the trade, the Union Co. But it would be a nice gesture of the Union Co.—and likely to be genuinely appreciated—if they attempted in some sense or other to palliate the upset caused to the Matson Co. by an alteration in the latter's schedule. Even the Fiji Government might consider offering some inducement to the one or other company to make the change for the sake of the rapidly growing tourist traffic with Australia.

As the position is at present, the hotel accommodation of Suva's five hotels is completely booked out for a few days in the month, but stands empty in between times. A continuity of traffic would keep the hotels reasonably well filled and lead to the construction of hotels more attractive in their amenities.

Possibly the ingenuity and persistence of Sir Murchison Fletcher will evolve a solution of the problem.

When the Prime Minister of Australia arrived in Sydney from America on August 12, he stated that he had had conversations with the Prime Minister of

New Zealand, the Matson Line representatives, and Union S.S. Company managers regarding the competition between the Matson and Union lines, the American subsidy, and the manner in which the interests of the two British Dominions are affected. It is believed that, out of those discussions, some solution of the problem will be evolved; and this should end the particular trouble experienced by Suva.

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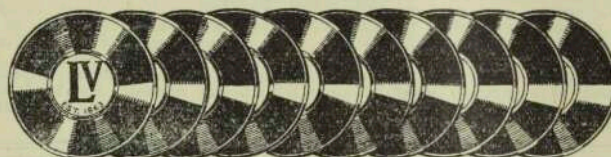
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● RONALD FRANKAU IN FURTHER FRIVOLITIES.—A.6167 (4/-): I'm Terribly, Terribly British, Chinese Nights. "A.6110 (4/-): My Secretary, if I Were the Dictator.

Well Loved Irish Songs Recorded by a Real Irish Tenor, SEAMUS O'DOHERTY.—G.22362: Shall My Soul Pass Through Ireland, I Left Ireland and Mother Because We Were Poor.

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## AUSTRALIA'S STAKE IN NEW GUINEA

### Amazing Development — Need for Preferential Tariff

Mr. J. F. Jennings, M.P., leader of a Federal Parliamentary Party which recently visited Papua and New Guinea, very courteously has supplied us with the following summary of his impressions.

**H**OW little is known by Australians of the important Australian territories of New Guinea and Papua is one of the first impressions gained from a visit.

The investigation and study of native problems, trade conditions, health matters, the air service and gold conditions, the travel of some 200 miles in Guinea Airways aeroplanes, the inspection of the goldfields, with the many interviews with business, shipping and mining men, planters and Government officials, on many of the problems raised, gave our

party an immense amount of information which it is hoped will be of value in future discussions and legislation.

One was greatly impressed by the remarkable N.G. air service, and the aeroplane journey from the coast over the mountains. Few can visualise this Wau 'drome, with planes coming in and going out like taxi cabs. The goldfields population must be the most air-minded people in the world. They fly in planes with the same unconcern as Sydney people ride in trams. The remarkable air transport system, carrying goods of all description, is one of the world's marvels. A great air tradition has been built up by these Australian air pilots, of whom Australians must feel proud.

We will see an air service eventually from Australia to New Guinea and Papua. There are no insuperable distance difficulties.

You face up to the mammoth difficulties of road construction in New Guinea when you travel up Edie Creek Road to Edie Creek. The cost given to us of the constructed portion of it (12 feet wide) was approximately £4000 per mile. The cost of maintenance on mountain roads here, with heavy rainfalls and landslides, must be a huge one. It would appear in con-

sequence that transport generally must be confined to aircraft.

One is impressed, in Wau, with the many active citizens who show efficiency, energy and resource, anxious to help on the progress of the district. Building construction is going on apace there, with an abundance of suitable timber in the vicinity. With its rapid growth, Wau should be a most important town in the territory.

We had evidence at an Edie Creek home that modern science has made most things possible, with moving pictures of the Wahgi tribe, and with music from a 15-valve radio set, connecting with the world's broadcasting stations.

We had many good reports of the work of the Administration in Papua, where Sir Hubert Murray, with his sound policy and great knowledge of the natives, has done much for the advancement of Papua. There were good reports also in New Guinea, where General McNicoll has already visited so many centres and is carrying on the work with zeal and efficiency.

One was particularly interested in the development of the coffee and cocoa industry in New Guinea, and the claims that the products were equal to the world's best. There appears to be a good future for these two products in Australia.

Under a 10 per cent. General Tariff, Australian trade is subjected to severe opposition from foreign countries. On last year's figures, out of a total of N.G. imports of £924,000, Australia supplies goods to the value of £375,000.

What Australia has she must hold; and goods, of course, must at least be equal to those of foreign competitors. The territories are half way to the East and Australian traders would do well to check up on their business in these parts and at least prevent the trade from being taken by other countries.

There is justification for a preferential tariff being imposed in New Guinea in favour of British goods. As far as Australia is concerned, she has splendidly developed the country, controlled the natives and shown the world she has faithfully fulfilled her trust. Australia is entitled to a trade preference.

The need for a modern survey of the waters surrounding the territories, as well as along the coast of North Australia, was impressed upon us.

There are unlimited possibilities for extended tourist traffic in New Guinea and Papua. The innumerable attractions suitably advertised would bring profitable results.

The primitive and fascinating villages near Port Moresby; the wonderful island of Samarai, set like a gem in the centre of the Pacific, with a profusion of tropical foliage and shady avenues; the beauty of Rabaul, with its shady trees, gardens, remarkable hot springs and surroundings; the goldfields of New Guinea; the modern air transport system, one of the world's wonders; the numerous tropical islands and the primitive life of the natives—these are only some of the main features that can be mentioned in a brief survey.

Australia must always control New Guinea and Papua. Trade and commerce there are valuable; but, for strategic reasons, Australian control is imperative.

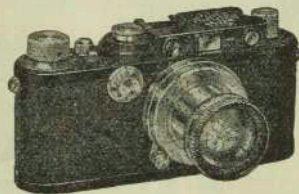
Mr. R. A. Clinton, mining engineer for Lakekamu Goldfields (Papua) Development N.L., arrived in Sydney from Port Moresby by the August Montoro.

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## Producing Books in Heart of Melanesia

### Interesting History of The Mission Press

**M**ORE than 90 years ago, when Bishop G. A. Selwyn took charge of his vast diocese, which included the islands of Melanesia, and which he visited almost at once, he saw the need of being able to teach those Melanesians by printing for them in their own tongues. To do this he established a printing press at his own expense at Kohimarama, New Zealand, and from there was first sent forth the Word of God in Melanesian languages.

The plant comprised a Columbia press, a large fount of Small Pica Roman (with Italics), a fount of Great Primer, and one of 2-line Great Primer. A Mr. Booth and



The staff of the Melanesian Mission Press, at Maravovo Lagoon, Guadalcanal, Solomon Islands, where pamphlets and books, well printed and well bound, are produced. In the group are—Left Centre: Mr. F. R. Isom (printer); right centre: Rev. R. P. Fallows; and, seated, Mrs. Isom, with the Isom baby.

a Mr. Sherrad were in charge, and they turned out many small preliminary works, various portions of Scripture, and the Prayer Book, alphabet and reading sheets, vocabularies of the most useful words in the various languages, etc., etc.

During Bishop Patteson's time (1866), the Mission headquarters were moved to Norfolk Island, and the Rev. J. Palmer, who had had some experience in N.Z., took charge of the press. After a year or two, Dr. Codrington took charge, and, with native helpers, printed the Minor Prophets and other portions of Scripture in the Mota language, and various small jobs in other languages.

In the days of Bishop J. R. Selwyn, a trained printer, Mr. H. Menges, had settled on Norfolk Island, and in 1880 the Bishop induced him to take charge of the Press. In 1885 the Printery was enlarged, a Demy Albion Press was added, and good founts of Pica, Long Primer, Brevier and Nonpareil were procured. The old Small Pica type was condemned.

In 1896 the Press was further enlarged, and Bishop Wilson procured from England a Crown Wharfedale cylinder machine and a small assortment of new type. On Bishop Wood's arrival, in 1912, the old Long Primer type was condemned, and a large fount of 10 point Roman (with Italics) was substituted.

Mr. Menges remained in charge of the

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Globe Trade Beef, 12oz. tins, 3-case lots . . . 18/- case  
St. George Army Rations, 14oz. tins . . . 1/- tin, 11/3 doz.  
Rosa Baking Powder, 1lb. tins . . . 10½d tin, 10/- doz.  
Arnott's Best Assorted Biscuits, No. 2 tins . . . 2/11 tin  
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Rosa Pure Coffee, 16oz. tins . . . 2/4 tin, 26/6 doz.  
Gartside's Sweet Corn, 10oz. tins . . . 6½d tin, 6/3 doz.  
New Season's Khadrewi Dates, loose . . . 4d lb., 3/9 doz.  
I.X.L. Fruit Salad, 16oz. tins . . . 9d tin, 8/9 doz.  
Eno's Fruit Salts, large bottles . . . 3/9 bot., 43/- doz.  
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Garden Vale Cauliflower, 16oz. tins . . . 8d tin, 7/6 doz.  
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Press until 1920, when the Mission headquarters were moved to the British Solomon Islands. His 40 years of work were of untold value to the Mission; he was a master craftsman at case, machine and bookbinding; in 20 languages he sent out God's Word to the Isles of the Sea; for four decades he gave of his best for the Melanesians he loved, and to-day Melanesia (white and brown) still thanks God

for the work he was enabled to do.

A digression seems to be needed here to say what manner of man was this Henry Menges, Mission Printer for 40 years. He was born in Bavaria in 1855 his maternal grandfather fought for Napoleon, his paternal grandfather against him. When he was two years old the family migrated to New York. Young Henry was later apprenticed, to learn the trade, to Gordon Bennett, of the "New York Herald." During his apprenticeship, H. M. Stanley, a reporter on the staff, was sent to Africa to look for Dr. Livingstone. His apprenticeship finished, he was for a time printer to a large concert, but a roving spirit seized him, and after whaling voyages to various parts he eventually settled on Norfolk Island. Fifty-six years ago he was married to Miss Nancy Christian, daughter of Dr. Christian, an old Pitcairner. They had a large family. The present printer bears a grateful tribute to his kindly and generous nature, and to his skill as a craftsman. He was an ideal chief for a youngster fresh from England to work with.

In 1920, under Bishop Steward, came the transference to the Solomon Islands and the Press was assembled at Hahababu, Guadalcanal. In that year a good lot of urgent work was done, and in December the printer went home on leave. While in England he was able to obtain a Facap-folio Platen Machine, which started with him for S.I. in August; and in Sydney on the way back a lot of up-to-date body and display type was procured.

The Albion Press and the Wharfedale are still doing yeoman service. In 1925 a Guillotine was purchased, and also a small 3 h.p. Petter engine for power purposes. Various jobbing types in up-to-date faces are added when possible.

Up to the present time printing has been done at the Press in no less than 25 languages and dialects. It has been said that the curse of Babel fell more heavily on Melanesia than on any other part of the world. That may or may not be true, but certainly the language difficulty is one of the greatest that the Mission has to contend with.

The language of Mota, which was many years the *lingua franca* of the Mission, has the largest number of books issued in it, and many other places have heard of the Bible, Prayer and Hymn Books, etc., while some have only small pamphlets and booklets. These two great societies, the B. and F.B.S. and S.P.C.K., have for many years assisted the Mission most magnificently by printing for us many issues of the Scriptures, etc. The Press also puts out a good deal of commercial work, principally for the Government of the Solomons.

The type-setting, machining, etc., is done by the white staff, and the members of the native staff have been trained to efficient bookbinders; they do the folding, collating, saw-cuts, sewing, trimming, backing and complete binding. Two of the staff are trained to look after the machinery. The order is given for the machine and engine to be ready to start at a certain time, and there is seldom any hitch. One boy is quite able to take down the engine for cleaning purposes and to reassemble. He is also fairly good at casting rollers (that bug-bear of the printer in the tropics).

The question is often asked: Do you train native compositors? We have tried but not with great success. We have several boys who could set type, but it is as far as it went.

The staff of the Press is at present composed of whites and five native assistants. Building repairs, painting, plumbing, carpentry

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

19

tering—all come within the scope of the staff. Two other natives act as cooks for the establishment. The output of the Press for a full year is from £600 to £700. It may be as well to state that all work for Mission schools and stations is debited at rock-bottom cost.

Work is always plentiful; idle working hours are not known at the Hautabu Printing Press. We have a splendid situation, on a hill 200 feet up, within a stone's throw of the sea. The work is congenial, health good, and grousing quite uncalled for. In conclusion, may not one re-echo the words of the Psalmist—"The lot is fallen unto me on a fair ground:

Yea, I have a goodly heritage."

—F.R.I.

### RABAUl RETURNED SOLDIERS

THE New Guinea State branch of the R.S. & S.I.L.A., at its annual meeting on July 26, elected the following officers: President, Hon. R. L. Clark, M.L.C.; Vice-Presidents, Hon. E. T. Brennan, M.L.C., Mr. E. G. McAdam; committee, the Hon. E. P. Holmes, M.L.C., Messrs. E. L. G. Thomas, R. D. Pye, E. Bishton, and D. S. Davies; Hon. Secretary, Mr. S. E. Costelloe; Hon. Auditor, Mr. G. M. Broadbent. It was decided to hold a carnival in September during the Fleet's visit, to augment the War Memorial Fund.

Mr. J. C. Barley, Resident Commissioner of the Gilbert and Ellice Islands, is in Australia, and is at present at Southport, Queensland. Mr. Barley has not been in good health for some time.

## DAY DAWN IS IDLE

### Finance Problem Insoluble

THE directors of Day Dawn (New Guinea), Ltd., announced on August 10 that the response of shareholders to the invitation to take up their respective quotas in the debenture issue was extremely disappointing. An inadequate amount was applied for, and the cheques have been returned to the applicants.

New Guinea Goldfields was granted an option to purchase, but, after inspection, has notified the company that it declined to exercise the option.

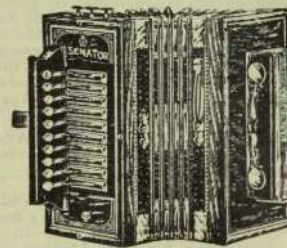
All work at the mine at Edie Creek has now ceased pending consideration of proposals to sell or reorganise the company.

It will be remembered that this mine, so flourishing and profitable a year or two ago, suddenly announced early in 1935 that funds were not enough to allow mining operations to continue. The white staff was put off, but it was expected that cyaniding would be commenced very soon, as a great quantity of material awaits treatment, and a treatment plant was installed recently at a cost of £15,000. The shareholders, angered at this sudden unexpected development, turned the old directors out of office. A new board has been trying to solve the problem of finance ever since; but, apparently, without success. Day Dawn, for some years, was a great money spinner, but the ore evidently petered out. Profitable cyaniding operations could have been gone on for a year or two, however, and the board seems to have been at fault in not having made provision, from profits, for the finance necessary to carry on, on a reduced scale.

It looks now as if the Day Dawn mine

will be picked up, very cheaply, by some concern which can make, out of the treatment side, the profits that should rightly have gone to the D.D. shareholders.

Mr. I. H. Grabowsky, general manager of Guinea Airways Ltd., returned to New Guinea in the middle of July after a brief visit to Sydney and Melbourne.



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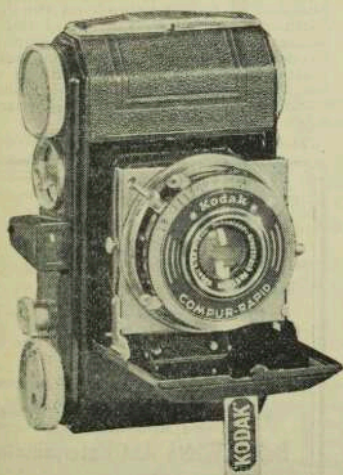
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## RESTLESS NORFOLK ISLAND

### New Laws and Regulations Arouse Pleas and Protests

IF events of the past month are any criterion, life in Norfolk Island is not quiet and placid, as the rest of the world supposes.

Judge Coyle was sent to N.I. in July to hear a case wherein C. C. R. Nobbs sued the Administrator, Captain C. R. Pinney, for £3000, alleged damages, on the ground that, in 1934, he was wrongly and unjustly removed from the office of president of the executive council. After a hearing extending over several days, judgment was given for the plaintiff for £2, and costs 39/6. Which was tantamount to saying that Mr. Nobbs had a genuine grievance, but it was in the £2 instead of the £3000 class.

During the month, the Commonwealth authorities have been bombarded with pleas and petitions.

The particular grievances to which attention has been directed are:—

1. That the new laws provided by the Norfolk Island Act, 1935, under which a new form of advisory council is authorised, deprives the residents of what little voice they previously had in the government of the island.

2. That the Federal Minister for Territories (Sir George Pearce) was only 24 hours on the island, when he went there

to inquire into residents' grievances in March, and that he ignored the residents' representations and adopted, almost *in toto*, the recommendations of the officials.

3. That the men of the Norfolk Island Boating Company, which had serviced overseas vessels since the Pitcairners landed there in 1856, have been ruthlessly displaced from their livelihood by a new boating company, formed in 1934 under the close patronage of the Administrator—the latter company now working the steamers under licenses "granted to certain individuals." (It appears that the Minister and the Administrator have both recommended the old boating company to amalgamate with the new one; but this the former refuses to do.)

4. That the introduction of new ordinances governing the publication of newspapers make it impossible now for the local newspaper to criticise the Administration.

Copies of the latter ordinances have been forwarded to us. The new laws appear generally to be exactly the same as the laws operating in New South Wales, where every publisher and printer of a periodical must give sureties against using his paper for purposes of blasphemy or sedition. But there has been added a provision that the publisher must give sureties satisfactory to the registrar for payment of "such damages and costs as may at any time thereafter be recovered against him in any action for printing or publishing any defamatory libel in the newspaper."

The effect of this is to place, in the hands of the Islands bureaucracy, the power to prevent the publication of a newspaper worthy of the name. No man in his senses would give such a surety to a newspaper, which everlastingly is target for irresponsible writ-issuers; and even if he did, the registrar has the power to refuse the surety and demand another. Writing to us, the editor of the "Norfolk Island Times" says:—

"It would appear that this Ordinance is a deliberate attempt to stifle the expression of public opinion on the Island. With such an interpretation of the term 'defamatory matter' it becomes impossible to comment on any public or political matter in the way of criticism. In short, we must publish nothing but what the Government and the local Administration wish the people to know."

The Macarthur Onslow incident of last

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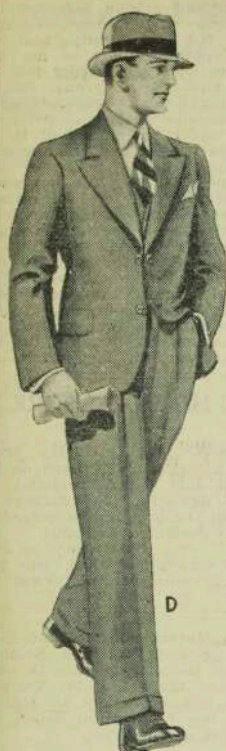
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year showed that there is a quarrelsome and difficult section in the Norfolk Island population of 1000 or so, and that it is very ready to criticise the Administration and resist governmental authority. The

circumstances of that incident probably did more than anything else to create in Canberra a belief that the only way to keep peace on the Island would be to give the people a minimum of self-government.

On top of that, there is the economic situation. For a number of reasons, for which no one is to blame, it is at present impossible to provide these people with an adequate market for their produce. Many otherwise contented and quiet residents, finding themselves seriously embarrassed, therefore have joined the ranks of the agitators, and are ready to blame the Administrator for all their misfortunes. This will die down when economic conditions improve.

Captain Pinney may have thought, three years ago, that he was receiving one of the "plums" of Pacific administration. Actually, he has been given a hornets' nest.

But, with a full knowledge of the Norfolk Islanders' peculiar temperament and unusual circumstances, and realising the special difficulties of administering an isolated community where petty intrigue and back-door chatter are recognised public amusements, one has the feeling that in N.I., to-day, the faults are not all on one side. The bureaucracy seems to be losing some of its benevolence, and becoming bad-tempered. That business of wiping out the 80-years' old company of boatmen has a harsh look; and the extraordinary act in relation to the publication of newspapers certainly has upon it all the marks of a peevish bureaucracy on the warpath. And when bureaucracy gets away with the bit between its teeth it is good-bye to the liberties of the people, of which newspapers, with all their faults, are the main safeguard.

One hesitates to comment on the N.I. situation, without knowing more of the

local situation and of the case for the defence. We know that difficult elements exist in the N.I. community, and we know that Captain Pinney is not the type of man to be turned easily into an oppressive or bull-headed tyrant. But he has been subjected to an unconscionable amount of economic worry and petty irritation and, under the stress of it, he may have forgotten the good manners he learned in Papua.

If the N.I. people really are oppressed, Canberra soon will hear of it, for there are many newspapers and persons in Australia always ready to have a crack at bureaucracy. The present regime in N.I. is likely to endure for another year so N.I. had better make the best of it. The N.I. people, before they really can get a hearing, have to live down the unfortunate reputation they gained for themselves as trouble-makers in the Macarthur-Onslow affair, last year.

### YACHT HO HO ASHORE

THE Norwegian yacht Ho-Ho broke from her mooring and drifted on the rocks in Ball Bay, Norfolk Island, on August 8, at daylight. The damage is not known, but the prospect of refloating the cutter is considered doubtful.

The cutter Ho-Ho left Sydney on July 21 for Fiji, Tonga and Tahiti. She had been 18 months coming from Norway via South Africa.

Miss Laura Morris, of Auckland, New Zealand, left Sydney for the Solomon Islands by the Malaita on July 13. She is a graduate of the N.Z. Bible Training Institute and has been sent to Malaita by the South Sea Evangelical Society to do mission work at One Pusu.

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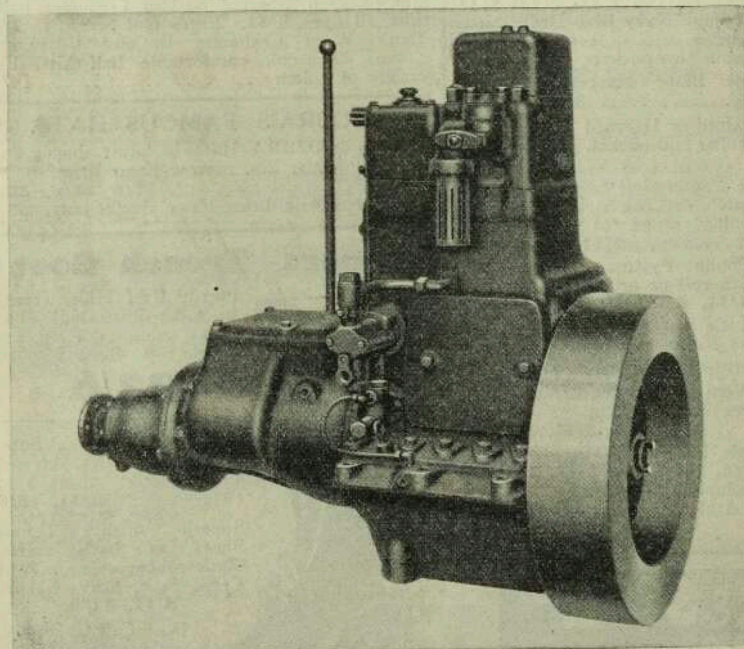
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THE PACIFIC ISLANDS MONTHLY

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## New Guinea Planters' Debts

### Suggestions for Readjustment

THE following official notification was issued early in June:

"The Commonwealth Government has extended until June 30, 1936, the moratorium regarding plantations in New Guinea. In view of the improving copra market the Government expects New Guinea planters to resume instalment payments from July 1, 1936."

It now appears that the announcement was a little premature. For several months the copra market had been improving and, apparently, had reached a stage which allowed copra growers a substantial margin over costs. But almost from the date of the announcement the world copra market—for reasons which still are unknown to all observers—has sagged considerably, with the result that the margin of profit has shrunk to the point where there is really nothing available for such purposes as the resumption of interest and capital payments.

It is still a long way to July 1, 1936, and much may happen in the meantime to affect the copra market; but it can be said definitely at the moment that on the present basis of copra prices it is quite impossible for New Guinea planters to resume instalment payments, and it is just as well that the Commonwealth Government should recognise that fact.

We have been informed by one of the leading firms which assist in financing New Guinea planters that, so far as it is concerned, it will not make one penny piece available to planters, under present conditions, to assist them in resuming instalment payments. The same firm, however, is prepared, if the Commonwealth Government will substantially write down the value of the expropriated plantations in New Guinea, to write down the planters' debts to the firm in the same proportion.

This probably will bring before the Commonwealth Government the whole question of the New Guinea planters' indebtedness to the Government in respect of expropriated plantations. Those plantations were sold to the planters under a system of tender in years when the copra price was high and profitable; and there is not the slightest doubt that to-day a very large proportion of the capital value of those plantations has disappeared. The same thing has happened in connection with all primary production and it is one of the most difficult problems in connection with national finance.

The position probably is more simple in

New Guinea than in Australia and it should not be difficult to discover a *modus operandi*. We have no official information on the subject but we suspect that the big firms which carry on trade and finance in the Territory have themselves built up considerable reserves as a set off against the obviously depreciated value of the expropriated plantations on which they have loaned money; and if, as indicated, those firms are prepared to use their reserves in writing off a proportion of the planters' debts, the Commonwealth Government should not miss the opportunity of securing an all-round readjustment which should be satisfactory to everyone concerned.

We suggest that this is a matter concerning which the planters' associations in New Guinea should interest themselves. There are many people who say that a writing down of values now would be most unfair to those who tendered unsuccessfully for the expropriated plantations and this argument has had a good deal of weight in the past. Unquestionably, there was ridiculous over-valuation in tendering but that does not alter the fact that the world copra market has altered very much in the last seven years and that, quite apart from all question of over-tendering, the basis on which coconut plantations are valued has been permanently altered.

### FIJI LIBEL ACTION SETTLED

From Our Own Correspondent

SUVA, Aug. 1.

THE proposed action for libel against the Chief Justice has been settled. It is reported that the terms of settlement provide for the withdrawal of the ban upon the employment as interpreters, by local solicitors, of certain Indian clerks, and that a circular rescinding previous instructions has been issued by the Registrar of the Supreme Court. It is said, also, that a sum, by way of compensation, has been agreed to be paid.

Rev. R. Lister Turner, of the London Missionary Society, at Delena, Papua, returned to Port Moresby by the July Macdhui. Mr. Turner, who is a non-official member of the Papua Legislative Council, had been on furlough in England with his wife.

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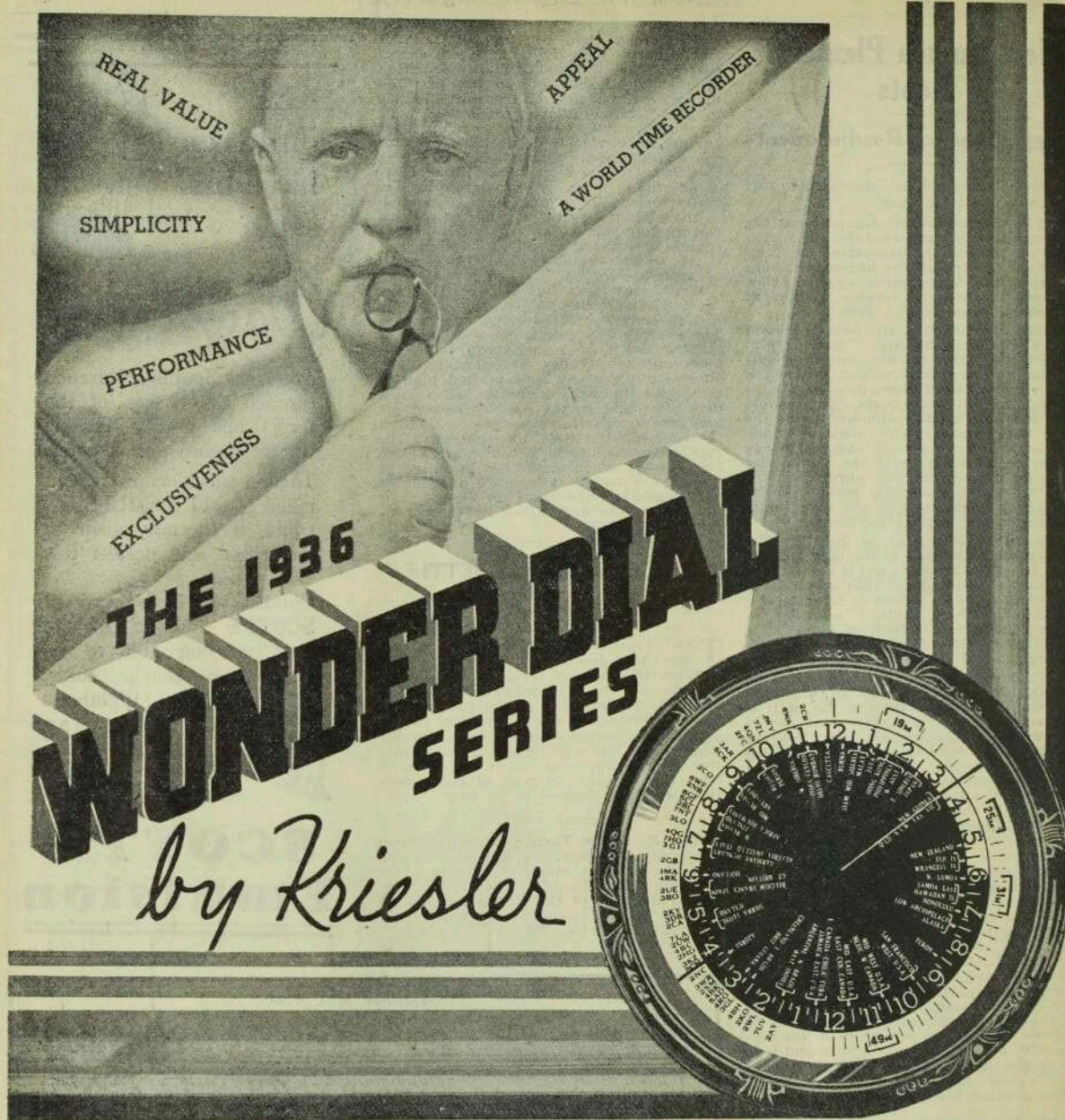
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THE PACIFIC ISLANDS MONTHLY

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## New Radio Station For Gilbert Islands

A DISTINCT improvement is to be made in the Gilbert Islands, in the Central Pacific, by the installation of a radio station at Butaritari by Messrs. W. R. Carpenter and Co.

This station, which is a 250-watt standard telegraph-telephone instrument, manufactured by Amalgamated Wireless, will be used to establish daily communication with Ocean Island, and through Ocean Island to Rabaul, so linking up with Australia. The Butaritari station will also communicate direct with ships at sea and generally will afford improved facilities for traders, planters and others who maintain touch with the outer world.

## SEPIK RIVER GOLD

### Ray Parer's Expedition

MR. RAY PARER, Australian aviator, is leading a gold search in the Sepik River Valley, New Guinea, according to advice received by the Shell Company.

When the Macdhui sailed from Brisbane at the end of July it had on board an aeroplane for Captain Eric Stevens, who is to pilot the expedition as far as the plane can take it, and a 35ft. launch, bought by Mr. Parer, for the new gold venture.

Those associated with Mr. Parer are Brigadier-General W. Wisdom, a former Administrator of the Mandated Territory, Mr. W. Smith, a Melbourne broker, and Mr. D. Glasson, one of the original discoverers of the Edie Creek field.

The expedition will be absent for 12 months, and will attempt to penetrate virgin jungle to a distance of 450 to 500 miles.

## COOK ISLAND NOTES

From Our Own Correspondent.

RAROTONGA, July 14.

AMONG the recipients of the King's Birthday Honours is Karika Takau Ariki Vaine, to whom His Majesty has been pleased to award the O.B.E. Karika Ariki is the sole surviving signatory to the original Treaty of Annexation, by which these Islands came into the possession of New Zealand in 1900. Herself head of a family long distinguished in local annals, she is a kinswoman of the late Makea Takau Ariki, last independent sovereign, and remembered to this day as the "Queen Victoria of the Cook Islands."

For 38 years a resident of Rarotonga, Mr. Percy S. Shearman leaves us to strike out afresh for himself in New Zealand. Volunteering early during the Great War, he accompanied the Rarotongan Contingent of the N.Z. Pioneer Batt. to France, Palestine and Egypt, acting, in addition to his regimental duties, as interpreter for the native troops. Returning to the Islands he became a partner in the trading firm of Bonar & Shearman, concerning himself principally with the fruit-buying side of the business. Mr. Shearman's only son is at school in N.Z. and it is largely in the interests of the boy's future that he is now leaving. All good wishes go with him in what, at best, must be a difficult task in these precarious times.

On June 15, social Rarotonga met on the lawns of the Bowling Club for the official opening of the Club season. Upwards of a hundred members and visitors were present, the ladies of the Club providing a very excellent afternoon tea. Bowls are becoming increasingly popular here and the Club, formed in 1930, owes much of its present success to the early work and enthusiasm of Mr. Dave Brown, leading local player.

### ARRIVALS AND DEPARTURES.

Two distinguished visitors, General Post and General Exodus, have been at work here lately and Change has been the order of the day among members of the commercial fraternity. In A. B. Donald & Co., Mr. Sam Bennett has replaced

Mr. E. H. Townsend as manager, and the places of Messrs. Hill and Ulfby are now occupied by Mr. Morel and Mr. Duck, the latter being previously in the employ of the Cook Island Trading Co. Incoming to the last mentioned firm are Messrs. Cunningham, Snow and Cooper; outgoing Messrs. Ainger, Duck and Webb. Our two native companies, the R.F.C. and C.I.N.A., both retrenching, have been compelled to part with Accountant Ford and Store-Manager Dave Brown respectively.

### A NEW STORE.

Another—and more cheerful—aspect of affairs is shown by the recent opening of Messrs. W. H. Grove and Son's new premises on the Avarua waterfront. The building, a handsomely-fitted wood and iron general store, has been erected entirely by local labour under the direction of Mr. Karl Olsen, at a cost of slightly over £1200. In 1932, before our prison discipline was tightened up, a prisoner broke jail and entering Messrs. Groves' old premises at night, set fire to the building, in an attempt to cover evidence of his visit. Established here over 30 years, the firm is well known in Tonga, Fiji and Tahiti as wholesalers and agents. A novel feature of the new store, which is under the management of Mr. H. R. Harris, is the show-room effect given by one of the latest model British-built Ford saloons, for which the firm is the local concessionaire.

Captain J. B. Munns, who died in Sydney on August 7, aged 80 years, served on shipping routes from New Zealand to Australia, and to Fiji and Samoa, for 55 years.

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## POLYNESIA IN AUSTRALIA

The Brown-skinned Children of Oceania are Attracted,  
Moth-like, by the Lights of Sydney

Crown the hair and come away!  
Hear the calling of the moon  
And the whispering scents that stray  
About the idle warm lagoon.  
Hasten, hand in human hand  
Down the dark, the flowered way,  
Along the whiteness of the sand,  
And in the water's soft caress  
Wash the mind of foolishness.

—"Tiare Tahiti."

THOSE lines were written when Rupert Brooke was intoxicated with the beauty and the simplicity of Tahitian life. When he reached San Francisco some months later, he wrote in a letter to a friend: "Oh God! Oh God! How I hate civilisation and houses and trams and collars!"

Most of us can sympathise with the

poet. Whether suited, temperamentally or not, we long for a tropic isle; long to inhale "the whispering scents that stray about the idle warm lagoon"; for an existence where the battle of life is not so strenuous as in a modern city.

Such, however, is not the case with young Tahiti.

Young Tahiti wants the bright lights of civilisation; the hustle and the bustle of the great world outside: the glamour and the glitter, motor cars, movies, wireless—in fact, everything to which we are accustomed and which we would gladly put aside. The race of life is to the swift. What has Papeete to offer its ambitious sons and daughters? There, the Chinaman is in economic supremacy. These young people have seen enough of waving palms and blue lagoons.

To them the lights of Sydney attract, and moth-like, from all parts of the Pacific, they come.

From the days when old Parson Marsden sent a sugar mill to Tahiti, and encouraged that enterprising monarch, Pomare II, to send shiploads of pigs to Port Jackson, Sydney has been the natural commercial centre of the Pacific. To the young Tahitian, the adolescent Cook Islander, the adventurous Maori, Sydney represents life itself! That is why, although sometimes ill-fitted to bear the brunt of battle, these brown-skinned children of Oceania come to the metropolis. Foreigners on an alien strand, though still inheriting all the natural prejudice of their ancestors, they meet on a common ground—all Polynesians.

Yet each preserves his own identity.

The Maori still finds the accent of the Rarotongan a little strange; the Tahitian considers himself superior to the more ceremonious Samoan; when it comes to family trees the Tongan believes that he has no peer in the whole Pacific. But a common bond, a common heritage, unites them. All are children of the sun. Therefore, they come together, constituting Sydney's smallest colony, dance their dances, sing their songs.

Take, for instance, the little French girl, Pepe, dancing in a magnificent head-dress, which falls, like a cascade, across her shoulders. Beneath the soft, paper-like draperies of her costume, a recent gift from her relatives in Papeete, is a scarlet and white paru. No European woman could ever dance like Pepe. Yet, strangely enough, she is as fair as a lily; her eyes are of the blue of a Tahitian lagoon.

Though she chatters like a Frenchwoman, Pepe is not French. Neither is she Tahitian.

Born in New Zealand and taken to Papeete as a child, she is a curious mixture, an unusual psychological study: British by birth, French by environment at heart she is Polynesian. The dance is her method of expression. French, English, Tahitian—in all three languages she is adept. Therefore, on coming to Sydney, Pepe had little difficulty in obtaining employment. By day she is employed in a commercial house translating the letters that arrive from Tahiti and other French possessions in the Pacific. Now that Pepe is in Australia, friends from

# Swallow & Ariell

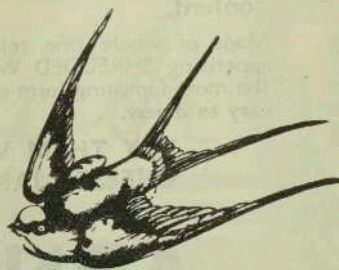
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THE PACIFIC ISLANDS MONTHLY

27

far-off Papeete write to her in their native language, and she fulfils their commissions. Anything from tinned foods to dress lengths . . . But return to Tahiti? "What is there?" she asks.

The tall, handsome girl in a piu-piu is a Maori.

At a glance, one can see that she comes of rangatira blood; she is an aristocrat. The head is proudly erect, the nose is finely modelled, shapely and strong; the lips full and expressive; and the hands well-formed and capable. The blood of Ngapuhi is in her veins, one of the most



Two members of the Polynesian community in Sydney. Miss K. Banner and Mr. Edgar Bambridge (a son of the Mayor of Papeete, Mr. George Bambridge).

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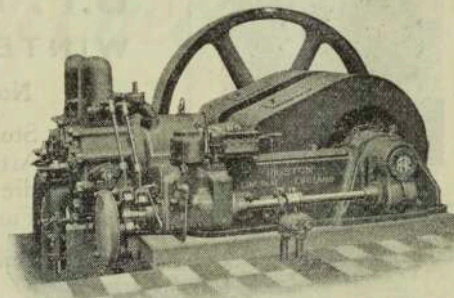


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"Ruston Hornsby"



northern tribes in New Zealand, noted warriors, famous carvers, gifted in speech and in song. She has a pedigree of a length that few European noblemen could claim. It reaches far beyond the canoe that brought her ancestors to Aotearoa (New Zealand), beyond the horizon to "far distant Hawaiki," and is lost in the mists of antiquity. Around her shoulders is a kakahu, a softly woven mat of flax decorated with downy feathers of the kiwi, that flightless bird of her native New Zealand.

What brought HER across the Great Ocean of Kiwa?

A desire to see the world. "I always wanted to see Sydney," she said, in her soft, musical English.

Tall and slender, a crown of yellow-eyed daisies in his hair (for the sweet-

scented Tiare Tahiti of his native island is not procurable in Sydney), and a scarlet pareu around his hips, Edgar came to Australia for a different reason. Despite his English name, the lad is French; there is native blood, too, in his veins. Despite the fact that he has spent six years in Australia, he still speaks with a marked French accent. His father is an important official in Papeete.

Edgar came to Sydney to learn the wool trade.

La Belle France demands, however, that her sons shall all bear arms. Therefore, Edgar will soon return to Tahiti for his military training. Eight months in barracks at pay that cannot even keep him in cigarettes, and then he will return to Australia.

Andre, on the other hand, has only been

in Sydney a few months. Yet, he speaks good English, using his eyes and his hands to emphasise his points. Andre came to Australia from New Caledonia to learn English. It was not altogether an easy task. The English that he had acquired in school at Noumea was useless. Andre's ambition is to be an "officer"; soon, he, too, will return for military training. . . .

Slender and graceful, sedately swaying from the hips in a dance of Rarotonga, where centuries ago her ancestors settled from Tahiti, is a Cook Island maiden. Delicately featured, she, too, shows every trace of distinguished breeding, and her hands are tapered and slender.

Beside her is a handsome Samoan; her features are finely cast, the eyes deep brown and expressive. In the little company she is distinguished for her intricate footwork in the dance, a branch in which her people are experts. She wears the head-dress of a taupo. Its human hair is distressing to the Maori, for it reminds her of the dead.

The little woman from Rotumah, an island not far distant from Fiji, is a nurse, highly qualified and skilled in her profession. But, in the excitement of the dance, she forgets the civilisation of the European, with all its attendant problems. For the time being, with her sisters and brothers of Oceania, she is back home. The lights of Sydney are forgotten.

Tum-tum-tum—Edgar, with his inherent sense of rhythm, taps the drum, incessantly.

Solo, with a chorus of ukeleles, Andre strums a Spanish guitar. We are all a little homesick, each for a corner of the Pacific we call home . . . Rupert Brooke expressed it when he said:

Mamua, when our laughter ends  
And hearts and bodies, brown and white  
Are dust about the door of friends:  
Or scent, a-blowing down the night.  
Then, Oh, then, the wise agree,  
Comes our immortality!

—E.R.

#### NORFOLK ISLAND TRADE

| IMPORTS.      |                |                  |     |
|---------------|----------------|------------------|-----|
| Month         | From Australia | From Pacific Is. |     |
| May, 1934 ..  | £2023          | ..               | £2  |
| May, 1935 ..  | £1027          | ..               | £25 |
| June, 1934 .. | £1174          | ..               | £24 |
| June, 1935 .. | £3513          | ..               | £19 |

| EXPORTS.      |              |                |     |
|---------------|--------------|----------------|-----|
| Month         | To Australia | To Pacific Is. |     |
| May, 1934 ..  | £812         | ..             | Nil |
| May, 1935 ..  | £812         | ..             | £22 |
| June, 1934 .. | £787         | ..             | £19 |
| June, 1935 .. | £345         | ..             | £3  |

Dr. F. Montague, who has been in the Fiji Medical Service since 1926, was in Sydney in August, en route to the Gilbert and Ellice Islands, where he has been appointed Senior Medical Officer of the Colony, with headquarters at Tarawa.

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THE PACIFIC ISLANDS MONTHLY

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## The Blathering of Politicians

### New Caledonia's Condition

THOUSANDS of people who know Islands conditions thoroughly pass through Sydney in the course of a year; yet the newspaper reporters consistently ignore them, and as consistently "interview" every inconspicuous member of Australia's innumerable Parliaments, who uses part of his expenses allowance on a winter cruise to the "Isles of Sunshine." It would appear that newspaper folk, in this respect, are living still in the Victorian era, when members of Parliament usually were men of intelligence, education and vision, whose opinions were worth having. To-day, and since professionalism has dominated politics, members of Parliament are about the last men who should be allowed into the journalistic limelight, which they so eagerly seek.

Many M.P.'s, M's.L.A., etc., have been tripping around the Islands lately, and the Press has been giving prominence to some particularly asinine opinions. This, for instance:—

"Noumea was in the doldrums. Butter was 3/- a lb., and was of poor quality. New Caledonia had considerable natural resources, but it was the Cinderella of French possessions. Cheap but inefficient Tonkinese labourers were taken there to work the mines and plantations. In other hands New Caledonia would have great possibilities."

This from an inconspicuous member of the N.S.W. Parliament, who seemed to think—Heaven knows why!—he was an authority on New Caledonia. Actually, the French have a far better record of colonisation and development in New Caledonia than Australia has in the Northern Territory, for instance; and the colony is not in the doldrums. It suffered severely from slump, as we all suffered, but it has made a good recovery in the last two years, in which it has been assisted by the increasing activity and prosperity of the nickel and chrome mines, and smelting works. This is a good market for Australian products, and, if only the politicians would give some attention to the tariff relationship between Australia and New Caledonia instead of passing ill-informed nonsense along to the newspapers, the market would be a much better one.

Other politicians have given the reporters their delightful impressions of Papua and New Guinea; with the result that quite a number of earnest gentlemen have been writing to the newspapers to correct the politicians' misstatements. One of the travellers, for instance, said that the Papuan police spoke the Port Moresby native dialect, which was Motuan, and that the Administration was trying to introduce Motuan as a *lingua franca*. Actually, the police, being drawn from many districts, speak a hotch-potch of all dialects—a kind of Motuan-Pidgin—and the Administration's definite policy is to steadily increase the use of English.

Mr. George Farwell, who arrived in Sydney recently after a lengthy sojourn in Tahiti, has been seriously ill. Mr. Farwell was one of the treasure-seekers in the Tuamotu Group last year. Soon after his arrival in Australia he contracted pneumonia, and had to enter hospital.

## FEWER PEARLS

### Mysterious Marine Influence

"WHY are pearls fewer now than a few years ago?" was a question asked at an official inquiry into the pearling industry, held at Broome, W.A., on August 5.

Mr. J. F. Mackenzie, master pearler, replied: "Some extraordinary marine conditions we pearlers cannot understand has affected the production of pearls, which has been declining for the last five years."

Dr. Eric Pockley departed from Sydney for Madang, New Guinea, on business by the Macdhui on July 25.

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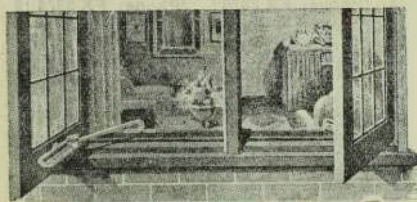
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### MELANESIAN CURIOS IN SYDNEY

AN interesting display of native craft-work and of photographs, mostly from the Solomon Islands, has been placed on view at the offices of the Melanesian Mission, in Union House, Sydney. There are beautifully woven ceremonial dresses, combs inlaid with pearlshell, and utensils of many kinds. Some of the exhibits show interesting evidence of European influence. Many of the exhibits are rare, and will become rarer as cheap imported goods replace the products of the native craftsman. This applies, for example, to fishhooks, painstakingly made of shell, which are rapidly being replaced by factory-made hooks of steel.

Visitors also may see miniature moving pictures, illustrating the work of the missions.

This plan of giving publicity to the work of the mission has been very successfully put into operation by the organisation's indefatigable secretary, Major Robinson.

## The Navy's Visits to Tropic Isles

### Social Value of Such Events

From Our Own Correspondent.

KAROTONGA, July 14.

ON Wednesday, July 3rd., H.M.S. "Diomedes" dropped anchor off Avarua, where she remained until the following Saturday. On the night of her arrival European ladies ashore arranged a dance in honor of Captain Graham and the officers.

A feature of the evening was the row of attractive native and half-caste girls, occupying two sides of the hall, but who, through a scarcity of partners, hardly danced at all. Few, if any, were introduced to the visitors; although, judging from certain remarks heard, they were not alone in this respect. Indeed, as invariably happens on these occasions, the former were almost entirely monopolised by a small clique.

The cost—to New Zealand ratepayers—of these lengthy visits by warships must be greatly out of proportion to the rather dubious moral effect which they have on the "brown brother." The "Diomedes" stayed 3½ days, and the "Dunedin," due here next month, is scheduled to remain a further five. Without attempting to quote actual figures, the "all-in" expenses of two such cruisers over a nine days' visit must represent an expenditure which even the most Kiplingesque-minded would hesitate to endorse as proportionate to the value received.

Although no people are less belligerent or so little in need of a reminder of the *mana* of Big Fella White Man, than are the Cook Islanders, one nevertheless cannot help thinking that some part of the time spent on picnics, parties and sports could be better employed in exhibitions of drill, landing-party manoeuvres, etc., which would at least leave a lasting impression. After all, if it really is necessary for these vessels to pay such lengthy calls, one presumes that at all events their crews are "on service," and this being so, it might be just as well to avoid creating an impression that a warship is a sort of luxury cruiser with a complement of uniformed tourists.

Commander A. H. Davey, of the Union Company's Monowai, which made a cruise of Fiji, Tonga, and Samoa in July, spent many pleasant hours in the chief port of those groups renewing acquaintances. For many years he was master of the Union Company's steamers Tofua and Talone, well-known warriors of the day, when the Central Pacific was criss-crossed by frequent cargo services from New Zealand and Australia.

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THE PACIFIC ISLANDS MONTHLY

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## Foreign Goods in New Guinea

Letter to the Editor.

SOME little time back, certain Australian shipping firms engaged in Island service, appealed for patriotic preference, against N.D.L. and foreign lines. It may be appropriate to scrutinise those particular firms' patriotism. Recently, I received a supply of trade goods from one of the two main firms in Rabaul, which contained:

Axes from Sweden; matches from China.  
Prints—Japan; knives—Germany.  
Trade meats—Argentina; tobacco—America.  
Torches, batteries, bulbs—China.  
Mirrors, mouth organs, razors—Germany.  
Singlets, cardigans—Japan.  
Hurricane lamps—Germany; rice—China.  
Cigarette papers—Austria.  
Enamel plates and bowls—China.  
Bicycles—Japan; locks—Germany.  
Pipes—China; onions—Japan.  
Sandshoes—China.  
Cement—Japan.  
Motor tyre and tube—Japan.  
Scent, cold cream, and face powder—China.

I seem to remember an old adage about "people living in glass houses."

I am, etc.,

BUY BRITISH.

New Guinea, June 18, 1935.

### EDITORIAL NOTE

Our correspondent makes a good point, but he is not quite fair to the merchants. The latter may be good patriots, but they are not in business as philanthropists. There is plenty of competition in Pacific Islands trade; and the big firms of distributors thereby are compelled, irrespective of their feelings, to buy in the cheapest market. All the goods enumerated above come from cheap labour countries, which can always underquote Australia, with its high standard of living. It has been suggested, repeatedly, that there should be imposed in New Guinea a tariff which will give a preference to British goods; and we believe that this proposal is supported by the big firms operating in New Guinea.

### To Seek Auckland Islands Treasure

AN expedition, comprising 12 members, will shortly leave Wellington, New Zealand, to attempt the recovery of £25,000 from the American barque General Grant, which foundered in the Auckland Islands in 1866. The famous schooner Aratapu, now laid up in Tahiti, will probably be used in connection with the salvage work.

The Auckland Islands, discovered in 1806 by Captain Bristow of the ship Ocean and called after Lord Auckland, are uninhabited, but possess several good harbours. They are situated about 300 miles south of Bluff Harbour, the most southerly portion of the South Island of New Zealand.

Mother Concerta, Superior General of the Sisterhood of the Sacred Heart of Jesus, left Sydney for Samarai, Papua, by the Macdhui on July 25. She was accompanied by Mother Mary Brendan.

## AEROPLANE CRASH IN NEW GUINEA

A FOKKER aeroplane, one of Pacific Aerial Transport fleet, crashed on Dogui-road, near the Salamaua aerodrome, New Guinea, at midday on July 27. The aerodrome was in a bad state from recent rains. Pilot Hemsworth was not injured. There were no passengers in the machine. The same company's Fokker crashed in the locality four years ago, when Mr. Ray Parer and a passenger escaped injury.

## M. HARPER

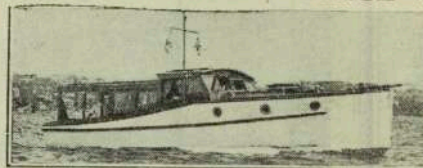
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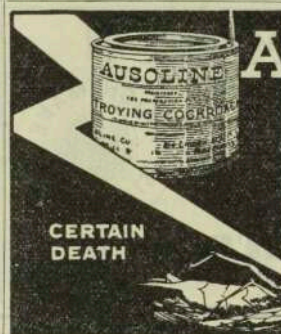
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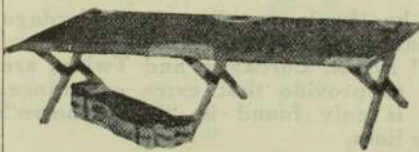
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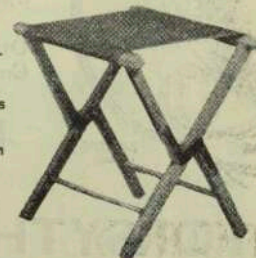
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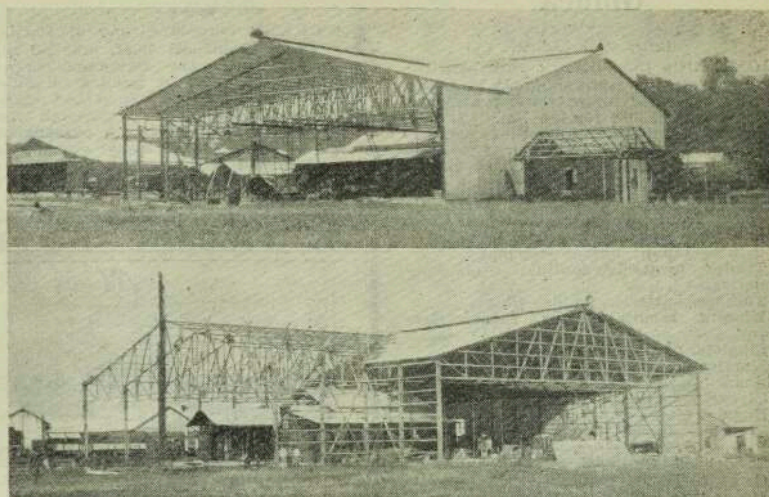
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## AVIATION EQUIPMENT IN NEW GUINEA



One of the most interesting buildings yet erected in the Pacific Islands in here illustrated. It is a new aeroplane overhaul and machine shop which has been erected at Lae in New Guinea for Guinea Airways Ltd., and, as it has to accommodate some of the largest aeroplanes south of the equator, it had to be specially designed and constructed.

The new building is made of steel, and the height from the ground to the top of the gable is 45 feet. The opening at each side is 102 feet 8 inches wide, so that there is room for the biggest aeroplanes to be wheeled into the shop. To construct a building of this description, with such an enormous span, required the services of expert engineers. The job was given to the Sydney Steel Co., Ltd., of Marrickville, Sydney, and engineers were sent to New Guinea in the first place to plan the job. Huge trusses had to be designed to carry the weight of this enormous span, and all this work was fabricated in Sydney and shipped in pieces to Lae, where it was assembled and erected. Each truss weighs four tons and, altogether, 150 tons of steel were used in this remarkable engineering undertaking.

The big building was constructed right over the top of the old machine shop, which can be seen in the photographs, already partially enclosed. In the background of the top photograph can be seen one of the old hangars. The same photograph shows the new blacksmith's shop that has been constructed beside the new building.

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## CORAL ISLANDS AS AERODROMES

### What America Is Doing In Central Pacific

IT appears that, according to international law, no nation may indefinitely claim ownership of a territory of which it makes no use. A country may not raise its flag over an uninhabited Pacific Island, for instance, and then claim that the island is its possession for all time, when it makes no effort to place people on that island or any attempt to develop its natural resources.

This appears the consideration that is stirring public interest in connection with the ownership of certain very small and hitherto unimportant islands in the Central Pacific.

In last issue, we referred to the case of Howland and Baker Islands, outliers of the Phoenix Group, which lie on the track of the proposed airmail service between Hawaii and Fiji (or Samoa) and which, consequently, have assumed unexpected importance as possible landing grounds. It was stated that American naval units had landed on Baker and Howland Islands and made investigations, and that the incident had disturbed British official circles, because Britain has claimed ownership of the Phoenix Group, including these particular islands, for 60 or 70 years.

It was said to be possible that Britain could not maintain her claim to those islands because they have been for so long uninhabited and undeveloped. But they have not been entirely neglected. The Pacific Phosphate Co. (formerly John T. Arundel and Co.), and the Pacific Islands

Co.) worked several phosphate islands, prior to the discovery in 1900 of phosphate on Nauru and Ocean Islands, and those islands included Howland and Baker Islands, as well as Raine Island, Bunker Island, and Lady Elliott Island.

Similar importance has become attached to three tiny, uninhabited dots of land in the waste of waters between Hawaii and the Marianne Group (Japanese Mandate). These are Wake Island and its two small neighbours, Peale and Wilk's Island, and they had been regarded as British. It is reported that an expedition sent out by Pan-American Airways has been busy on Peale Island, laying out a first-class aerodrome and airport, complete with hotel, electric light, wireless, etc. A railway, one mile in length, has been laid, and three stores have been built. The work of erecting an hotel overlooking the lagoon is to commence shortly. A windmill to pump fresh water has been erected and a refrigerating plant is on the spot. Most of this material had to be unloaded from the steamer on to Wilk's Island, and ferried across to Peale Island, which is a long atoll, only a quarter of a mile wide. Wilk's Island is more accessible to steamers, and is only half a mile away across the lagoon, but it has no fresh water, being almost solid rock.

The use of small islands in this fashion seems to make easy the formulation of plans for trans-Pacific air services. There are no such facilities in the Atlantic. In the South Atlantic, for instance, the weekly mail plane which crosses that ocean, from Germany and Brazil, alights in the water near a floating aerodrome, the steamship Westfalen, which lies out in the Atlantic, mid-way between Africa and South America.

It has been reported that in order to establish ownership over places which may be as suitable as Peale Island for use as

aerodromes, American naval men have landed and established small settlements of Hawaiians on various small islands southward, as well as westward, of Hawaii.

Sir Murchison Fletcher, K.C.M.G., Governor of Fiji, who has been in England on leave since March, sailed from London for Fiji by the m.v. Port Fairy on July 5. His Excellency arrived in Suva on August 7.

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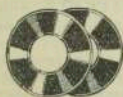
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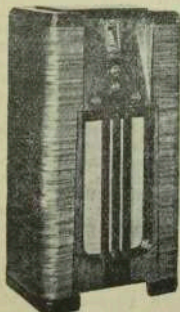


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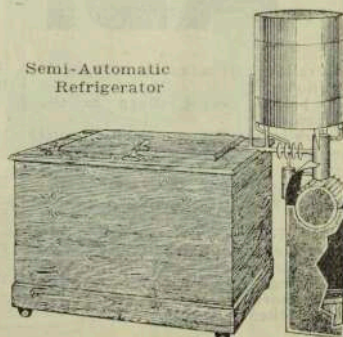
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### Tooya's Mishap in Tuamotus

From Our Own Correspondent.

PAPEETE, July 9.

THE Fr. Oceania inter-island steamer Tooya (597 tons) met with a slight mishap on her last trip through the Tuamotu archipelago, and is at present on the slip at Papeete undergoing repairs.

The damage done, as the result of touching a reef near the island of Takaroa, is not very serious, and is covered by insurance. The Tooya is expected to resume her regular schedule at an early date.

### NATIVE LABOUR IN NEW GUINEA

#### Should Talasea Be Reopened?

THERE are indications that the problem of securing adequate labour for New Guinea enterprises will become acute. The gold industry is growing and developing, and there is an increasing call in that direction for native labour; and, meanwhile, the recovery of the copra industry is creating a further demand for indentured labour.

The areas to which recruiters customarily resort are not producing a sufficient number of additional recruits to meet the demand. The natives generally are becoming more sophisticated and are inclined to raise their price. Recruiting is more difficult and the higher cost, of course, is being passed on to the employers.

A movement is afoot to urge the Administration to re-open the Talasea district (northern New Britain) to recruiters. When the Nakanai murders occurred in 1926, the Talasea district was closed against recruiting. In 1928, when the Administration wanted labour for Lae and the Markham-Wau road, etc., Talasea was opened to recruiting for a month; but before recruiters could get there the Administration had filled its labour requirements and Talasea was closed again. On one occasion, since, Talasea has been opened, to supply labour to Messrs. Carpenter and Co.'s disiccated coconut industry at Pondo.

The argument of those who want Talasea opened up again is that the Administration in nine years has had ample opportunity to pacify the district and that the very large native population there might now be made available for recruiting purposes. It is stated, also, that the natives are quite willing to accept indentures and that considerable numbers of them have actually offered their services.

The closing of part of the Sepik area and the Mount Hagen area to recruiters has also complicated the situation.

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### FIRE AT PAPEETE

From Our Own Correspondent.

PAPEETE, July 9.

A FIRE, which might have had serious consequences but for the complete absence of wind at the time, broke out in the workshops of Messrs. Bambridge Dexter and Co. on the afternoon of June 20. The conflagration started in the kapok ginnery and was due, it is stated, to a spark from the electric motor which operates the plant.

The flames very quickly spread to the adjoining workshops, which contained many valuable units for wood working and automobile repairs; it is feared that much of this machinery will be unfit for further use. Fortunately, on account of the calmness of the day and the fact that there were many volunteers from the local garrison, and marines from the "Zelee," the fire was brought under control before any of the adjoining buildings were involved. Messrs. Bambridge Dexter and Co.'s main premises escaped and also the Banque de l'Indo Chine, which is in close proximity.

Captain Wladyslaw Wagner, in the Polish yacht Javo II, arrived at Suva, Fiji, from Western Samoa on July 12. With a young compatriot, he is making a leisurely cruise of the world.



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## TRAGIC MUDDLING

### Blunders of Big Trading Co. In Early Papua

WHEN the British New Guinea Development Company was first mooted in England in 1910, a certain nobleman criticised the methods that the promoters intended to adopt, and time has proved how wise his views were.

He was of opinion that the company would be ill-advised to hurry out the Bentinck. He pointed out that she might arrive too soon, with the possibility that there would be no building ready for the thousands of tons of cargo that she would carry. As an alternative he advocated that a three-masted sailing ship that was available should be purchased; this vessel could, on arrival at Port Moresby, be covered in, Noah's Ark fashion.

He also pointed out that in his opinion the company were ill-advised to take up options on a number of land areas, extending over many hundreds of miles of coast. A large area under one supreme head could be taken up, thus saving the cost of a dozen scattered managers, and the further cost of maintaining a small fleet of vessels with which to keep up communication. The history of the company during the 25 years that has elapsed has shown the wisdom of everything he advocated.

The Bentinck arrived at Port Moresby on Sunday, June 26, 1910. There was not a building of any kind ready to receive her cargo, and horse lorries were bringing hard-wood piles to be used in building a small store. Space was hired under bungalows, and under the "Pagoda," now known as the Top Hotel.

A temporary store was later made available; its floor was formed of steel rails, and the flooring of the upper storey was provided by opening cases of galvanised iron, and using the timber in place of floorboards. The iron was stacked out in the open; tons of it were stolen, and quantities destroyed by the weather, as it was not even stacked on end. Pilfering of the more portable goods was rife.

When a suitable building was at length available ordinary business methods were conspicuous by their entire absence. Even a cash desk was not thought necessary. The salesmen pocketed all takings and handed them in at intervals.

At one time, when the general manager and his assistant were humping rocks to make an approach to a wharf, onlookers were amused to see a gawky Goarabari native pat the latter on the shoulder and say to him: "My word, Talbudda, you savvy too much."

Meantime, the small vessels that had been provided to keep up communication with the numerous plantations were run without any kind of system. On one occasion the Rambler was sent on a journey of 500 miles with only a small camphorwood box and a letter.

One of the areas that had been purchased, out on the Brown River, had never been seen by anyone representing the company. A good deal of work was done on it, all tools and supplies being carried out by natives. It was then found that the only part of the land fit for growing rubber was along the border of the river. This strip when cleared had to be abandoned because it was nine feet under water in the nor-west season.

In view of the advice given by the nobleman, it is interesting to recall that the Bentinck was eventually sold to a timber company, and a three-master

named the James Craig was taken in part payment. This vessel acted as a storage hulk in Port Moresby for some years, but was sold, and put into commission again after the outbreak of war. The Bentinck was renamed the James Craig, and as far as is known is still in the New Zealand timber trade. With her well-decks and wide hatches, she probably made an ideal little ship for the purpose.—HENRY DEXTER.

### Answer to Correspondent

To G.S.B.—The Editor of this journal does not "loathe politicians"; but, with all his heart and soul, he does hate the system which produces professional politicians and the inevitable result of professionalism in politics—namely, bureaucrats and bureaucracy. There are many admirable men in the seven Australian Parliaments; but how many of them make any real effort to reform the rotten system! Having been elected to Parliament, they are well content to sit around in the pleasant social clubs that are provided for them (Australian Parliaments are noted for their comfort) and leave the actual work of government to "public servants," who actually are responsible to nobody, and who often use their considerable powers very tyrannically. Is it any wonder therefore, that one develops strong feeling concerning all members of Parliament! This writer worked for years as a pressman in various Parliaments—New Zealand, Commonwealth, N.S.W., and House of Commons, particularly—and is well acquainted with the conditions of parliamentary life, and the laziness and uselessness of the great majority of members.

Mr. G. H. Hume, of Melbourne, was elected a director of Nasivi (Fiji) Gold Syndicate, N.L., in July.

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## Black Versus White

### The Results of a Mutual Misunderstanding

Letter to the Editor.

ONE gathers from the letters of "Veri," "Duk Duk," and "Pioneer," in recent issues of the P.I.M., that New Guinea planters are going through a stage familiar to those with knowledge of early colonisation problems.

There has always been friction between black and white in new countries. Two widely-separated stages of civilisation are difficult to co-ordinate; black misunderstands white and vice-versa, and many white settlers expect more intelligence—and more self-control—from natives than they themselves possess. Civilisation is supposed to foster intelligence. It is the white man's part to educate raw natives to his requirements, he cannot reasonably expect skilled labourers and faithful service ready made.

Everybody who has had experience with native labour knows the extreme irritation of managing raw recruits, especially when finances are bad, and one has an attack of malaria. Because they find a new tool (native labour) awkward in their hands many new settlers blame only the tool, forgetting that it takes time to learn to use it. Similarly, because they cannot make their wishes understood, they blame the stupidity of the natives, forgetting again that the natives' difficulty is just as great.

Real superiority does not express itself in stupidity, intolerance and brutality, and the strong hand (as advocated by "Veri" and "Duk Duk") is the counterpart of a weak personality. Oppression and the methods of the slave-trader have never been known to increase the value of a subject race.

Obviously, the settler, whose job is to make as good a living as he can, has little time and inclination to concern himself with the posterity of his native labourers. Before making up his mind to settle in New Guinea, he should realise that

the welfare of the native population is the primary object of the Administration. If such a policy does not appeal to him, he should choose some other country for his activities. If he decides to invest his money and labour in spite of it, he would be wise to mould his own policy in accordance with existing laws, and not feel aggrieved that the Government ideal is not modified to suit his peculiar requirements and his personal ambition.

Among Australian residents in New Guinea, a land that calls for the spirit of adventure, it is inevitable that those men should be most in evidence whose desire for dominance is too often their only qualification for authoritative positions. Some of them have never before had a dog (or a wife) to order about in their own country, and their sudden acquisition of power and authority is too great a burden. They condemn loudly and without mercy the clumsiness and grotesque blunders of natives to whom their ways are as equally distressing.

It is not that they are inhuman; they do not or will not, understand the gap that separates them; or their imagination fails them. The whole question is one of common sense, and it has two sides, the white and native.

Evidently New Guinea is going through a stage that Papua passed through a generation ago. At that time administrative methods for protecting natives called forth much the same discontent and adverse criticism as, expressed by "Veri," "Duk Duk" and "Pioneer." So very reasonably, these outbursts may be taken to be the natural and inevitable concomitants of early colonisation in a primitive country.

The wisdom of Papuan methods in those days is evident to-day in the satisfactory relationship between employers and labourers. Time will remedy the trouble in New Guinea—if they do not make a mess of it first!

I am, etc., OLD OBSERVER.

Samarai, Papua,  
June 20, 1935.

Father Kenny, of the Sacred Heart Mission Hostel, Kensington, N.S.W., left by the July Macdhui on a tour of the Catholic mission stations in Papua.



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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## NEW TRIBES IN N. GUINEA

### Administration's "Tenderness"

By "A RAMU MINER"

THE authorities, in closing the Ramu-Mount Hagen area, following upon the murder of the missionaries, are showing a tenderness for the natives which is not altogether approved by men who know this country.

This country has to be opened up. It is already being penetrated in all directions by prospectors; the gold is there and you cannot keep them out. It is no use displaying too much tenderness towards the natives—if white men are to be safe these natives must be taught to respect white men, and the only thing the natives understand is force.

No primitive natives in this world have ever been brought under control without an exhibition of power—Zulus, Maoris, Red Indians, and so on. In this country, Levein subdued the Buang natives, the Bulolo tribes were thoroughly thrashed, the Germans subdued the natives in Madang and Manus, and the Kukukukus are now taking it in the neck. This Ramu-Mt. Hagen country will not be made safe for white men until history has been repeated.

The Administration must realise that, with aerial freights at 2/6 per lb., it is necessary to buy all available foodstuffs from the local tribes. There are certain terms agreed upon in practice for the purchase of food, and for the payment of carriers. It unfortunately has become a habit of officials to overpay these natives and, immediately this is done, the natives demand a new standard of pay.

Along comes another miner or prospector, and the natives—say about 50 of them—shoulder his packs and off they go, usually accompanied by about 200 of their friends. At the end of the carry the white

man pays the usual rates. Immediately the natives become very ugly—I have seen it myself, several times. The white man does not realise that some foolish official has established a new standard of pay, and the natives do not understand the white man's refusal to pay the higher rate. They cannot speak to each other, and explain, and so the natives hang around the camp until they are shooed away, angry and fermenting.

This is not an infrequent incident, and one is always liable to attack. A common precaution is to keep a primed plug in one's pocket, close to the match box. The thing, of course, is harmless, compared with a Mills bomb, but it kicks up a lot of dust and makes a magnificent noise—quite enough to scare off the natives.

These officials who overpay natives are not being free with their own money. They think it nothing to make a gift of a common axe—but we miners have to pay 10/- freight on that axe.

EDITORIAL NOTE.—Here we have the same old controversy. This Ramu-Mount Hagen area of New Guinea was penetrated by white men for the first time within the last three years, and the very numerous natives are still as they were "in the beginning"—primitive and uncontrolled. The white men naturally want to go in and exploit the country's natural wealth; and they cannot see why they should be prevented. The Administration, on the other hand, is seeking to observe that established international principle which says that a country belongs to the indigenous inhabitants, no matter how primitive they may be. In time, no doubt, this new, rich country in New Guinea will be over-run by Europeans, just as the countries of the Zulus, Red Indians and Maoris were over-run. But, in the meantime, while "peaceful penetration" proceeds, it unquestionably is the duty of the Administration to protect the newly-discovered tribes in every possible way.

The Commonwealth Government is seeking applications for another batch of cadet appointments to the Public Service of New Guinea. About 30 cadets have been appointed since the system was inaugurated in 1925, and the six original appointees are now Assistant District Officers. The system so far has operated very successfully.



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## New Guinea Collection At Australian Museum

THE Australian Museum authorities have made arrangements to increase their collection of objects from New Guinea (which includes Papua), which is already one of the most comprehensive in the world. Under the new scheme the whole of the Fly River districts will be carefully combed for new material, and the present collection considerably increased. When complete the collection in Sydney of New Guinea material will be the finest in existence.

## HOME FOR ISLANDS CHILDREN

SITUATED on the heights of Lane Cove River, Tamarang Hostel has been established to provide a Sydney home for Islands and country children who come to Australia to be educated. Under the care of Mrs. G. Allnutt, children receive the comforts and attention of home life. Miss Elizabeth Allnutt, her assistant, has been trained in child welfare and psychology and undertakes kindergarten tuition for children under six years. Tamarang Hostel is in open surroundings and children there are able to lead healthy, outdoor lives. Mrs. Allnutt suggests that Islands children who are now attending school in Australia should stay at her hostel during the school vacation in September.—\*\*\*

## A PURSER'S "IF"

(With apologies to Rudyard Kipling.)

*If you can keep your head when half  
the Boat Train*

*Lose steamer trunks, and blame the loss  
on you;*

*If you can be mistaken for the Boatswain,  
And not get rattled at that error, too.*

*If you can dance with those not young  
or pretty,*

*Stick at your job for twenty hours on end,  
And help to organise the Sports Commu-  
tee,*

*Yet still count every passenger your  
friend.*

*If you can drink till dawn and not be  
blotto,*

*Avoid the Boat Deck when the moon is  
bright,*

*And never quite forget that little motto  
Which runs: "The passenger is always  
right."*

*If you can keep your temper and your  
books straight,*

*Give sound advice to those who dread  
the Bight,*

*Deal tactfully with Captain, or with  
cook's mate,*

*And answer silly questions day and night.*

*If you can meet the ship's Vamp—and  
resist her,*

*Learn to look on at sports, yet play the  
game,*

*Fall for one girl, though you dislike her  
sister,*

*And treat those two inseparables the  
same.*

*If you can act just like an elder brother  
To hopeful maids who want to learn a  
lot,*

*And steer to leeward of some scheming  
mother*

*Who's marked you plainly as a sitting  
shot.*

*If you can wear a look of deepest sorrow  
When last Good-byes are said to Mel-  
bourne's shore,*

*Then work like blazes—knowing on the  
morrow*

*You must give welcome to two hundred  
more.*

*If you can flirt with dowagers through  
dinner,*

*To doubtful ladies be a bit high-hat,  
Yours is the ship, and every soul that's  
in her,*

*And—which is more—you'll be a Diplo-  
mat.*

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

39

## Faster Service

### Union Co. Asked to Speed Up Tahiti-Frisco Run

From Our Own Correspondent.

PAPEETE, July 9.

THE local "Syndicat d'Initiative" (Tourist Bureau) is making efforts to speed up the steamer service between Tahiti and San Francisco, so that the trip may be made in eight days instead of 10, as at present.

Round-trip passengers now have only a three days' stop-over before the return steamer leaves; but if the Union Steamship Company adopt this suggestion, and thus give their round-trip passengers seven days in Tahiti instead of three only, it is believed that an enormous increase of business would accrue, to the benefit not only of Tahiti but of the steamship company.

It is stated that 70 round-trip passengers will arrive by the next incoming steamer, but constant complaints are heard regarding the shortness of the stay.

A schedule which will permit visitors to leave home in any part of America, spend a week in Tahiti, and return to their business again within a month, will undoubtedly do wonders towards popularising the Union Company's service. If at the same time the passenger fares can be somewhat reduced, so much the better.

## NEW GUINEA CROPS

MR. D. HORE-LACY, a New Guinea planter, who recently arrived in Sydney from Rabaul by the Neptuna, told the "Sydney Morning Herald" that planters in New Guinea had turned to the cultivation of crops, notably cocoa and tobacco, owing to the slump in copra.

Mr. Hore-Lacy said that cocoa beans grown in New Guinea found a ready market in Sydney. Efforts to produce tobacco leaf suitable for cigar and pipe tobacco had also proved successful.

An experimental tobacco crop produced on his plantation at Talasea, 180 miles west of Rabaul, last year, had been followed by the erection of a factory. With additional machinery, which he intended to purchase in Sydney, the output next year would be considerably increased.

## SUGAR-CANE CULTIVATION

AN interesting brochure entitled "Sugar-Cane Cultivation" has been received from Messrs. Ransomes, Sims and Jefferies Ltd., agricultural machinery manufacturers of Ipswich, England. The pamphlet deals with sugar-cane ploughing, discing, subsoiling, furrowing and inter-row cultivation.

Containing many illustrations, it shows the various types of cane ploughs and tractors at work in the great sugar producing countries of the world. The wide range of plantation machinery made by the English firm is portrayed, from the light steel plough operated in Fiji by natives and drawn by two oxen to the huge "Giant" tractor-ploughs used in the West Indies.

Pacific Islands planters interested in the booklet may obtain a free copy on writing to Messrs. Ransomes, Sims and Jefferies.\*\*\*

Mrs. Green, wife of Captain S. G. Green, marine superintendent of Burns, Philp and Co. Ltd. and a member of the council of the Pacific Islands Association, died at her home at Neutral Bay, Sydney, on July 24.

## PHOTOGRAPHY'S LATEST THRILL

Thousands of advanced amateurs have wanted a fine, 35mm 36-exposure film, precision miniature camera, but could not afford expensive models. The answer is Kodak Retina—economical to operate and extremely efficient.

Loaded as easily as a Brownie. Carries all of its controls within finger-tip range. Two knurled knobs facilitate winding and rewinding the film, which is always locked in position. At a turn of the film release knob only enough film for the next exposure can be wound forward, when it again automatically locks. Once set at the first exposure, the succeeding exposures, up to 36, are shown on a dial.

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### "TAHITI CONSCIOUS"

#### New Films and Books Create Interest in America

From Our Own Correspondent.

PAPEETE, July 9.

OWING to the activities of moving picture companies, the publication of several new and popular books on Tahiti, and other factors, Tahiti is now enjoying considerable free publicity in America which it is hoped will result in an increasing number of tourists.

Quite a Tahitian vogue appears to have set in in more than one prominent resort. Tahitian loin cloth materials of dazzling hues and exotic design are all the rage on fashionable beaches. An old resident of Tahiti, Mr. Jasper Moore, recently opened a Tahitian night club in San Francisco, employing the popular manager of the Tahiti Yacht Club, Mr. Alex Sturgeos, to manage it for him.

Tahiti's exotic perfumes, sold under the trade name of "Tiki," are also meeting with an unusually large demand, and the same may be said for woven mats and other native goods characteristic of French Oceania.

### FLY RIVER SEAPLANE

#### Missing for Two Days

THE Short Scion seaplane piloted by Flight-Lieutenant C. A. S. Campbell, with Mr. George Howden on board as mechanic, which left Sydney in July to carry out exploring operations in Western Papua, reached Daru safely, but disappeared when on its way up the Fly River to its intended base at D'Albertis Junction.

The Australian Government immediately sent a Southampton flying boat (which had been surveying in the Gulf of Carpentaria) across to Western Papua to look for the seaplane; and the flying boat located the missing seaplane on July 27 on the Fly River, near Madiri, in tow of the Government launch Vaiala. The launch left Daru on July 26 to search for the seaplane and found it down on the river and helpless owing to engine trouble. The flying boat landed beside the seaplane and subsequently sent out radio messages to say that, while the engine was damaged, all was well otherwise.

It is presumed that the seaplane will be repaired and will carry on with its work of prospecting in Western Papua on behalf of the Oroville Dredging Co. Ltd.

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### TAHITI PREPARES FOR JULY 14 FESTIVAL

From Our Own Correspondent.

PAPEETE, July 8.

PREPARATIONS for the annual celebrations on July 14 of the taking of the Bastille are well under way, and the occasion promises to be one of unusual activity.

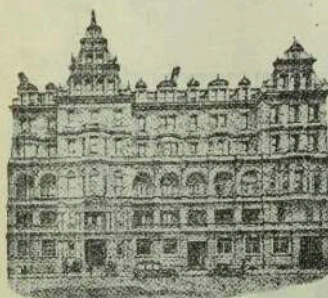
The fete will open officially on the evening of July 13 and continue till midnight on the 22nd. Between those dates both the northbound and southbound steamers will arrive in port with tourists to witness the festival. The s.s. Hauraki and two or three yachts are also expected. In addition there will be H.M.S. Diomedé from New Zealand, and the French war vessel Amiral Charner.

The Pathe Notan cinema company will arrive to film the celebrations by the Makura on July 13.

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## END OF EUROPEAN FRANCHISE IN FIJI

### One Way of Solving Indian Political Problem

THE political problem connected with the rapid growth of the Indian population in Fiji continues to receive attention.

The Fijians cause no trouble; but the Fiji-born descendants of the Indians who were brought out originally to work the sugar plantations cry constantly for a share in the administration of the Colony, on the basis of an electoral roll shared in common with Europeans.

Two or three years ago, the controversy was active. It has died down since, but the Government, having had warning, very wisely has made preparations for the future. The constitution of the Suva and Levuka Municipal Councils has been changed, so that those bodies are to be nominative, instead of being elected. There is a move afoot to alter, similarly, the constitution of the Legislative Council, which now is partly elected and partly nominated.

The issue is quite plain. Do the Euro-

pean residents of Fiji wish to retain the franchise, in which event they will face a growing clamour by the Indians for equal voting-power, and a danger eventually of seeing their Government swamped by the Indians? Or would they prefer to retain their present form of government, but on the nominative system, which would guard them against the risk of being overwhelmed by the Indians?

If the Fiji-British have the vote, they cannot withhold it indefinitely from the Fiji-Indians, who officially rank equally with them as subjects of the British Empire. But if no one has a vote—a common enough condition in small Colonies—there can be no protest from the Indians—none, at least, worthy of official attention.

Under the nominative system, all three classes of the community—Europeans, Fijians and Indians—can be represented in the Legislative Council, just as they are at present.

### Europeans' Protest Against Council Plan

Letter to the Editor.

A GOOD deal of interest and some perturbation has been caused in our Colony by the action of the Administration in proposing that the Legislative Council should be a nominee chamber and not an elective one. The decision was arrived at by a vote of 5 to 3 of the elected members, the nominated members not voting on the matter.

It is openly asserted that some underground engineering has taken place and that the question was sprung upon the Council without any previous notice. The Administration has been publicly charged with being arbitrary, secretive, and intolerant.

However, meetings were convened to protest against the proposed action, and the vote taken was almost unanimously in favour of having the elective system retained. Accordingly, a petition to the Secretary for the Colonies was prepared, protesting against the proposed change. This, it is understood, has been signed by a large majority of the electors, and has been forwarded to headquarters.

The action of those members who voted in favour of the nominee proposal has been adversely commented upon. It is held that before taking it upon themselves to record their votes, the matter, being an important one, it should have been referred to their constituents and their action guided by the views of those whom they represent.

In the meantime, it is learned that the Secretary for the Colonies has decided to extend the life of the present Legislature for a further period of 12 months. This is a morsel of comfort to a large number of the electors, and no doubt will afford an opportunity to have the matter fully debated.

It now remains to be seen what action the elected members who voted in favour of nomination will take. The several meetings of protest held throughout the Colony, and the large number of signatures to the petition, suggest that these gentlemen have forfeited some of the confidence of their constituents. It is

urged that these members should resign their seats and allow the matter to be voted on by the people who sent them to the Council.

It is unthinkable that a community of British subjects should be denied their inalienable right of having a voice in the conduct of their own affairs—especially when they provide the necessary funds for the cost of government. Although our little Colony of Fiji may not be a very important part of the British Empire, nevertheless it is thought that the authorities in Downing Street will decide to retain the elective system, which has proved to be, in a measure, fairly satisfactory and is in accord with the views of the community.

The bogey of a common roll, to include the Indian community, has been exploded, as the Indians themselves now declare they no longer desire a common roll. Besides that, the Legislative Council as now constituted could easily and readily deal with such a claim.

I am, etc.,

RICHARD B. HOWARD.

Navua, Fiji, 20/7/35.

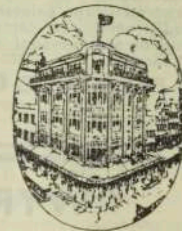
Mr. J. W. Hinks, a director of Tivert Gold Dredging Co., Ltd., arrived in Papua recently and, after a short stay in Port Moresby, flew over to the Bulldog landing ground at Lakekamu to inspect the Tivert G.D. Co.'s leases. He returned to Sydney by the Macdhui on July 17.

Rev. Father Bellwald died, following a brief illness, at Pago Pago Naval Hospital, American Samoa, on July 7. For 36 years he had laboured faithfully in the cause of the Roman Catholic Mission in the Samoan Islands. Born in Luxemburg in 1875, he was sent out to the Catholic station at Pago Pago in 1899. During the six years from 1912 to 1918 he was in charge of the mission at Apia and then returned to Eastern Samoa, where he remained as head of the Catholic church until his death.

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**N.G. Mummies**

**Some Interesting Theories**

**S**INCE the presence of mummies in a New Guinea cave was reported in July by Dr. Atcherley, world-wide interest has been manifested by anthropologists and scientists.

Professor Raymond Firth, of New Zealand, and formerly of the Sydney University, who is now secretary of the Anthropological Society of London, declared that the discovery was very important, because mummies had previously been discovered on Torres Strait islands, showing remarkable similarity to those of Egypt. Details were eagerly awaited regarding the funeral practices of those

responsible for the mummies, because they would shed light on the purpose of preservation, and the ideas of life after death.

It would be very desirable for an experienced anthropologist such as Dr. Reo Fortune, who is at present working on the Ramu Plateau district in New Guinea, to investigate the find with a view to deriving the maximum of value from the evidence, added Dr. Firth.

Commenting upon Professor Firth's statement, Rev. G. F. Cox, a well-known Sydney writer on scientific subjects, said that from correspondence he had had with Dr. Atcherley it appeared that the remains did not show the finish of Egyptian mummies, being devoid of any elaborate cartouch or trimmings, but there was *prima facie* evidence of some rudimentary form of mummification.

Interviewed in Sydney, where he is spending his furlough, Dr. C. Mervyn Deland, of the N.G. Public Health Dept., said that the mummies had been found in a limestone cave at a great height above sea-level; they were preserved artificially and, as far as is known, were not calcified. They were in such a state of preservation that one of them, on being brought down into a warm, humid climate, was attacked by ants, and special measures were taken for its safeguard.

The mummies were found in a sitting position, he continued, and to an untrained observer they were strangely suggestive of a relationship with Inca or other South American remains. In the hands of experts, this apparent relationship might be the means of opening up what was at present merely a conjectural chapter of Pacific Islands history.

It might confirm the idea, he concluded, that Polynesia and certain of the South American civilisations might have had a common ancestry in a race originating somewhere in the equatorial regions of Asia and Africa, and that a branch may have been left in the interior of New Guinea.

**Tahiti Radio Club**

*From Our Own Correspondent.*

PAPEETE, July 7.

**T**HE Tahiti Radio Club, which was inaugurated in January, 1934, but not officially sanctioned until some months later, is making considerable progress and now contains over 70 members. Monsieur Maurice Wanague, who is in charge of the Government long-distance wireless station, is president of the organisation.

The apparatus used by the club members is an American one, known as the "Collins," and operates on short-wave, 7,125 kilocycles. At present only local broadcasting is permitted and the programmes are limited to two per week: French music on Tuesday, and Tahitian music on Friday.

As soon as the restrictions on long-distance communications are removed, and the necessary hook-ups arranged, the club expects to keep its members informed on the state of the copra and shell markets and other business information, meteorological and shipping intelligence, etc. It is very likely that the club will shortly issue a daily sheet of overseas news.

Rev. C. Bancarel, Marist missionary, of Vao, Malekula, New Hebrides, arrived in Sydney by the Laperouse on July 27. Early in August, he was spending a holiday at Villa Maria Rest Home, Hunter's Hill.

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THE PACIFIC ISLANDS MONTHLY

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## PEACEFUL LIFE IN THE SOUTH SEAS

### A Question of Individual Responsibility

LIVING in various pleasant but isolated places in the South Seas are men of birth, education, and culture, who have left the busier countries in disgust, and settled down to a simple life in the sunshine, far from the worries of a restless and often turbulent world.

The position and outlook of these men sometimes are criticised. It has been said of them that they are "deserters"; but the expatriates reply fiercely that they surely are free to withdraw from the world of affairs if it is not to their liking—they are not responsible for the modern conditions which make life in Europe and America intolerable for so many of them.

Discussing this subject in a personal letter, a friend in America says: "The expatriates hold that what we call our 'civilisation' is a farce, that society is rotten, and so on—with all of which I heartily agree. But I think that there is this to be said. We ourselves have made this 'civilisation'; we ourselves are this society. Thus upon each one of us lies an individual responsibility in respect of it. If we flee it all, are we not somewhat derelict to that responsibility? I think we are. Moreover, I think that an additional share of responsibility rests upon men of the outstanding ability of some of the fellows we meet in the South Seas and who, instead of cavilling at the world, might be able to do a great deal towards restoring it to sanity and decency."

It is reminiscent of the harsh views of old Covenanters, this doctrine of individual responsibility. Modern opinion rejects it; and so it is charged against modern society by some philosophers that the world is drifting steadily towards those conditions of luxury, indifference and sloth which destroyed many great civilisations long before the Christian era.

One supposes it all boils down to the question of whether, having been born into a world which we did not choose, under conditions in which we had no voice, we are free to arrange our lives as we wish. The circumstances of life in "highly civilised" communities—the crash and clatter of modern transport, the ghastly mockery of the thing we call democracy, the ruthlessness and cruelty of "big business," the sickening hypocrisy of "social uplift"—become an intolerable horror to sensitive and imaginative people; and, whenever they can, they seek quiet and isolated places, where life at least is simpler and cleaner.

Have we the right to say to such people that they should abandon their deliberately chosen retreats, and return to the busier world, and apply themselves to the utterly hopeless task of trying to make humanity a little less inhuman?—R.W.R.

Monsieur Fernand Legras, editor of *Le Bulletin du Commerce*, a leading newspaper of New Caledonia, paid a short visit to Australia in July. He took the opportunity while in Sydney of renewing old Islands acquaintances and seeking material for articles for his journal. M. Legras' last visit to the Commonwealth was during the Great War, when he passed through Sydney en route to France with the New Caledonian contingent.

### Fiji's Domestic Rice Production

THE statement in the *Pacific Islands Monthly* of June that Fiji has, now so large an acreage under rice crops that it is almost independent of imported rice is challenged by a Suva resident, Mr. James McIntyre.

Mr. McIntyre says that he is doubtful whether there is anything like 10,000 acres under rice in Fiji and he adds that it is still necessary to import much rice—mostly from Rangoon.

The Government rice mill has been closed but there are several small mills in operation, notably those operated by Messrs. McGowan, Bull Bros., Williams, Burns, Philp and Co., and others.

It is a pity, remarks Mr. McIntyre, that correspondents do not verify their statements prior to publication.

Dr. G. M. Rodger, of the Malayta Co. Ltd., of Sydney, returned to Australia from the Solomon Islands by the Malaita in July. He spent several months in the group visiting the company's estates at Cape Marsh and Malaita.

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### TORRES STRAIT NEWS

From Our Own Correspondent.

THURSDAY IS., July 20.

MR. W. CARPENTER and Mrs. Cleveland, Senior, have been married in Townsville. They are expected to return here soon for a short stay on the island prior to their journey to England.

Mr. and Mrs. E. K. Thorpe have returned to Thursday Is., after their recent marriage in Brisbane.

Mr. and Mrs. Rowan were the guests of Mr. and Mrs. A. T. Sullivan early in July. They have now returned to the Lockhart River Mission.

Rev. Canon Morris, principal of C.E. Grammar School, East Brisbane, and Mr. Wade, one of the masters, have been visiting Rev. Schomberg, at St. Paul's Mission, Moa Island.

Mr. T. Prior, of the Court House, has left T.I. on transfer to Palm Island, near Townsville.

Rev. and Mrs. Nicholls, of Cooktown, left by the Wandana for Queensland on July 15. Mrs. and Miss Brake also returned by the same vessel.

Mr. George Roberts and his wife and son were rescued recently by Messrs. Everett and Hamilton Smith, of the Booby Island Lighthouse staff.

Their launch, Pacific, was sinking five miles from Booby Island, when the lightkeepers rowed out to them in a small boat. Subsequently the trio were brought to T.I. by the Commonwealth Government launch, Calopus.

Mrs. Loutit arrived recently to reside with her son, who is manager of the local branch of the National Bank of Australasia.

The Anglican Synod of the diocese of Carpentaria gathered early in July, and its session lasted two days, under the presidency of the Bishop. An outing to Wai-weer Island for the Synod members and friends was organised by Mr. Sullivan, the diocesan treasurer. A social evening was given by the ladies of the parish in the Cathedral Hall in honour of the representatives from distant portions of the diocese.

Dr. C. C. Simpson, chairman of the Pacific Islands Association, returned to Sydney from a business visit to Papua by the Macdhui on July 17.

### LEARNING ANCIENT MAORI CRAFT

#### Two Rarotongans Train as Carvers at Rotorua, N.Z.

TWO young Rarotongans, members of the Cook Islands party which visited New Zealand for the Waitangi celebrations last year, are making fine progress at the Maori Crafts School at Rotorua, New Zealand. Mr. Hamilton, the director, speaks of their work in the highest terms.

They will remain at Rotorua until they become proficient carvers, and will then return to the Cook Group. The object of their tuition is to enable them to be competent enough to erect and carve a meeting house at Rarotonga for Makea-nui Ariki Tinirau. As leader of the Cook Islands party to New Zealand, Makea Tinirau visited several *whare whakairo* (carved meeting houses) in different parts of the Dominion, and was much impressed with their design.

The proposed house at Rarotonga will be on the lines of the *whare whakairo* at Aotearoa and will embody many of the native Rarotongan designs.

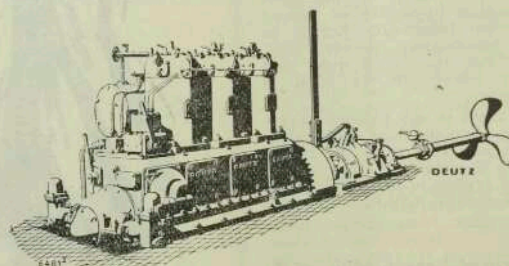
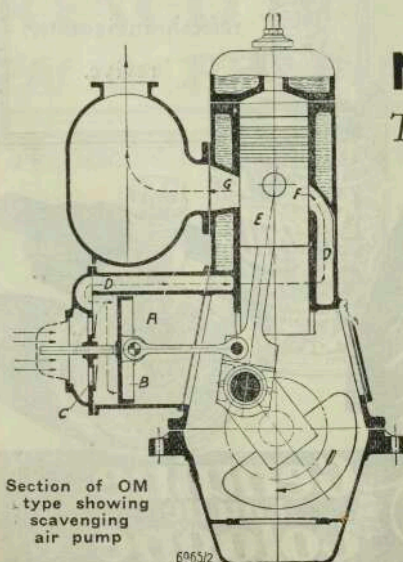
Mr. Eric Ramsden, a well-known Sydney writer on Polynesian topics, returned to Australia recently after a visit to Tahiti, where he gathered much interesting literary material. Messrs. Putnam and Sons, London publishers, have requested Mr. Ramsden to give them an option over his forthcoming book on French Oceania.

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## A QUEER FELLOW

By HENRY DEXTER

THE Pacific has no monopoly of queer characters; but in the course of my 25 years there I met quite a few, and none of them was more difficult to understand than D.

He was a cattleman on Giligili Plantation, which is the property of the Commonwealth Copra Company (Lever's). Occasionally, one meets a man who is by temperament unfit to have charge of natives. D was an outstanding instance of this. If a native looked at him, it was wrong; if he did not, it was equally wrong.

D. used to come down to my store on Sunday afternoons. He was a well-read man, and had an excellent memory. He had been convicted twice of assaults on natives. In Papua, a third conviction bars a man from working indentured labor.

According to the views expressed by D, the natives had no rights at all. They should be rounded up and sent to work, whether they wished it or not. That D really did believe his ideas were justified, I have not the shadow of a doubt.

I had no objection to D. expressing these views, as often as he pleased, but I frequently protested at the language used by him when doing so. A few ordinary swear words were too common to be noticed, but D's language was filthy. The same unpleasant word was used over and over again, and three hours of it on end was a bit wearing.

My first protests were mild. These failing, I made them a bit stronger; but they met the same fate.

One day, the "Nusa" was alongside loading cattle. The wife of the skipper came up to the store. D. sat down and talked to her for an hour. His language would have been acceptable to any company.

The next day he was coming up the steps, when he turned and spoke to a native in his usual language. Perhaps I was not quite normal that day. Anyway, I made a vigorous protest. D. stood calmly listening while I did so, and then replied: "And when were you ordained?"

He turned and walked away, and from that day he never again visited the store. A little later, he lost his job on Giligili, and, as there was no similar work in the district, he went out prospecting. The inevitable happened; he assaulted his boys, and they ran away and complained to the Resident Magistrate. D. was convicted, and fined. This, of course, prevented his working any but casual boys; and no native is likely to work long for such a man when he can drop tools at any moment that he chooses.

Again, the inevitable happened; and D. found himself without labor. He took the attitude that the Government, by not allowing him to sign on boys, had taken away his living.

Going in to Samarai, he asked two men to whom he owed money to summon him in the Small Debts Court, his idea being to gain publicity for the airing of his grievances. Both of the men refused to take proceedings. He next went to the office of the Resident Magistrate, and asked him what would happen if he put his foot through the window. The R.M. told him that he would be sentenced to imprisonment.

D. promptly smashed the window. He was sent to Port Moresby to serve his sentence. Here he decided on a hunger strike—day after day he refused to touch his food. On the fifth day, the M.O. reported that D's life would shortly be in

danger. A quorum of the Council was got together, and a short Act was passed, which immediately became law.

D. was taken down to a ship that was leaving for South. He saw that there was nothing to be gained by holding out any longer, so he sat down and had his first meal for six days.

It is interesting to note that D. was honourable in money matters. After he had arrived South, a sum sufficient to pay all his debts in Papua was forwarded by him.

D. was a non-smoker, and I never saw him touch anything but teetotal drinks. He told me that he did at one time drink stronger stuff, but he "had made a fool of himself."

Rev. H. Boileau (Noumea), Rev. J. B. Chavreuil (La Conception), Rev. E. Bresson (St. Louis), and Rev. J. Hulbert (Kone), Marist missionaries of New Caledonia, arrived in Sydney on furlough by the July Laperouse.

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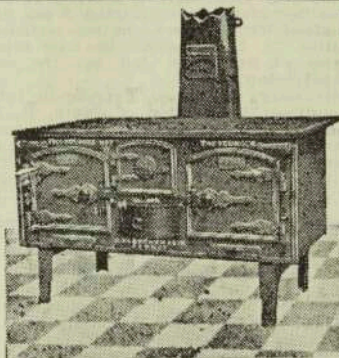
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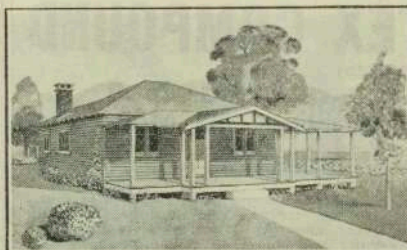
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## RESCUED BY "BULLY" HAYES

### A Long-forgotten Story of Suvarrow Island

THERE have been many tales of Suvarrow.

One of these was given wide publicity by Richards and Gurr in their book, "White Man, Brown Woman." This is the story of the diary of George Randolph, concerning a search for hidden treasure. The diary, they stated, was in the possession of Mr. Charles Ward, of Rarotonga. But reference to Mr. Ward proved that not only did he not possess such a diary, but he had never even heard of it. And further researches in likely quarters have failed to reveal any knowledge of it.

Here, however, is a tale that is at least attested by the sworn declaration of one of its chief protagonists, Captain H. B. Sterndale. In the *Monthly Review* (N.Z.) of the year 1890, there is a series of articles by Sterndale, reprinted from the *Auckland Weekly News*. In these articles, entitled "A Lone Land," he tells some stories of Suvarrow, but not the one related below.

His story, written at Papeete in 1868, is entitled "Declaration of Capt. H. B. Sterndale, Superintendent of Suvarrows Islands, with respect to the settlement and abandonment of said place." It is a story, if it is true, that is as strange as any fiction, and it has a special interest in

that it represents "Bully" Hayes, for once, at least, in the guise of benefactor and friend. One cannot do better than tell it in the words of Sterndale and Hayes themselves.

The former's declaration is as follows:

On the 18th August, 1867, I sailed from Melbourne on board the schooner *Traveller* (John Tyack, master) of that port, the property of the Pacific Island Trading Company Limited.

The duties for which I was engaged in this adventure were the surveying and reporting upon certain islands of which the said company had obtained leases from the British Crown, and also to form upon one of them a settlement and depot of trade and to procure pearl shell, beche-de-mer, or whatsoever merchandise these islands produced.

The gentleman by whom I had been retained for this service, Mr. John Lavington Evans, the original lessee of the said islands, accompanied us as Superintendent of the company's operations in the Pacific.

We departed from Melbourne with two vessels sailing in company. They had been specially purchased and fitted out for this expedition; they were filled to the deck with valuable cargo consisting of every description of goods suitable for the Island trade, a great quantity of provision, and building materials. We had also submarine armour and apparatus for the manufacture of fresh water. We carried a surgeon. Exclusive of the officers of the ships our party consisted of four, the Chief Superintendent, his assistant, the surgeon, and myself. We were all shareholders in the venture, but my own interest being small in comparison to those of the others. I took no share in their councils, being satisfied to execute the orders of the company's superintendent, having perfect confidence in his experience and ability to conduct the expedition to a successful issue.

Immediately on arriving at the Harvey Group (Cook Islands) the smaller of our two vessels was wrecked upon the reef of Rarotonga. This was a great misfortune, and seriously jeopardised the success of our operations in the South Sea.

In the Harvey Group we shipped a number of natives to be employed in the collection of beche-de-mer, and proceeded to Suvarrows Islands, where we arrived on the 16th of October, and took possession. On this place we found three persons, a half-breed boy (native of Mangai), a native of Manihiki, and an Indian Lascar. They were doing nothing, having no boats and little water or food—had we not arrived they must have starved to death.

On the 4th of November, 1867 the "Traveller" departed, leaving me on the island with eighteen men, two women, and three children. They were all natives of the neighboring groups (with the exception of the Lascar and a New Guinea man); none were British subjects save myself.

Upon my landing were delivered to me a stock of provisions sufficient for four months, according to the dietary scale of Maldon Island, with a copy of which I was furnished, and instructed in accordance with it to regulate the rations of my men.

The Islands are without water, but I had a condensing apparatus. I was in-

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THE PACIFIC ISLANDS MONTHLY

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structed to survey and make a chart of these islands, to build upon one of them a settlement of substantial houses, and to collect beche-de-mer until the re-arrival of the "Traveller" or other vessel belonging to the Pacific Island Trading Co., which was to visit us in four months, or five at the latest (consequently I was, after the departure of the vessel, very careful and saving of my provisions).

I remained in perfectly good faith, having every confidence in the honour of my employers, never for a moment doubting their intention to return for us at the promised time.

These Islands produce nothing on which man can live except fish only (which cannot be taken in all weathers). Coconuts there were none, as there are upon the whole group, but about fifty bearing trees, of which the produce was insufficient for three days subsistence for my company. It was impossible for us to leave the islands with the remotest chance of reaching any land where we might obtain food or help. As Suwarrows Islands are far away from all others, Manihiki being the nearest, 400 miles distant and moreover dead to windward. . . . I had no boat that could live in a sea; those which I had being old, rotten, and leaky, unprovided with sails or gear. Neither, if their timbers could have held together, had I any canvas, twine, pitch, tar, putty, copper nails, or other material to rig up and repair them. I had no chart or even a compass, quadrant, or Epl tome.

These could have been supplied to me as on board the "Traveller" were, in addition to her own, the timekeepers and all other instruments belonging to the vessel which we had lost at Rarotonga. She had also large and good boats. These things were not supplied to me on the grounds that I should "never require them," and they would sell them for a high price at the Navigators Islands. For the same reason I was left with so scanty a provision, as it was anticipated that the flour, biscuit, beef, etc., would sell well at that place, and I was desired to "set my mind at rest as I would be relieved without fail long before my stock would be exhausted."

I had no misgivings of this nature. I desired to see the company's goods dis-

posed of to the best advantage. I had come down to these waters to do the company's work, not to question the sagacity or interfere with the plans of the company's manager. I was on the best terms with him and his companions, and I believe had won their good opinion and respect. I parted from them on that savage shore with regret—but no suspicion crossed my mind that it was not intended that I should ever see them again!

I fulfilled my instructions to the letter. I surveyed and mapped the group, and thoroughly prospected it. I built a settlement and procured a larger quantity of pearl shell and beche-de-mer than it was anticipated I could have done within the time.

By the middle of the month of March (1868) the provisions were exhausted. I had, by judiciously curtailing the men's allowance, caused them to last a month longer than they would otherwise have done. I endeavoured to keep up the spirits of the men by assuring them that we would soon be well supplied again, and I divided amongst them my own stock of food on the principle that when starved we would all starve alike.

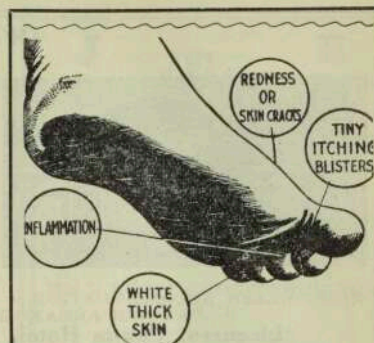
All our chances of life were very precarious, but my own was the worst of all. I had scurvy very severely, which became rapidly aggravated by insufficient and unwholesome food. . . .

I became a sort of living skeleton. Any attempt to stand upon my feet was followed by immediate and total insensibility. I was obliged to lie still in a horizontal position. . . . This was my condition from early March until my arrival on June 1 on the Island of Tahiti.

As weeks passed without any sign of the vessel's appearance, the prospect of death began to stare us daily more visibly in the face. No vessels ever go to Suwarrows Islands unless specially sent there. White men have lived on it before me for as long as two years without seeing a vessel.

On April 17, 1868, arrived at Suwarrows Captain W. H. Hayes, of the brig Rona, having on board 109 natives of Savage

(Continued on page 49)



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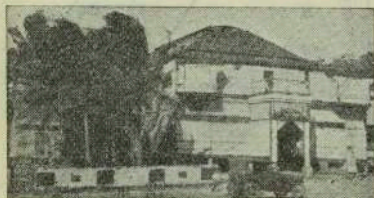
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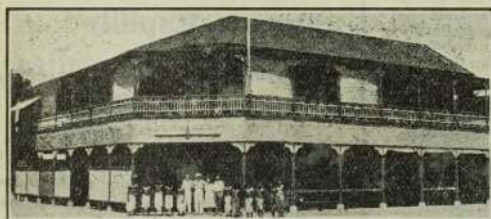
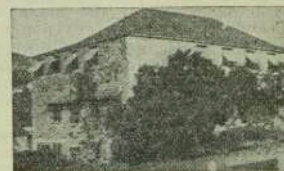
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THE PACIFIC ISLANDS MONTHLY

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Island, and Captain Geoffery Strickland, the father of the young half-breed whom I had found on Suwarrows Islands on my arrival in October of the previous year. Captain Hayes was on his way to Manihiki, en route for Tahiti. To the care and kindness of this gentleman I am indebted for the preservation of my life and that of the people under my charge.

At the time of his arrival I was in a state of great exhaustion, not expecting to survive more than a few days longer, having discontinued the writing of my journal, being no longer able to write legibly.

I was unwilling, nevertheless, to abandon the settlement, desiring to send away the most helpless of my people and to remain with such as were willing to remain with me.

Nevertheless, Captain Hayes, in spite of the crowded state of his vessel and his scarcity of provisions (he having been blown away from Savage Island in a hurricane before having time to complete his sea stock) insisted on taking us all on board, declaring "that he did not consider himself justified in leaving us there," especially myself, who appeared to be at the point of death. As far as my men were concerned they could not have existed long, as it is well known that even the savages of the Islands of the Pacific cannot live upon fish alone for any length of time without coconut or other vegetables. Such a regimen invariably produces diarrhoea, and exhaustion, and death is the result.

Consequently, on April 23, 1868, I abandoned the settlement, Captain Hayes and his crew being of opinion that I could not live to reach any civilised place.

On May 4, I landed at Alliconga, or Reirsons Island, where I proposed to remain until the re-arrival of Capt. Hayes from Savage Island, to which place he was obliged to return before proceeding to Tahiti.

On Reirsons Island are no white inhabitants, but I was treated with the greatest kindness by the natives, and by Capt. Geoffery Strickland, who also remained there.

A few days after the departure of the Rona there arrived at Reirsons Island the Moorea schooner, Capt. Waterman, of Tahiti (belonging to the firm of A. W. Hort). This gentleman offered me a passage to Tahiti where I arrived on June 1. By the owners of the vessel in which I was brought to this place and by the other merchants of Papeete I was received with much sympathy.

After three weeks treatment in the Military Hospital I am now able to walk about. Whether I shall eventually recover my strength or whether I may not yet lose one of my limbs is a question as yet uncertain.

From facts which have since come to my knowledge I am now made aware that on his departure from Suwarrows Islands in November last it was not intended by Mr. Evans to return to take us off those Islands or to bring us supplies.

In the first place, on arriving at Samoa he put up the vessel and cargo for sale, and having disposed of them departed for Sydney without taking any steps to have us visited or our condition enquired into on Suwarrows Islands.

He endeavoured while there to conceal the fact that he had left a British subject on those Islands. When questioned he made a written declaration before the British Consul of Samoa that he had supplied to us more than twelve months' provisions, stating minutely the items, also that he had furnished me with a large boat of tonnage sufficient for the conveyance of myself and my whole company to

Samoa or elsewhere, with navigation instruments and every necessary for such a voyage.

Thus were my chances of help from Samoa (which was the nearest civilised place to me) entirely cut off, had it not been for the fact that the consul's faith in Mr. Evans' declaration was considerably shaken by the assurances of such of the officers and crew of Mr. Evans' vessel as remained in Samoa, the chief officer showing his delivery book in proof that the stores landed to me on Suwarrows Islands were insufficient for five months.

In consequence of this, the Consul and missionary of Samoa wrote to Capt. Hayes, of the Rona, requesting him to endeavour to help us. Had it not been for their kind forethought in this respect, and for the promptitude in acceding to their wishes of Capt. Hayes, who at great risk and loss of time to himself removed us from Suwarrows Islands, we must inevitably have miserably perished.

I have now sufficient proof that Mr. Evans and his companions, before they left the South Sea, were of opinion that I would not be able to obtain from Suwarrows Islands sufficient cargo to pay for sending a vessel to take us away from it. By his letters to residents of Tahiti and Rarotonga during the time that he remained in the Islands, and by another to Mr. Brander, of Tahiti, written from Sydney, bearing date May 18, 1868, it is



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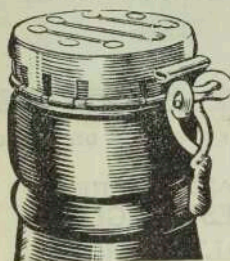
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evident that he never did intend to return or to send anyone else in his place to those Islands upon which he had abandoned us. Up to the period upon which our provisions became exhausted I had procured upon the Islands seven tons of beche-de-mer and four tons of pearl shell. . . .

Captain Hayes' vessel being already full almost to the deck with material from the wreck of the John Williams at Savage Island, on his arrival at Suwarrows, he was unwilling to take on board any such cargo as that which I had collected; but, upon representing to him my determination to remain upon those Islands unless he would consent to buy what I had, he made me an offer for the lot (comprising beche-de-mer, pearl shell, three old boats, some iron pots, water tanks, broken lumber, galvanised iron, and a still) of \$55 dollars, which, considering the unsaleable character of such articles in this port (Tahiti) (the only place to which he was going where he would have any chance to dispose of them), was extremely liberal. Had he chosen to take them for nothing and put us all on shore at the next land which he made, where we would be able to procure food, it would have been obviously my duty in consideration of the lives of my men to let him have them, but he declined to accept of them on such terms, proposing on the contrary to take them at a fair valuation or to leave them behind

and take us away for nothing.

There follows Sterndale's story a brief statement by Hayes endorsing it so far as his own connection with it was concerned:

"I have read through the above declaration, and subscribe to that portion of it which commences with my arrival at Suwarrows Islands on the 17th of March last. The statement of Capt. Sterndale of the condition of himself and his company in that place, the manner in which he abandoned the Islands, and the disposal of his effects is in every particular correct.—W. H. Hayes."

Whether Sterndale's declaration had any result in bringing Evans to account for his inhuman behaviour, inquiry has not revealed. Sterndale himself is described by W. E. Gudgeon, who was responsible for the printing of the articles in the *Monthly Review*, as "one of the most gifted writers who has ever set foot in this colony. Probably his best-known work is that on the Trade and Resources of the South Seas, published in the Appendix to the journals of the N.Z. House of Representatives in 1874." It is evident from "A Lone Land," says Gudgeon, that Sterndale must have "passed most of his life among the wildest scenes and characters of the Pacific, and the least-known parts of the American continent, consorting with all the lawless or eccentric characters who found safe asylum in these little-known resorts of criminal humanity."

—J.L.

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## "BAG-SNATCHER" AT APIA

From Our Own Correspondent.

APIA, July 15.

**D**URING the visit of the Union Co.'s tourist vessel Monowai, the first case of "bag-snatching" occurred in Samoa. A lady tourist walking on Apia beach and carrying a handbag containing some papers and money, had her handbag suddenly torn from her hands by a Samoan urchin, who afterwards fled at full speed.

The police department was informed, and is trying to locate a suspect. Crimes of this kind are extremely rare in Samoa.

## Busy Apia Harbour

From Our Own Correspondent.

APIA, July 16.

**O**N Monday, July 15, Apia harbour showed quite an animated scene of activity.

The giant Monowai was at anchor alongside the cargo steamer Noumea, of the Flood Line, under the flag of Panama, loading 1000 tons of copra. Then the m.v. John Williams, of the London Missionary Society, arrived on one of her usual cruises through the Islands. Burns, Philp and Co.'s schooner Makoa also arrived from the French Wallis Islands with a load of copra for transshipment to France.

The 35 foot yawl Cimba was in port from Pago Pago, with Captain Taggart and another American on board. Captain Taggart, an interesting type of globetrotter, is at home alike in Alaska as a gold prospector, on a whaling ship, or as a pearl diver in the Marquesas.

Mr. S. O. Irvine, managing director of Messrs. Parsons Bros. and Co. Pty. Ltd., Sydney, died in Sydney on July 8. His son, Mr. D. G. Irvine, is manager of Gili Gili estate, Samarai, Papua.



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## HOUSE OF THE HOLY QUIET

### How Australian Padres Founded New Missionary Order at Goulburn, N.S.W.

AT present undergoing training in tropical hygiene and mission educational methods in Sydney are two young men of a new religious Order—the House of the Holy Quiet, a branch of the Community of the Ascension at Goulburn, New South Wales.

Shortly they will leave for Wasita, a little known centre in New Guinea, to commence their Christian labours among 30,000 natives. Financed by the Australian Board of Missions, they will erect a school, hospital and church at Wasita and the Order plans to send at least one additional missionary to the territory every year.

The story of the establishment of this new missionary Order is interesting.

Crouched in a mud-filled trench on the Western Front in 1918, four Australian padres made a vow that, should they survive the war, they would test their souls and bodies as novitiates in the house of a religious community of their faith. Fate was kind and they saw the war through unharmed.

About the time when the Powers' representatives were drawing up their chairs in the cool chambers of that great white Versailles Palace, on the outskirts of Paris, to squabble over the spoils of war, the padres

joined the Community of the Resurrection at Mirfield, England. For two years they lived a frugal, religious life, tilling the soil and seeking repose in the quiet rustic peace of Huddersfield.

Returning to Australia, they determined to found a community here. On a rising hillock near Goulburn, they discovered a ruined mansion and in the stable of the old colonial manor that had once been a bishop's palace, they established the Community of the Ascension.

In delightful surroundings, the members of the Community live tranquilly, under the leadership of Father Benson, who before the war was an Anglican missionary in New Guinea. They have renounced the world and taken monastic vows of poverty, chastity and obedience.

Twelve of the Community and six novitiates comprise the missionary Order of the House of the Holy Quiet. Garbed in monkish gowns, they fend for themselves, doing their own domestic services and farming the 40 acres which surround their house. It is from the ranks of these novitiates that the Community of the Ascension will choose each year a missionary to journey to the Mandated Territory to spread the tidings of Christ among the primitive New Guinea people.

Dr. T. F. Kelly arrived in Melbourne in July from the Santa Cruz group, Solomon Islands, by the Japanese steamer *Belgium Maru*. For over three years he has been medical officer to the Vanikoro Kauri Timber Co., Ltd., at Vanikoro Island, Santa Cruz, and will now spend extended furlough in Australia. Before returning to the Solomons, Dr. Kelly will undergo a special course of training at the School of Tropical Health and Medicine at Sydney University.

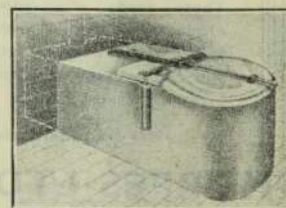
### Three Norwegians in a Boat

THE small cutter *Ho Ho*, manned by three Norwegians (Messrs. T. Ostmoen, B. Bryhn, and T. Schyberg) sailed from Sydney on a cruise of the Central Pacific on July 21.

Calling first at Suva, Fiji, they will go on to the Tongan Islands and, later, to Tahiti. It is then proposed to set a course for Cape Horn, and then Norway. They hope to reach their homeland by the end of 1936.

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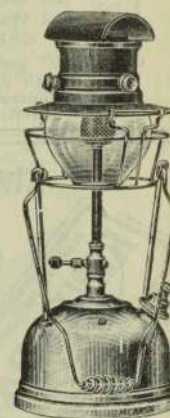
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New Prospecting Co.  
For Papua

A NEW company to operate in Central Papua and, later on, in the eastern section of Dutch New Guinea, the Moroka Dredging and Exploration Co. Ltd., was introduced to the market in London, Sydney, Melbourne, and Adelaide in July. It is seeking about £50,000 to carry out a preliminary investigation of gold-bearing areas on the St. Joseph River, which flows into the Gulf of Papua just to westward of Yule Island. It is expected that much of the capital will be subscribed in London.

The preliminary syndicate, which gathered the first necessary data and obtained promises of concessions from the Papuan Government included Captain A. J. Kenrick, well-known mining engineer, Dr. A. E. M. Moir, and Messrs. Couch, Armitage, Loomes, Carter, T. M. Foster, G. M. Reid, and L. M. Turner.

The new company intends to apply for and take up, under a prospecting license issued by the Papuan Government, a reservation with mineral rights over 5000 square miles, represented by a strip of country extending from the St. Joseph River, near Yule Island, along behind Port Moresby (including the Yodda), to Cape Nelson. Operations are to be commenced in the St. Joseph River basin,

where Captain Kenrick has reported the presence of good gold. A small power plant will do the initial testing; to be followed, if justified, by bucket and suction dredges.

The directors of the new company are Sir Reginald Holland, London (chairman of the Consolidated and Investment Trust) who has important Dutch connections; Professor J. G. Lawn, London (managing director, New Consolidated Goldfields Ltd.); Sir William Robinson, Melbourne; Captain Kenrick, Dr. A. E. M. Moir, Messrs. J. H. Couch and T. F. Trembath. It is understood that the company can obtain the reservation desired as soon as £30,000 is deposited with the Government in Port Moresby, to be spent in developmental operations. The company is offering 11,000 £5 shares to the public, and 5000 fully paid £5 shares are to go to the Moroka Alluvial Gold Syndicate, for all its rights and data.

## UNIQUE VESSEL

Chien She is World's Largest  
Suction Dredger

A NEW twin-screw suction dredger, the Chien She, built for the Whangpoo Conservancy Board of Shanghai Harbour, was launched recently in Danzig. Constructed for work on the "Fairy Flats," which are 25 miles from the mouth of the Yangtse-kiang, she is, consequently, similar in most respects to a seafaring vessel.

The Chien She, the largest vessel of her type in the world, has been delivered to her owners and is now at work. While the vessel is under way, a trunk-shaped sucker, located amidships, is lowered until it touches the sea-bottom. Mud thrown up by the sucker is then drawn through the trunk by means of a large centrifugal pump, located in the fore-castle, and is transferred into the hold, which has a capacity of 34,500 cubic feet.

When the hold is filled, the vessel puts to sea and dumps her cargo by means of 20 two-winger flaps built into the bottom of the hold, or by utilising the same pumps used to load her. Working in this way, the dredger can transport 215,000 cubic feet of mud per 10-hour day.

According to the Vacuum Oil Co., the Chien She is propelled by two triple-expansion steam engines and the dredger pump by another engine of the same type. These develop a total of 5,000 h.p. The hull of the ship measures 373 ft. long, 60 ft. wide, and has a depth of 26½ ft.

When the ship was launched a great number of fire-crackers were set off by the Chinese in an effort to rid it of any evil spirits which might be lurking therein.

The Chien She is lubricated throughout by Gargoyle marine oils.

Mr. Benjamin Ryder, a long resident of Fiji, died at Suva on July 17, aged 67. After being employed for many years by the Colonial Sugar Refining Company's branch as Nausori, he joined the Fiji Public Works Department at Walu Bay, and remained in the service until he retired a short time ago.

Mr. J. A. Todd, of the Australian National Research Council, departed for New Guinea by the Macdhu in July. He will continue his anthropological work at Lindenhafen, on the southern coast of New Britain.

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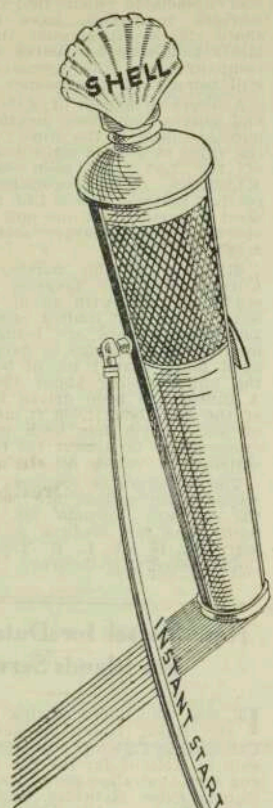


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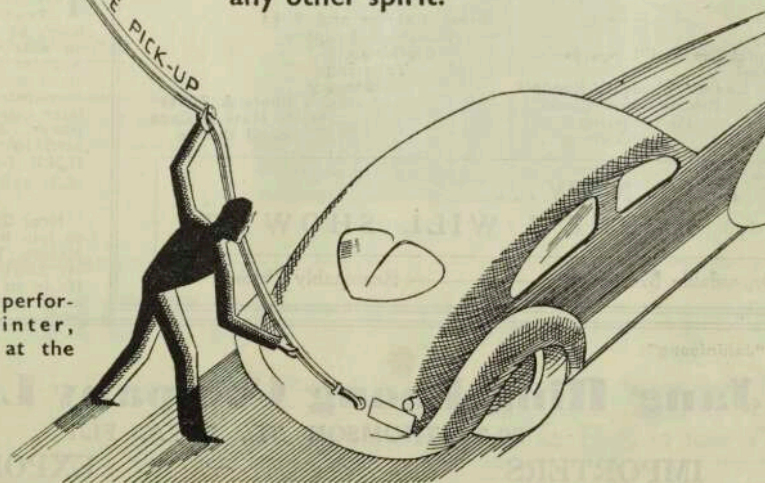




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For summer performance in winter, always fill at the Shell pump.



S16

**MAXIMUM POWER AND MILEAGE**



Mr. F. O. Cutler, of Messrs. Cutler and Pratt Ltd., owners of Tobera plantation at Kokopo, New Britain, returned to Rabaul by the Macdhui in July after a four weeks' business visit to Australia.

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## TO PURCHASE RICH EMPEROR MINE

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Melbourne

A FLUTTER was caused on the Melbourne stock exchange at the end of July when it was announced that Emperor Mines Ltd. had been registered with a nominal capital of £1,000,000 in 10/- shares to negotiate for the purchase of all shares in Emperor Gold Mining Co. Ltd., which is at present operating the famous Emperor mine at Tavua, Fiji. Principal shareholders in the operating company are Messrs. E. G. Theodore, P. F. Cody, J. Wren and F. Packer.

Details of the new flotation are meagre, but it is understood that shareholders of

Australian Gold Development, N.L., which was associated with the Loloma and Koroere companies, have participating share rights. It appears that Emperor Mines Ltd. may be treated as a holding company only, the operating company still being kept in existence.

A figure in excess of £500,000 in cash and shares has been mentioned as the purchase price of the mine. Against this, the value of gold in sight down to a level of 100 feet has been estimated at £1,000,000. If the negotiations are successful, Emperor Mines Ltd. probably will erect a bigger plant and mill to carry out operations on a larger scale and at a greater depth.

Situated on the northern slope of Koroere Hill, the Emperor mine is already equipped with an up-to-date mill, but of somewhat limited capacity. About 2,000 tons of ore are being treated a month and crushings to date have averaged more than 1 oz. of bullion a ton, the bullion being about 850 parts fine. A tunnel has been driven into the side of the hill about 1,000 ft. along the line of lode, which has been proved by 13 crosscuts to be almost 150 ft. wide, with satisfactory values all the way.

The directors of Emperor Mines Ltd., whose qualifications are 500 shares in the company, include Mr. Wallace H. Smith and Mr. Haddon A. Smith. The secretary is Mr. L. B. Tomlins, of 360 Collins Street, Melbourne.

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## New Vessel for Dutch South Sea Islands Service

IT was announced during August that the Royal Dutch Packet Navigation Company is building a new 5000 ton motor ship in Holland for the run between Saigon and Australian ports, via Papua, New Guinea, New Hebrides, and New Caledonia. The vessel is expected to be ready next year.

## MOTOR SHIP REFLOATED

THE Norwegian motor ship Hoegh Trader, which stranded on Horseshoe Reef, 65 miles north-east of Suva, Fiji, on July 25, while en route from Los Angeles to Adelaide, slipped off the reef on August 1. She was not seriously damaged, and proceeded to Suva, and later resumed her voyage, under her own power. She was assisted, while on the reef, by the motor ship Noumea and H.M.S. Leith, a naval sloop.

Mrs. Cyril Doyle left for New Guinea to join her husband, who is now with Messrs. W. R. Carpenter and Co. Ltd. Mr. Doyle was formerly a resident of Fiji. He is an old "Shore" boy, and carried off many honours at sport.

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NUMEROUS BRANCHES THROUGHOUT THE COLONY



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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**SIR MURCHISON FLETCHER****Departure from Fiji Expected**

IT is reported that Sir Murchison Fletcher, who has occupied the dual position of Governor of Fiji and High Commissioner for the Western Pacific during the past six years, is about to move on to another field of activity. He has just returned to Suva after a visit to London.

The news will be received with regret in the Central Pacific. Although the term of his governorship has included some of the most difficult years in the economic history of the world, Sir Murchison Fletcher's work in Fiji and the allied territories has been consistently praised. He may not always have pleased the people; but there has not been heard, directed against him, one charge of unfairness, injustice, or tyrannical conduct. That is a rather remarkable record, for the High Commissioner for the Western Pacific has extraordinary powers.

During his term of office he has had to deal with two problems of peculiar difficulty—the demand of the Indian community in Fiji for the common roll, and the sudden flare-up of the gold industry in Fiji. In both cases, he has handled the situation in a way that has won present commendation and probably will be praised by future generations.

**TERM MAY BE EXTENDED**

From Our Own Correspondent.

SUVA, August 8.

Sir Murchison Fletcher returned from sick leave by the Port Fairy on August

7. His term of service would normally come to an end about November this year, but it is confidently anticipated that it will be extended.

Mr. A. A. Wright, who has been administering the Governor since March, is to proceed on well-earned leave, and during his absence Mr. A. L. Armstrong will continue to act as Colonial Secretary.

The Chief Justice, Sir Maxwell Maxwell-Anderson, is also proceeding on leave shortly, when Mr. R. S. Thacker will act in his place.

**Marist Missions of the Pacific**

THE Provincial Chapter of the Marist Missions in the Pacific Islands was held at the Villa Maria Monastery, Hunter's Hill, at the end of July. The chapter which is held every seven years, was presided over by the Provincial of the Marist Missions in the Pacific Islands (Very Rev. Father T. J. Bertin, S.M.).

Delegates were present from Tonga, Samoa, Fiji, New Hebrides, New Caledonia, and the North and South Solomon Islands. Matters were dealt with concerning the work and organisation of the Missions. Mass was celebrated by the Rev. Father R. Fillion S.M. (Wallis Island, New Caledonian Group).

The following delegates were elected to attend the world chapter of the Marist Order in Rome on October 15:—The Provincial (Very Rev. T. J. Bertin, S.M.), the Procurator of Marist Missions (Very Rev. Father G. E. Bergeron, S.M.), and the Rev. Fathers Cyprian Destable, S.M.

(Fiji) and Edward Meyer, S.M. (Apia, Samoa). The delegates left Sydney on August 17 by the Oronsay, and will disembark at Naples for Rome.

The World Chapter, which is held every seven years, will be attended by representatives of the Marist Provinces throughout the world, and will be held at the Marist headquarters, Villa Santa Maria, Rome.

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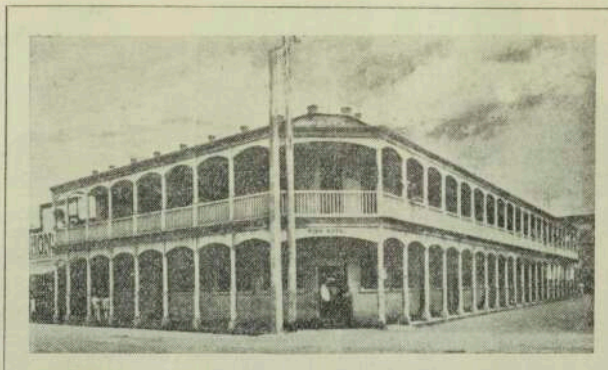
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**Polish Yacht at Suva**

From Our Own Correspondent.

SUVA, Aug. 7.

INTERESTING maritime visitors during July included the little Polish yacht Javo II., owned by Mr. Wladyslaw Wagner, a native of Poland, who with one companion, comprised the complement of the little vessel. The pair left Danzig in 1932 and sailed Javo I. to Panama, where she was sold and the present vessel purchased. Thence Javo II. has visited Rarotonga, Apia, and Pago Pago, before touching at Suva.

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Trips can be arranged on Inter-sular Road to Ellington, Tavua, Ba, Lautoka and Sigatoka.

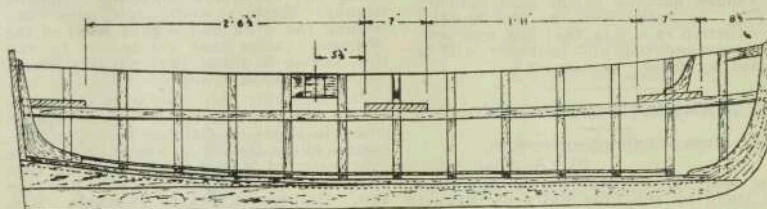
Cables: "Vincent," Suva. 'Phone 33.

**HOW TO BUILD A DINGHY**

THE following set of plans, showing craftsmen how to build a type of dinghy suitable for Islands use, has been kindly supplied to us, for publication, by

Mr. Charles E. Sparrow, A.M.I.N.A., of the Methodist Missionary Society's Technical Training Institution, Fergusson Island, Eastern Papua.

| TABLE OF OFFSETS.                                                                       |             |            |             |              |              |             |
|-----------------------------------------------------------------------------------------|-------------|------------|-------------|--------------|--------------|-------------|
| SECTION                                                                                 |             | 1/2.       | 1.          | 2.           | 3.           | TUCK        |
| HEIGHTS.                                                                                | SHEER.      | 1 - 2 3/8  | 1 - 1 1/4   | 1 - 0 1/2    | 1 - 0 3/8    | 1 - 2"      |
|                                                                                         | RABBIT LINE | 7/8        | —           | —            | 1"           | 3 1/8       |
|                                                                                         | 1. BUTTOK   | 3 5/8      | 3/4         | 4/8          | 1 3/8        | 3 1/8       |
|                                                                                         | 2. "        | —          | 3 1/4       | 1"           | 2 1/4        | 4 5/8       |
|                                                                                         | 3. "        | —          | 10"         | 2 1/4        | 3 5/8        | 7"          |
| HALF BREADTHS.                                                                          | SHEER.      | 11 3/8     | 1' - 6 1/2" | 1' - 11 1/4" | 1' - 10 3/8" | 1' - 8 5/8" |
|                                                                                         | 5 W.L.      | 10 1/4     | 1' - 9 3/8" | 1' - 11 1/8" | 1' - 10 1/2" | 1' - 8 5/8" |
|                                                                                         | 4. "        | 9 5/8      | 1' - 5"     | 1' - 10 3/8" | 1' - 10"     | 1' - 6 3/8" |
|                                                                                         | 3. "        | 8 1/2      | 1' - 3 3/4" | 1' - 10 3/8" | 1' - 8 5/8"  | 1' - 4 3/8" |
|                                                                                         | 2. "        | 6 1/2      | 1' - 1 1/2" | 1' - 9"      | 1' - 6 5/8"  | 8 1/8"      |
|                                                                                         | 1. "        | 4"         | 9 3/8       | 1' - 5 1/8"  | 10 1/8       | —           |
|                                                                                         | 1. DIAO.    | 8 3/8      | 1' - 0 3/8" | 1' - 2 1/8"  | 1' - 0 5/8"  | 9 3/8       |
|                                                                                         | 2. "        | 1 - 1 1/2" | 1' - 7 1/2" | 2 - 0 1/2"   | 1' - 11 1/8" | 1' - 9"     |
|                                                                                         |             |            |             |              |              |             |
| NOTE. ALL HEIGHTS ARE FROM BASE LINE, AND ALL<br>DIMENSIONS ARE TO OUTSIDE OF PLANKING. |             |            |             |              |              |             |



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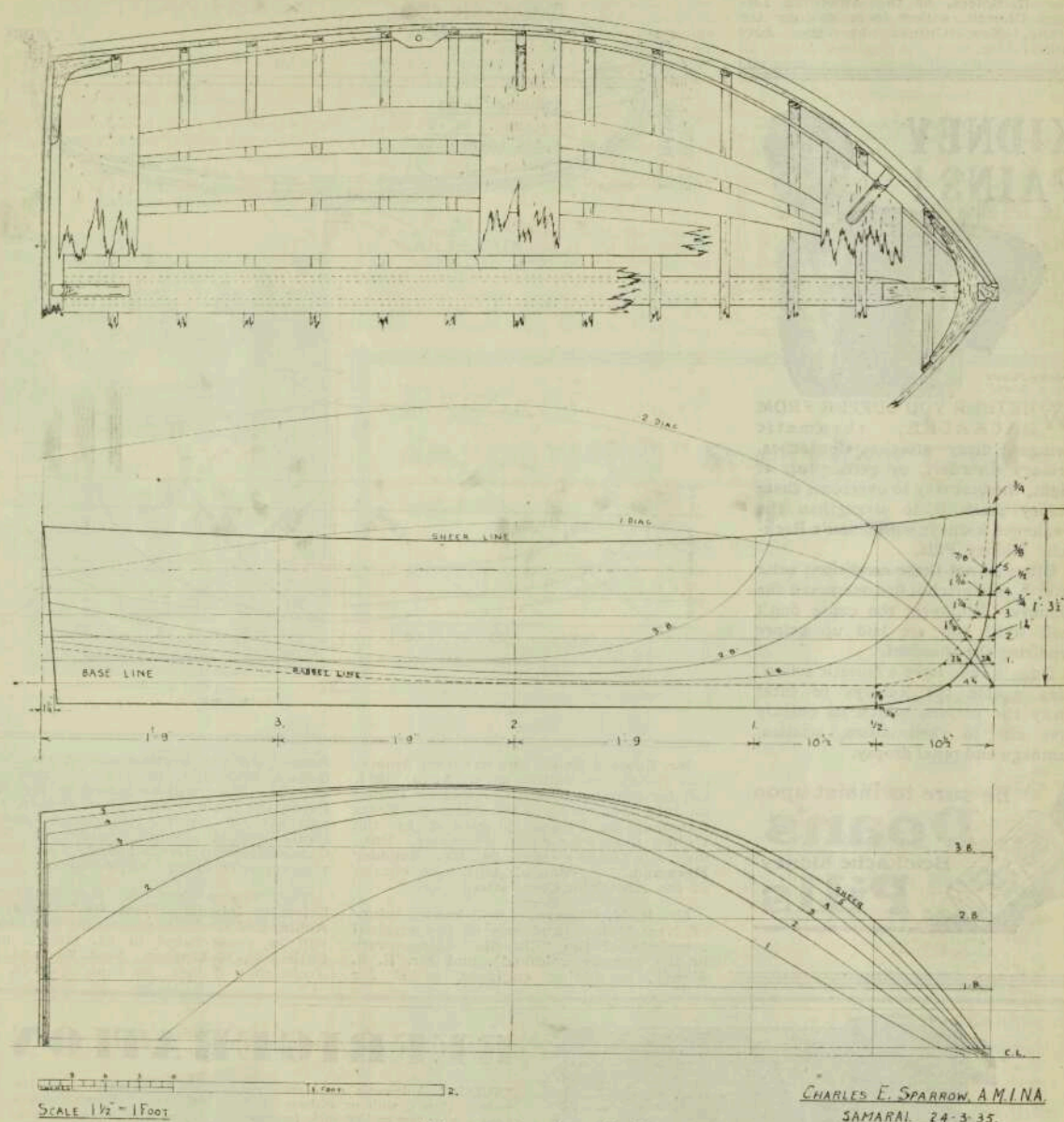
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(Plans continued overleaf.)

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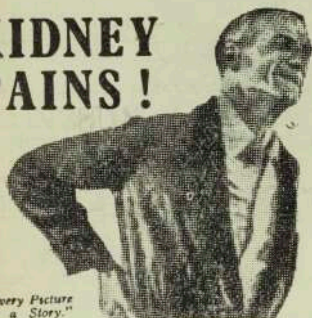
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Rev. D. Spiers, of the American Lutheran Church, sailed from Sydney for Madang, New Guinea, by the July Macdhui.

## KIDNEY PAINS!



"Every Picture tells a Story."

**WHETHER YOU SUFFER FROM BACKACHE**, rheumatic twinges, dizzy attacks, headaches, urinary disorders, or getting up at night, the best way to overcome these kidney pains is to strengthen the weakened kidneys with Doan's Backache Kidney Pills.

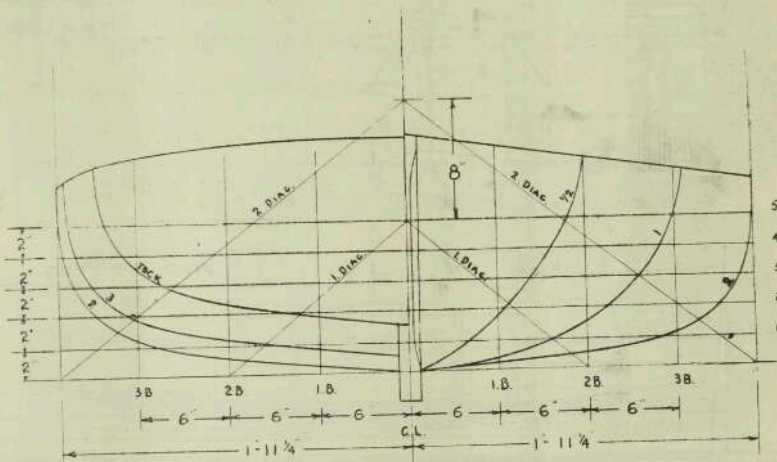
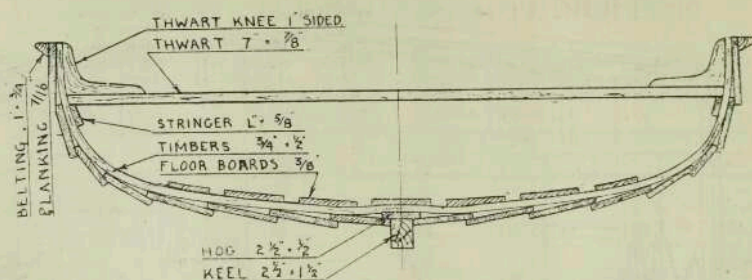
Often as not these conditions arise after a cold or chill has overtaken the kidneys. Whatever the cause don't wait until you are laid up before repairing the mischief.

Doan's Pills have a diuretic action; they enable the kidneys to filter away the poisons which so quickly give rise to rheumatism, sciatica, lumbago and renal dropsy.



Be sure to insist upon

**Doan's  
Backache Kidney  
Pills**

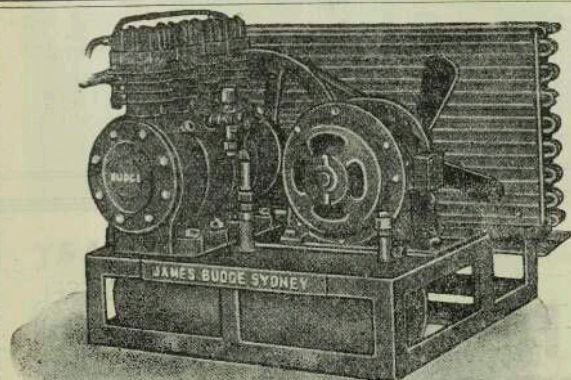


Mr. Edward Rand, who has been American Consul in Tahiti since April, 1933, left for Panama by the Commissaire Ramel on July 3, en route to Washington. From Panama, Mr. Rand proceeded to the United States by coastal steamer. During Mr. Rand's absence Mr. Scudder Mersman, Vice-Consul, will take charge of the American Consulate.

Mr. R. M. Glasson, a well-known miner of New Guinea and one of the original members of the "Big Six" (discoverers of the Morobe goldfield), and Mr. R. S. Moody, a mining engineer, sailed for

Boram, on the north coast of the New Guinea mainland, by the Macdhui on July 25. They will be joined by Mr. Ray Parer, the famous Australian airman, and will set off for the interior to investigate a gold dredging area for New Guinea (North) Development, N.L., which was recently formed in Melbourne.

The Bishop-elect of the Southern Solomon Islands (Most Rev. Dr. J. M. Aubin, S.M.), who is at present in Sydney, will be consecrated in St. Mary's pro-Cathedral, Wellington, New Zealand, by Archbishop O'Shea, on September 29.



## REFRIGERATION

"BUDGE" Automatic or Manually-controlled Refrigeration and Ice-making Plants, with or without insulated Cabinets or Rooms, ranging from 4 cubic feet to 1000 cubic feet or larger, using ammonia in the large and sulphur dioxide (SO<sub>2</sub>) in the small units illustrated—such illustration being on an electrically driven SO<sub>2</sub> Unit.

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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

59

## BIG FIJIAN FISH

## Ray That Weighs a Ton

By Arthur Robinson.

WE often hear of the "Big Uns" that got away, when telling fish yarns, so I enclose photographs of a couple that did not get away.

The name of the big fish (really a devil-fish ray) in Yasawas dialect is *Saga Sa-*



*gena* (pronounced sanker sangena). They weigh, roughly, a ton. They are 8 to 10 ft. long, by 12 to 14 feet wide, with a huge mouth, and a small tail, 18 inches long, which is fortunately free of the usual barb. The skin is rough, like a shark's skin.

The photographs, from top to bottom, are:—

The *Saga Sagena*, just after its removal from the net.

The huge creature, with its mouth being held open.

A shark.

These fish were caught in turtle nets in the Yasawas (the home of the big fish in Fiji), within 150 yards of my house, on Naviti Island a couple of years ago.

The two things appearing like horns, on each side of the huge mouth, are really two 8-inch wide flippers. The eyes

are at the base of these. I believe the fish uses these flippers to scoop the sand containing its food into its mouth. It has no teeth, and all we ever found in the stomach was a mess like chocolate blanc mange.

In the six months ended June 30, 1935, Australia exported 4000 railway sleepers, worth £858, to Nauru.

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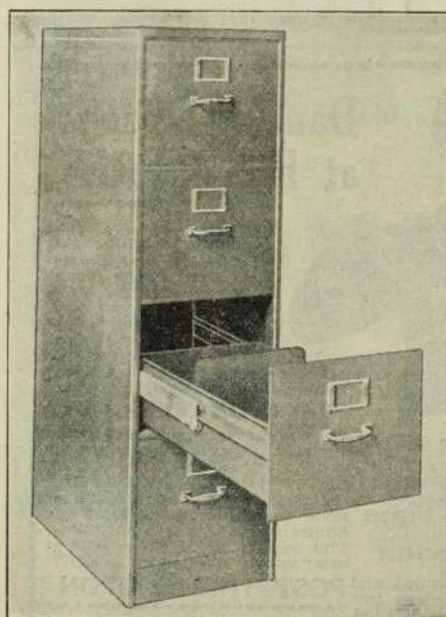
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— SYDNEY —



Mr. Ivan Nelson, of Messrs. Nelson and Robertson Ltd., Islands merchants, of Sydney, left Sydney for New Guinea by the Macdhui on July 25.

## Fashion Hints for Islands Women

By Therese

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**A**PPROPRIATE dress is the open sesame to the high road of adventure. It envelops you in an aura of self-confidence and, with confidence, half the battle of success is won.

When summer skies are gay we answer the call for ravishing summer materials. Laces, nets, voiles, linens, multi-coloured boldly-patterned crepes and a thousand and one delightful things flaunt their beauty in a world of sunshine.

Morning frocks wear a casually smart air and offer a tremendous choice. The practical shirt-maker frock continues to give yeoman service. Crisp materials lend themselves to chic, while seer suckers, cool and refreshing as a sea breeze, are the direct and delightful answer to the tropical prayer. They wash like mad, need no ironing, and come in the most fascinating colours and designs—geometrical, spot, candy stripes. They offer untold charm and gladden the heart of each and everyone of us.

Sports frocks shine with well tailored simplicity. Neat little suits wear a softly feminine air that is full of appeal and, when worn with interchangeable accessories, completely change their character to the wearer's intense satisfaction.

A brown linen suit gaily dons a daffodil yellow blouse, matches its bright note with a stitched linen hat and natural chamouis gloves.

White does marvellous things to sober

frocks. It gays them with a crisp beauty all its own. Collars that hug the throat, gilets, jabots, flower knots and garlands of pique daisies are some of its delightful mediums of self expression.

A navy linen frock with white collar and cuffs covers itself with a loose white linen coat and a spotted dress of red throws over itself a short flaring coat of pique. You must, of course, have a pair of black and white shoes. They have an air that is absolutely spring-like and are so cool to look upon.

There is a challenge to gaiety in the beach clothes. Romper suits have a little girl air about them and are the last word in provocation when evolved in scarlet and white striped gingham.

Beach frocks, entirely backless, with straight slim skirts split to the knee, are really delightful. Large cartwheel hats offer protection from a too ardent sun and help retain that schoolgirl complexion.

The new wrap skirt is worn with a gay sunbathing handkerchief. Skirted shorts sport brassiere tops. Three quarter capes cover the briefness of swim suits with careless abandon, while knee length sleeveless coats leave nothing to be desired in the scheme of things. Raffia beach sandals add a gay accompaniment.

Afternoon clothes shriek charm with their fuller and shorter skirts, delightful colour contrasts and impeccable cut.

Sleeves are varied. Short, three-quarter length or full to the wrist, they are full of quirks and twists, grimacing in ways innumerable and fascinating.

Swagger coats still sway along the road to fashion, but swagger coats with a difference. A clever full back and full sleeves in a hip length coat tops a slender gown of unbroken diagonal stripes of black and white, which combination is still headlines.

Full flared hip-length capes are flattering in the extreme, slenderizing the hips to a surprising degree.

Taffetas afternoon frocks have untold charm. Patent leather belts and shoes go with them, and patent leather flowers in two colours add the note of perfection.

Pleatings and gaugings appear frequently, which is very satisfying, since light summer materials lend themselves so well to this type of trimming. Pleating takes the form of a bib and tucker on an afternoon frock, and is repeated on the hem of the tunic effect. A round yoke has a gauged bodice attached and a low gauging trims the front of the skirt.

A spotted afternoon frock of brown carries a beige cape elbow length with spotted note appearing again in the inverted pleat which goes from neck to elbow. A looped collar peers over the slightly gauged neckline.

Blouses show originality. Some have soft frilly bows, others are adorned with



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August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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fascinating flower necklines, all are completely charming.

Evening gowns swish rhythmically to success. Their soft frou-frou whispers of swaying palms and a tropical moon. A dream of beauty is the gown of lavender chiffon, which ruffles violets at its throat and adorns its softly gathered bodice with a lovely old amethyst brooch. Its voluminous skirt, light as drift down, floats its glamorous way to amethyst satin slippers.

White starched lace for evening is very new. Worn over a pique foundation it is the essence of coolness.

The white note is repeated in the gown of lyric loveliness in lustrous satin with silver bugle beads and diamante trimming. A cluster of flowers tucks in at its low décolletage and its accompanying cape falls gracefully to the hips.

Crinoline gowns in the "grande dame" manner in taffetas are full of old world charm and accentuate slim hips beneath.

A taffeta dress, romance in every softly whispering fold, adds billowing ruffle on ruffle of tulle from waist to hem line.

Sashes, bustle effect, are well to the fore on slim and bouffant gown alike, and offer great scope for colour contrasts. A lipstick red evening gown, slim to the knees, flares out hour glass fashion and swathes its slimmest with velvet sash of green with wide ends falling in sweeping folds to the floor.

Flowers bring inspiration. Real ones in the hair or the décolletage and always must you wear them.

A Russian peasant blouse full of bodice and sleeve is evolved in a gorgeously patterned crepe de chene and tops a skirt of reed-like silhouette.

Sparkling jewels gleam alluringly—ear-clips, bracelets and necklets tell a tale of sophistication. Little paste clusters sparkle in the hair with a charm indescribable. Pearls are always lovely, their soft lustre shedding ethereal glory.

Hats are pert, flippant, and full of charm.

A Dresden china bonnet ties under the chin with black velvet bow.

The Bengal Lancer hat, one of the most delightful types of hats for tropical wear, is extremely becoming, evolved in any shade the wearer wills.

Pink hats are worn with dark frocks with tremendous success; coal scuttles, pancakes and cartwheels, fascinating and different, all take their place in fashion's mad whirl.

Mr. Alan Gerbault, in the tiny vessel which bears his name, returned to Paapeete, Tahiti, in July, after an absence of several months in the Marquesas, Gambiers, and other outlying groups of French Oceania. He remained in port until the July 14 celebrations were concluded.

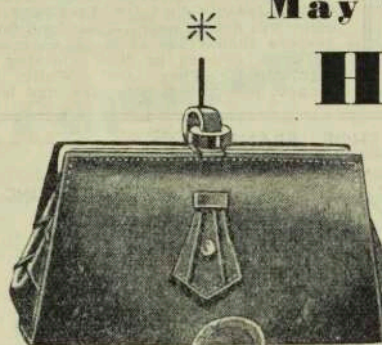
Mr. Morgan Adams, a prominent Los Angeles business man and commodore of the Los Angeles Yacht Club, recently paid a visit to Tahiti in his schooner-yacht "Radio," with a party of friends aboard. After cruising among the islands of French Oceania for some weeks, the Radio left for Honolulu early in July. Mr. Adams proposes to return to Tahiti in the near future.

Mr. A. S. Young, Islands traveller for Messrs. Sargood Gardiner Ltd., left Sydney for Papua and New Guinea on one of his periodical visits to those territories by the Maedhui on July 25. He will join the Van Rees on August 27 at Rabaul, and, after calling at Vila and Noumea, will return to Sydney early in September.

## Send Now for XMAS GIFTS

### May We Suggest a

# HANDBAG



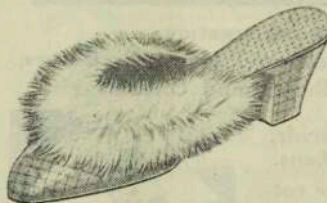
Entirely new and interesting is this fine Handbag of the latest dull, soft Calf-skin with novel fasten. Lined with self-coloured silk moire and very nicely appointed. Black, brown or navy. **16/11**  
Price .....



Dull leather again in a shapely Handbag with finely plaited handle passing through chromium bangle—very, very new! Silk moire lined with mirror and inner purse. Black, brown or navy. **19/11**  
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Nevis Kid Grecian Slippers lined with Art. Silk. High-grade padded soles and covered half Cuban heels. In Black, Saxe, Rose or **8/11** Green. All sizes. Price ..

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**Housekeeping in the Tropics***Conducted by "Dorothea"*

HOW many women who live in the Tropics are aware that there are certain colours that the Anopheles mosquito will not go near? Therefore, housekeepers should use as much as possible of these colours in their clothing and furnishings. They are: White, pale orange, pale green, pale blue, and lemon.

Never use the dark green mosquito nets that are sold by some of the stores—the "skeeter" loves them.

**Malaria—Its Treatment And Prevention**

IT is amazing how very little is known about malaria, even by those of long residence in the Islands. Children react badly to the disease and require much more care than adults, and it is incumbent on all parents to have all the knowledge possible both as to treatment, clothing and diet.

Malaria is passed from a person with malaria to another person by means of the Anopheles mosquito. The mosquito may be destroyed in the "wiggletail" or "tumbler" form by spreading oil or Paris green on the water where they breed, or the ponds may be stocked with top minnows, which eat the mosquito larvae. To prevent the mosquito from entering houses, use wire screens with at least 16 meshes to the inch.

Quinine will kill the parasite when it has entered the blood, if properly administered doses are given.

Every malaria attack that is a typical attack has four stages:—

(1) Premonitory stage (sometimes absent). This lasts a variable time, perhaps a few years, or only a few days. There is lassitude, aching of the bones, headache, yawning, loss of appetite and occasionally vomiting. One of the most characteristic symptoms is chilly sensations up and down the spine.

(2) Cold or chill stage (always present). It lasts about 1 hour, the teeth chatter and the patient shivers from head to foot, and wraps himself up in blankets, although the temperature outside may be quite high. Vomiting may become very distressing. The features are drawn, the skin pale and blue, the body temperature is very high, urine is passed frequently. At this stage, children frequently have convulsions.

(3) Hot stage (lasts about 11 hours). There are waves of intense heat passing over the body; the blankets are thrown off and there is a desire for more air; the face now becomes flushed and there is a very rapid and bounding pulse. The headache is intense; vomiting is more frequent, respiration is hurried, eyes are bloodshot, skin is now dry and burning. (temp. 104-106); the frequency of micturition is now replaced by scanty micturition.

(4) Sweating stage. This lasts from 2-4 hours. There is profuse perspiration; the fever rapidly declines and relief comes to the patient. He falls into a sleep, and the temperature of the body declines. The patient will now feel completely re-

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Delivery.**GENERAL OVERSEAS AGENTS.  
GENERAL CARRIERS, BAGGAGE  
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ROYAL MAIL CONTRACTORS**Reliable Cars and Trucks**We aim to give quick and reliable Service at  
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Malaguna Road, Rabaul, T.N.G.



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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lieved, though sometimes there might still be a slight persisting headache. During these four stages the spleen enlarges temporarily—it may be four finger lengths under the ribs—but then it will return almost to normal after the attack. As it is left a little larger after each attack, after years of chronic malaria it may be enlarged to an enormous degree. (The enlargement of the spleen in children is used to measure the prevalence of malaria in the district.) After a certain length of time the children seem to become immune to malaria, but the spleen remains enlarged.

### It Happened One Day

(Acknowledgment to J. W. Thompson, Bulolo, T.N.G.)

I have never forgotten my first impression of what fun one can get out of observing the remarks of the boys.

On arriving at a party given by a local Magistrate, I was impressed with the frigid atmosphere of the place—not the usual cocktail party atmosphere—one had to create an impression on these young tourists. Everything was very dignified and solemn, and I was, preparing to be thoroughly bored, when a remark from one of the boys, altered the evening entirely—for me.

A very austere and dignified old lady, in a dress nothing under the thirty guineas mark, and seeking (with the help of the dress, and an acquired accent) to impress the company, ordered a cocktail. I happened to overhear how the order was passed on, as follows:—

"Missy belong black calico, she wanten cocktail."

### Little Islanders' Corner

"DOROTHEA" welcomes little Islanders from Papua, Suva, Solomon Islands and New Guinea, and if any children desire pen-friends, or to exchange stamps, "Dorothea" can help them.

A packet of stamps has been sent to Linda Caine of Suva, who wants pen friends as well.

Dear Dorothea,—

I would like very much to correspond with young people, about 17, who are interested in stamp-collecting, reading, all sports, and photography. Would you be so kind as to get me some pen-friends in Africa, India, Burma, Hawaii, and New Guinea? I have no one to write to in those countries, in which I am very interested, and would be very pleased indeed if I could exchange friendly letters with anyone in those places who would care to write to a girl in Fiji.

Suva is a very picturesque town as seen from the harbour. It has many well-paved streets, beautiful botanic gardens, recreation grounds, and many fine buildings. Suva Harbour can accommodate the largest ships in the world, and even H.M.S. Hood can berth alongside our quays. Many shipping lines make Suva a port of call on account of its geographical position. It is also the base for H.M. New Zealand warships on their winter cruise to the islands. Suva's population is a cosmopolitan one, consisting of the native race (the Fijians), Indians, a number of Chinese, a few Japa-

nese, and a sprinkling from practically every island in the Pacific, not to mention about 3000 Europeans.

Sincerely yours,

LINDA CAINE.

Suva, Fiji.

Dear Dorothea,—

Since returning to Papua, where I live, I have been engaged re-visiting old friends and also continuing my studies. We are all very enthusiastic over the newly formed Boy Scout Troop, and it

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old-established Shipping  
Providers.

**CHRISTOPHER STANLEY**

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Walvon  
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Challenge  
Winner,  
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1934

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Sealyhams, and Wire-haired Fox  
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Puppies available all the year round. Orders  
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or McIlraiths, Ltd.



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With rigid walls of Durabestos any building  
will stand four-square to the assaults of  
weather, time, rodents, and white ants.  
Call or write for FREE booklet "Durabestos  
Homes of Colourful Beauty" describing many  
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A Boarding School for Boys. Surrounded by spacious  
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The School Offers: A Home Atmosphere  
An Unrivalled Health Record — A Sound Physical, Mental,  
and Moral Training.

The curriculum extends from the earliest stages to the Intermediate  
Examination, and provides a specially designed course of COMMERCIAL  
EDUCATION for boys entering a business career or work on the land.

Special provision is made to meet the requirements of boys from THE  
ISLANDS, which includes facilities for spending School Vacations at the  
School Country House.

Applications for enrolment in 1936 are now being received  
Illustrated Prospectus and Over-Seas Leaflet on Application.

HEADMASTER: L. BAVIN

## W. M. FORD

Ship, Yacht & Boat Builder  
Berry's Bay, North Sydney  
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BUILDERS of all kinds of Island Craft  
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any tonnage. New and Second-hand Island  
Craft of various types in stock. New and  
Second-hand Full Diesel, Crude Oil, Benzine  
and Kerosene Engines.

Please Send on Your Enquiries.



promises to be very popular in Port Moresby. My sister Gena has had a very bad accident to her foot, but my first-aid knowledge was of great help until the medical man fixed up the wound.



No smoke, no rust, and longer life for the rifle barrel, because of absence of residues—these are factors that, combined with sureness and swiftness, have gained for I.C.I. .22's foremost place in popular favour.

A Product of  
I.C.I.A.N.Z. Ltd.  
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SHORT  
LONG  
LONG RIFLE  
SOLID  
AND  
HOLLOW  
POINT

Obtainable  
Everywhere



It is very wild country out here and the natives are very primitive, although their craft work, such as baskets, intricately woven, shields, and weapons, are very much sought after by tourists and visitors and in that way the villagers are able to earn a little money.

I am grateful for any papers or magazines as I pass them on to others when I am finished. With all good wishes for the section.

Yours sincerely,

WILLIE GAVERA.

Rarai, Mekeo District,  
Via Kairuku, Central Division, Papua.

#### NOTES FROM SAMARAI

MRS. A. CRIDLAND, wife of the Resident Magistrate at Cape Nelson, Papua, has been very ill with fever.

It is said that nearly everyone who has been through a course of the anti-malaria drug Atebrin is having the same trouble—very bad fever. Atebrin so thoroughly clears the system of fever, that when one gets it again it is like a first attack.

When the "Laurabada" arrived at Port Nelson, Mrs. Cridland had the pleasure of entertaining Sir Hubert Murray, Miss Meg Bunting, Mr. and Mrs. Grist, Cecil Abel, from Kwato, Mr. Len Murray, and an English member of Parliament.

Between five and ten ounces of gold are being won daily by Mr. Hoile from sluicing operations on the lower Edie Alluvials lease in New Guinea, held under option by Golden Terraces (New Guinea) Syndicate, N.L. Mr. Hoile is employing ordinary boxing methods and is being assisted by a few natives.

Messrs. Smeaton and Graham have sold out their property at Sandy Creek, New Guinea, and have gone to Tufl, near the Musa River, in Eastern Papua.

#### TO PROSPECT IN NEW GUINEA

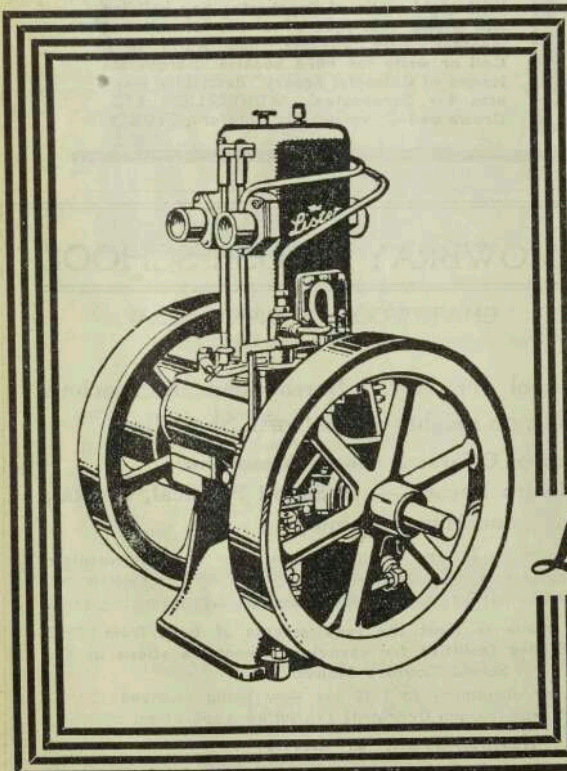
##### Well-known Men in New Co.

MR. RAY PARER (aviator), Brigadier General E. A. Wisdom and Messrs. R. M. Glasson and R. M. V. Blakemore are directors of New Guinea (North) Development, N.L., a company formed with a nominal capital of £10,000, in 2000 shares of £5 each, of which 1,000 shares have been offered for subscription at £2 per share on allotment. Six hundred are being issued fully paid to the members of an expedition and the remaining 400 are to be held in reserve.

The prospectors are Messrs. R. Shaw-Moody (who about two years ago found the Golden Deeps, and has had considerable experience), Raymond Parer, and R. M. Glasson (one of the original discoverers of Edie Creek). The expedition left by the last "Macdhui" and will investigate what they hope will prove to be an extensive gold dredging area in the Sepik area of New Guinea.

The syndicate will subscribe toward the cost of transport and boring operations to the amount of £50 per week, until application is made for a lease or leases. The prospectors provide all necessary equipment, including an aeroplane and launch, at their own expense.

Rev. C. Moir Smith, of the London Missionary Society, returned to Papua from Brisbane by the Macdhui on July 27, after furlough in Australia since April. He is stationed at Urika, in the Delta division, Papua.



#### 5 h.p. for 1½d. per Hour

IN every part of the world where the work is hardest, the going heaviest, and an engine is left almost to look after itself; there will be found the Lister Diesel. Any purchaser of a Lister Diesel can look forward to years of trouble-free service, and the last ounce of power will be got out of the fuel which is put into it.

For full particulars regarding this remedy for all power troubles, write at once to Desk P.M., Box 509AA G.P.O., Sydney.



### DIESEL Engine

WRITE FOR CATALOGUE NO. 53

## DANGAR, GEDYE & Co. Ltd.

Malloch House, 10-14 Young Street, Sydney



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## GROWTH OF EDIE CREEK

From Our Own Correspondent.

EDIE CREEK, July 30.

**T**HE transition of Edie Creek from a scattered alluvial mining settlement to a township has never been so marked as during the last month or two.

The closing of the Day Dawn Mine, closely followed by Developments Mine (E.C.G.M.N.L.), and the marked decrease in tributors and independent miners, whilst N.G.G. are increasing their staff and activities, has caused the centre of the settlement to shift from Klendi, where the Hotel, Edie Store, Native Hospital and Soldiers Hall are situated, upstream to Central Camp.

So rapidly are the "small men" disappearing that shortly one will no longer hear: "So-and-So picked up a bonzer slug," or "I believe Jack Johnson has got onto a jeweller's shop in the Merri."

The latest movements are: Dawn Day has reduced its staff from four to two: Messrs. Ashcroft and Campbell. "Developments" paid off its staff, retaining Mr. McKenzie as caretaker. Both these mines are endeavouring to raise more capital South. The famous "El Dorado" Lease from which the late Harry Darby and later the late David Lyall and his son won fortunes is up for tender. "The Cleopatra Lease," pegged by Mr. Chas. Booth for Mr. Hector Wales in 1926, and from which he has won thousands of ounces, is now under option to N.G.G.

The three tributors of N.G.G. who are working on the main stream, Edie Creek—Messrs. Russ Wild, H. L. (Bill) Stower and R. G. Courtney—have received a month's notice. All old-timers, they have been winning very good gold for the last year. It is now N.G.G.'s intention to work this ground themselves, and Mr. Gordon Wild has been engaged to carry on the job.

Headquarters Creek, until recently worked on tribute by Mr. Caulfield-Kelly, is also being worked by "wages men." Mr. Kelly, who was recently very ill, has gone on a health trip.

Messrs. Peter Plant and W. W. Clarke have finished up on the Merri, and have gone Southward, thus reducing the population of this stream to seven.

Joe Taylor, one of the pioneers, who recently was working on the Watut, has "set-in" on the Wattle Lease, which was last worked by "Big" Jim Ryan. There are now nine leases and claims being worked on the mainstream, Upper Edie Creek—Wainright, on the "Queen of Sheba"; Schrater and Shoppee on the Reserve; Silburne on the "D. & W."; Cyril Eldred and Hadley Bros. on the "Tucker"; Alex. Dickson and Bill Cameron on the "Boomerang"; and Joe Taylor on the "Wattle."

Slate Creek and its tributaries support Messrs. Fitzsimmons and Bieri.

Mrs. Vic. Florance of Wau is at present staying with Mr. and Mrs. Bieri.

Mrs. Bowring has closed down her Mess at Kiendi and is trying her luck on Kabiak Creek. Ern. Bowden of the "Boomerang," who recently recovered from pneumonia, is at present holidaying South.

We were glad to see Mrs. Jack Crampton back after her very serious illness.

Mr. and Mrs. Stower, who have both been in ill-health for some time, have gone South for treatment.

Mr. H. Kingsbury, the world-famous geologist, who has been engaged at Edie Creek undertaking a geological survey of the field, for the Mining Trust (consulting engineers for the N.G.G.) during the last six years, and has acted as Mines Supt. at Edie Creek since Major Harrison's de-

parture for London, is now leaving us for U.S.A. via the Far East and London. Forty-five friends gave Mr. and Mrs. Kingsbury a surprise farewell party on July 13, when presentations were made to this very popular couple and Mrs. Gillis. Mr. Ken. Spinks expressed the residents' regret at their departure. During Mr. and Mrs. Kingsbury's stay at Edie Creek they have laid out what is without doubt one of the finest gardens in New Guinea.

Mr. Chas. Marshall, who recently returned from South with a bride, is to take over the office of Mine Supt. on Mr. Kingsbury's departure.

The erection of Holle's Picture Theatre at Kiendi is nearing completion.

Miss Leslie, of Wau, is now hostess at our local hostelry.

Mr. Ivan Clarke has taken charge of the native hospital. We are pleased to see such an experienced man in this position.

Mr. Brian Lane, who finished up at Day Dawn, is taking a long promised holiday in Australia.

Mr. George Hoffman, Government Road Master, has completed the new Wau-Edie Creek Road and is now going to Sydney for a well deserved

holiday. Standard-wheel-base lorries and cars can now go right through to Central Camp, Upper Edie Creek.

Mr. Harold Strong, of the P.W.D., who has been in charge of the road construction in the Wau township, is now engaged on the making of the difficult Merri Creek crossing.

Mr. Frank Doulton, who was working the "Glasson Lease" for N.G.G. has now left the company.

Mr. J. H. Curle, the famous author of travel books, has just explored our mountain. No doubt, Mr. Curle, with his extensive and penetrating knowledge of men and mines, will have much to say about T.N.G. and its inhabitants in his next book.

Mr. McCulloch, chairman of Directors of N.G.G. Ltd., has been inspecting the workings of that company.

Mrs. L. Shoppee, nee Sister Joseph, who was recently married at Salamaua, has now taken up her residence at the Reserve, Edie Creek.

Mrs. S. Fitzgerald has joined Mr. Fitzgerald at their home near N.G.G. Sawmill.

## SUBDIVIDE

for Cattle



for Pigs

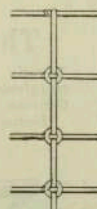


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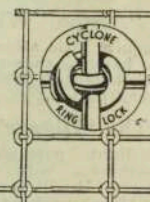
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P.I.S.



Mrs. A. H. Cresswell is away holidaying in Salamaua for a week or so.

The white staff of Day Dawn South Mine, at Bartlett's Creek, has been reduced to one miner, who is carrying on development work.

Hidden Valley, which is a tributary of the Upper Watut River, and is almost due South of Edie Creek, and draws its supplies from here, still supports about four miners. There was a big rush to this area in 1929.

### NEW SAMARAI HOSPITAL

From Our Own Correspondent.

PORT MORESBY, July 27.

THE Legislative Council has voted £2,500 to be spent on the construction of a new Samarai Hospital this year. The total estimated cost of the building is £3000, and work will commence at an early date.

An amount of £550 has been set down for the purchase of an X-ray plant for the Port Moresby European Hospital.

### MAPS OF NEW GUINEA GOLDFIELDS

WE have received from Messrs. J. Creffield Pty. Ltd., Melbourne, copies of two maps which have just been produced with the co-operation of Mr. C. Lexius Burlington. The first is a map of the complete Morobe goldfield in New Guinea and it shows also the surrounding goldfields, including the Papuan areas. The principal air routes, radio stations and ports of entry are indicated. The price on paper is 7/6 and mounted on calico and roller 20/-. The other map, sold at the same price, shows the Wau-Edie Creek field and indicates the various areas held by the different mining companies, together with a great deal of useful detail.

Details of a new map by Mr. J. Nason Jones, showing the New Guinea and Papua goldfields in extraordinary detail, are advertised in this issue.

### N.G. GOLD SHARES

Recent fluctuations in the shares of three of the main gold companies operating on the Morobe goldfield, New Guinea, were as follows:—

|                   | Bulolo G.D. | N.G. Ltd. | Placer Co. |
|-------------------|-------------|-----------|------------|
| June 1 .. .. .    | b£9/4/6     | b5/2      | b£27/9/-   |
| June 8 .. .. .    | s£9/3/-     | b5/4      | b£28       |
| June 15 .. .. .   | b£9/5/-     | b5/6      | b£28/14/-  |
| June 22 .. .. .   | s£9/9/-     | b5/3      | b£29/15/-  |
| June 29 .. .. .   | s£9/8/-     | b5/5      | b£32/12/6  |
| July 6 .. .. .    | b£9/2/-     | b5/6      | b£33/5/-   |
| July 13 .. .. .   | b£8/13/-    | b5/2      | b£31       |
| July 20 .. .. .   | s£9         | b5/5      | b£31/17/6  |
| July 27 .. .. .   | s£8/19/-    | b6/2      | b£31/15/-  |
| August 3 .. .. .  | s£8/15/-    | b6/9      | b£31/17/6  |
| August 10 .. .. . | s£8/2/6     | b6/8      | b£31/10/-  |
| August 17 .. .. . | s£8/15/-    | b6/11     | b£6/5/-    |

\* Placer Development Co.'s shares are now quoted on the basis of one dollar, instead of five as previously.

Major F. Hewitt, general manager of Lever's Pacific Plantations Pty. Ltd., left Sydney by the Macdhui on July 25 to make a tour of inspection of the Lever plantations in Papua, New Guinea, and the Solomon Islands. He will be absent for about two months.

Prince Karl Leopold von Schoenburg Waldenburg, who is related to most of the Royal families of Europe, arrived in Sydney from Italy by the Corfu on July 25. After a week's sightseeing in New South Wales, he left by the Makura on August 1 to spend several months in Tahiti.

Rev. R. Fillion, of the Marist Mission station at Lano, Wallis Island, in the Vicariate Apostolic of Central Oceania, arrived in Sydney by the Laperouse from Noumea on July 27. With other Marist missionaries, who recently arrived in Sydney from their stations in the South Seas, he attended the Provincial Chapter of the order on August 5.

### CHINESE ARTISANS

#### Not Enough for New Guinea's Needs

From Our Own Correspondent.

RABAU, July 27.

THE Hon. J. C. Mullaly, M.L.C., a member of the R.S. and S.L.A., at the annual meeting of the Rabaul branch, pointed out the difficulty he had personally experienced in obtaining the services of Chinese artisans for work upon his coconut estate, and he declared that it was impossible to engage competent Asiatic artisans.

During the discussion it was stated that although there were scores of unemployed Asiatics in Chinatown they were not qualified artisans and could be classed as "unemployable."

Mr. Mullaly then moved that the Administration be approached with the request to import, under indenture, Chinese artisans to meet the requirements of present conditions.

The resolution was carried.

EDITORIAL NOTE: It is indeed surprising to find such a proposal coming from such a source. The idea of introducing more Chinese into New Guinea would be bitterly resisted in Australia—New Guinea, surely has a sufficient Asiatic population. If New Guinea-born Chinese are not good workmen and artisans that surely is the fault of the New Guinea education system; and the remedy is obvious. See that the younger Chinese are given adequate technical education and so are made "employable."

Rev. R. L. Walker, accompanied by his wife and son, arrived in Fiji by the Aorangi on July 26 to take charge of St. Andrew's Presbyterian Church, Suva.

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#### "Buzacott" Spray Pumps

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add charm and dignity to the plantation or home. Recognised everywhere as the best procurable. Also Chain Wire, all meshes and gauges, for Copra Trays.

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#### "Gilco" Electric Light Plant

No fuel costs—entirely wind driven. A proved success.

### Petter Atomic Diesel Engines

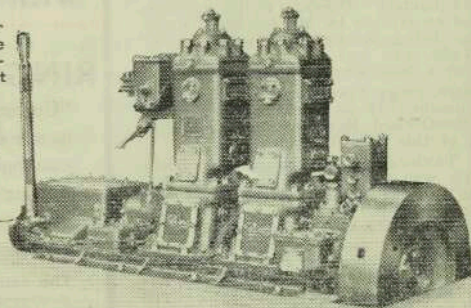
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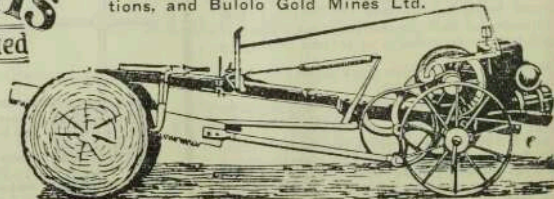
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#### The "New Record" Drag Saw

Speedy. Simple. Reliable. Saws through the toughest of logs, up to 7 ft. As supplied to New Guinea Administration, Lever Bros. Pacific Plantations, and Bulolo Gold Mines Ltd.





August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

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## NEW GUINEA'S TRADE

### The Change from Copra to Gold

From Our Own Correspondent

RABAU, July 29.

THE Administrators' Report to the Council of the League of Nations for the year ended 30th June, 1934, was made available to the public in this Territory during the fourth week in July, 1935, and some seven weeks after the Report had come up for consideration by the Permanent Mandates Commission in Geneva. Sir John McLaren and Hon. H. O. Townsend, O.B.E., M.L.C. (the Territory's Treasurer) were Australia's accredited representatives at Geneva on this occasion.

In 1924, New Guinea's imports totalled £485,634 (of which £480,341 came from Australia); in 1934 imports had risen to £924,316 (Australia contributing £375,353). The exports for the 1924 period amounted to £718,535 (copra consisting of £686,519 and gold £16,542); while in 1934, exports were £1,766,198 (copra £283,329 and gold £1,367,616).

In 1924 the amount of copra exported was 34,974 tons and in 1934 it amounted to 62,270 tons; yet the value of the former exceeded the recent greater tonnage by £402,190. In 1913 the mean local value of copra was £21/12/9 per ton; in 1930 the value had decreased to £13/10/10; and for 1934 it was as low as £4/11/- . In 1930 copra represented 87 per cent. of the total exports; last year the percentage was only 16.

Revenue last year totalled £350,357 (in 1924 it was £248,743) and expenditure £348,817 (in 1924 it amounted to £253,316). The accumulated surplus at 30th June, 1924, amounted to £26,127.

It is interesting to note that revenue has increased in Customs, Licenses, Native Head Tax, Native Labour Tax and fees, Stamp duties, Royalties, and Public Health services, but shows a decrease in the Postal and Telephone and other public services. There was a special philatelists' "sale of stamps" in 1933.

Whilst on that subject, it is interesting to note what a profitable department is the Post and Telephone section:—

|       | Revenue | Expenditure |
|-------|---------|-------------|
| 1931  | £12,318 | £2,054      |
| 1932  | £27,745 | £3,388      |
| 1933  | £17,413 | £3,116      |
| 1934  | £10,246 | £1,944      |
| Total | £67,722 | £10,502     |

It would be a simple matter to put forward a good argument in favour of penny postage in the Territory.

New works undertaken are shown in the expenditure as costing £30,540 (an increase of nearly £6,000 on 1933 and of £27,585 on 1932).

Financially, the position of the Territory is sound; but this has only been made possible by the development of the Morobe goldfields, where, since May 1921, the value of gold exported has amounted to £3,620,372.

The amount of agricultural development is not generally realised. In 1924 the area under cultivation was 115,886 acres; at June 30, 1934, it was 221,295 acres. Nearly 100,000 acres of these new areas have been put into coconuts, while appreciable progress has been made in cocoa and coffee. Indentured labourers employed on plantations in 1924 amounted to 12,842; in 1934 the number was 17,363.

In 1925, 39,151 tons of copra were ex-

ported, worth £815,938; last year, 62,270 tons, worth only £283,329!

Ten years ago, 64 vessels were entered and cleared the Territory with a tonnage of 135,788; while in 1934, there were 212 vessels with a tonnage of 559,299. British tonnage amounted to 435,895, of which 313,385 represented vessels from and to Australia.

Mr. C. Holmes, who until he retired from the Fiji Public Service was Commissioner for Lands, returned to Suva after a holiday in Australia by the Monterey from Sydney on July 24.

### A HOME FOR SCHOOLBOYS

#### "LEDDICOTT"

School House offers a solution of the problem of education by providing a home for boys attending school in Sydney.

Prospectus on application to

E. F. WHITFIELD, B.A.  
McMAHON'S POINT, SYDNEY

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Offers are invited from anyone wishing to purchase a first-class ocean going ketch. There are eight to be selected from, ranging in size from 13 to over 20 tons, at prices from £350 to £1,300, the largest being a new boat still on the slips.

Apply—

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SPICED, CORNED, ROAST  
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AND IN MUTTON

IN 12 oz., 1lb., 2 lb., 3 lb., 4 lb.  
5 lb., & 6 lb. ROUND  
CANS AND IN TAPERS

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## PACIFIC MINING NOTES

From Fiji

### LOLOMA WEST LTD.

Following recommendations made by Dr. Loftus Hills in his report on the leases of Loloma West Ltd., Tavua, Fiji, a cable message from the mine reports the following progress: Loloma West Blocks—Shaft sunk to 17ft. and timbered to 14ft. Costeaning E. of shaft. Hotsprings Area—Costeaning on hillside above river, prospecting S. Drumasi Area—Costeaning adits Nos. 1 and 2, no change. Buildings completed on each drive. Assayer and assay plant arrived in Fiji on July 26. The work is being carried out under the direction of Dr. Loftus Hills, who has been retained by the company to supervise development work.

The latest report from the manager is as follows: "Drumasi Area—No. 1 adit to 76ft., face

in lode matter, and samples awaiting assayer. No. 2 adit to 100ft., began cut S. No. 6 adit commenced on E. side of creek and N. from No. 2 to cut underneath outcrop on hill. Hotsprings Area—Continuing prospecting and taken samples every 10ft. for assay; no free gold in dish prospects. Roskelley's Area—Shaft sunk to 22ft., timbered to 16ft."

The company has obtained diamond drilling plant to drill to 500ft. for prospecting the areas at Tavua, Fiji. It is expected that the plant and a drill expert will commence field operations early in September.

### NASIVI (FIJI) SYNDICATE N.L.

Nasivi (Fiji) Syndicate N.L. reports that a cable message has been received from Mr. D. C. J. Hill, its representative on the newly discovered Raki Raki field, stating that the lode has been traced over a length of more than three miles. The width of the lode is approximately 60ft. and the depth is approximately 600ft. Two hundred feet more of costeaning has been completed, and values have been consistent throughout. The Nasivi company was formed early in March this year to send Mr. M. J. Foster, accompanied by its engineer (Mr. Hill), to inspect auriferous areas discovered by Mr.

Foster. Capital of the company is £10,000 in shares of £5 each, and 1,500 shares have been subscribed at £2. The company abandoned options held at Tavua on the recommendation of Mr. Hill, and later Mr. Hill reported the discovery at Raki Raki, 32 miles east of Tavua. He stated that three lodes had been exposed, 20ft., 15ft., and 4ft. in width. Later, Mr. Hill reported that he had taken samples from costeans which, when sent to Melbourne, gave assay values of 8oz. to 15oz. a ton. No development work has been done on the area apart from costeaning, but the high values and the large ore body exposed give promise of the development of a rich field. The depth of 600ft. stated in the latest message refers to the exposure of the lode on a hill at an altitude of 1,200ft., while the lode has again been exposed in the valley 600ft. below, indicating 600ft. of backs to be worked. The field has been inspected by the Mining Board of Fiji, and it is expected that it will shortly be proclaimed a gold area and that the company will be granted prospecting licences over a large portion of it. A tentative reservation has been granted to the company covering about 7,000 acres. A director, Mr. G. M. Hume, visited the field at the end of July and on his return to Australia advised the board to form a larger company to take over the whole of the syndicate's interests. Shareholders will receive a fully paid share interest in the new company, and have an exclusive right to apply on a basis to be determined for the whole of the contributing issue. The share market reacted immediately to this new development and in mid-August the £3 shares (paid £2) were quoted on Melbourne exchange at £42.

Results of assays from samples brought back by Mr. G. M. Hume, from the Nasivi mine at Raki Raki were: From samples taken over 5-foot sections along the costean, values were—12 gr., 13 oz., 12 dwt. 10 gr., 15 oz., 14 dwt. 19 gr., 13 oz., 7 dwt. 12 gr., 1 dwt. 15 gr., 16 gr., 12 gr., 10 oz. 19 dwt. 4 gr., 12 oz. 8 dwt. 6 gr., 11 oz. 18 dwt. 19 gr., 8 oz. 7 dwt. 21 gr., 8 gr., 8 gr., 1 oz. 18 dwt. 21 gr., 2 oz. 12 dwt. 14 gr., 5 oz. 18 dwt. 10 gr., 1 oz. 12 dwt. 8 gr., 5 oz. 10 dwt. 18 gr., 8 oz. 12 dwt. 19 gr., 10 oz. 8 dwt. 2 gr., and 9 dwt. 7 gr.

### RAKI RAKI (FIJI) GOLD SYNDICATE

Nominal capital of Raki Raki (Fiji) Gold Syndicate N.L., recently formed in Melbourne, will be £12,500, in 2,500 shares of £5 each. The company will operate at Raki Raki, Fiji. Mr. H. W. Percival, 422 Collins Street, Melbourne, is the legal manager. Application has been made for the registration of the company. At a meeting of directors on August 7 it was decided to withhold the allotment of shares pending confirmation of certain details from the co.'s representative on the field.

### VITI LEVU GOLD N.L.

In a report, dated July 3, forwarded by the leader of the prospecting party of Viti Levu Gold N.L. at Lautoka, Fiji, he advises: The recent rich assays were from surface ore and indicate that we may expect occasional enrichments in our area. At 14ft. from the surface dish prospects do not indicate a continuance of these high values, but there are highly mineralised veins in the lode matter at that depth which assays may prove to be equally auriferous. Free gold is still obtainable. No. 1 shaft is down 45ft., and dish prospects indicate an improvement in values. It is highly probable that a zone of secondary enrichment will occur just above the sulphides, and I am hopeful that we shall have the good fortune to encounter good values in further sinking. The gold is contained in a body which is up to 40ft. in width and should we be able to prove a large tonnage it should be a commercial proposition. I am continuing the sinking of No. 1 shaft and trenching on the line of lode to the south, where loam tests indicate a further continuance of values. Without assays no indication can be given of the value of the ore, as dish prospects have been misleading at times. Sometimes it is nearly a fortnight before samples can be assayed owing to the volume of samples being put through.

Aug. 17: Dr. Loftus Hills has recommended the abandonment of the area held by Viti Levu N.L. under option at Momi Bay, Fiji. The directors are negotiating for other areas.

### LOLOMA GOLD MINES N.L.

The directors of Loloma Gold Mines N.L., Fiji, report that an agreement made with London interests provides for the reconstruction of the present company and the formation of a new company, to be known as Loloma (Fiji) Gold Mines N.L., with a nominal capital of £225,000, divided into 900,000 shares of 5/- each. Under the agreement, 420,000 contributing shares in the new company, paid up to 1/6 per share, will be allotted to the contributing shareholders in the old company on the basis of two shares in the new company for one share held in the existing



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company, and 180,000 shares fully paid to 5/- per share will be allotted to the holders of the fully-paid shares in the existing company on the basis of two fully-paid shares in the new company for each fully-paid share in the existing company. Of the remaining 300,000 shares, the London group will take up 150,000 contributing shares, paid to 1/- per share, at a premium of 18/6 per share. The London group will be entitled to appoint one director to the Melbourne board. The directors state that the arrangement will provide ample additional capital to enable comprehensive developmental work to be undertaken and the installation of large up-to-date treatment plant. Capital of the present co. is £150,000 in 300,000 shares of 10/- each. The area over which a new prospecting licence was issued in June is of 199 acres, situated at Tova Tova, six miles from Tavua, on Viti Levu Island. Directors are Messrs. W. H. Smith, T. R. Victor, P. F. Cody, J. Wren, E. J. Banks, and E. G. Theodore.

**FIJI GOLD N.L.**

A cable message received by Fiji Gold N.L. in August from the company's solicitor in Fiji (Sir Henry Scott) stated that the application for prospecting licences for Budd's and Rag's areas had been approved. Budd's claim is immediately to the south-east of Korore, and south of Loloma West. Some trenches have exposed a formation on a spur of the Koroboya Range, and another in a creek which runs parallel with the spur. Low assays for gold have been obtained in both formations. Rag's claim has been tested by trenches and shafts. It is understood that prospects of gold have been obtained from the formations disclosed. Work done is insufficient to show the extent and value of the ore body. An assayer, selected by the Chamber of Mines of New Zealand, is expected to arrive in Fiji shortly. The company's assaying plant arrived safely by the Monowai.

**ASSAYS FROM LOLOMA MINE**

The mine manager of Loloma Gold Mines N.L. reports the following assays and progress:

July 26: Adit extended to 96ft., from 76ft. to 96ft., average assay 3 oz. 4 dwt. for bulk sample, full width of 5ft. Main shaft sunk to 51ft., timbered to 27ft.; now erecting head frame. Formation shows in shaft from 30ft. downwards, and is now 6ft. wide; average assay 1½ dwt. No. 1 shaft only in use for pumping. No. 2 shaft 57ft. to 61ft., assayed 4 oz. 17 dwt.; lode over 6ft. wide. No. 3 shaft 54ft. to 61ft., assayed 7½ dwt. a ton. Shaft in ore for last 18ft.; still in ore. No. 4 shaft at 20ft., assayed 4½ oz. a ton over width 5ft. No. 5 shaft 27ft. to 33ft., assayed 2½ oz. a ton full width shaft; neither wall showing.

August 3: Main shaft sunk 55ft., timbered 43ft. Head frame erected. Placing winch in position. Adit extended to 115ft. Average assay 8 oz. a ton. Xcut started at 94ft. in hanging wall. Extended 7ft., giving average assay of 3½ oz. a ton from bulk samples. Shafts Nos. 1, 2 and 4: Bailing and pumping only. Shaft No. 3: Sunk 67ft. Average assay 1 oz. 18 dwt. a ton. Rich ore showing at bottom. Shaft No. 5: Sunk 42ft. Average assay 3 oz. 18 dwt. a ton. Shaft No. 6: Commenced about 400ft. S.E. of adit. Lode 8ft. wide. Obtained good pan prospects.

August 14: The main shaft is being sunk at a point approximately 120ft. north-east of No. 1 shaft away from the present line of lode. The formation in this shaft, now reported to be approximately 6ft. wide, and giving values of 1½ dwt. a ton, appears to be a new make of ore.

**EAST REEFS CONSOLIDATED N.L.**

Mr. G. H. McMeeking took over the management of the Fiji operations of East Reefs Consolidated N.L. on July 22. The new lode, previously reported, was located just outside the company's boundary. On being opened, Mr. McMeeking was satisfied that it would make into the company's lease. An assay of the lode gave a value of 1½ oz. a ton. Mining equipment has arrived in Suva, and is being delivered to the field. A message received early in August advised that values on the west side of the hill are bearing north-east, according to dish prospects. No. 1 and 2 crosscuts have been started with 24 men, including natives. The mine manager states that he is pleased with prospects. He is of the opinion that the hill will contain "one very big lode." A progress report is being forwarded by mail. A director sailed from Melbourne by the Mariposa on August 17, taking an assaying plant with him. He will assist in planning the policy for the development of the property.

**KOROERE GOLD N.L.**

The directors of Korore Gold N.L., Melbourne, have received the following report from the mine manager at Tavua, Fiji: No. 1 tunnel to 29ft. Hard andesite. No values. No. 2 to 202ft. Mixed formation. Values—at 180ft., 1 dwt.; 190ft., 3 dwt. No. 3 to 236ft. Andesite. No values. No. 4 to 170ft. Lode silicified from 150ft. Values, 4½ dwt.;

at 160ft., 3 dwt.; 170ft., 4 dwt. Cardigan: Preparing for erection head frame at main shaft.

**SOUTH GORDON GOLD N.L.**

Directors of South Gordon Gold N.L. advise having abandoned the area held at Gordon, Victoria. The directors are negotiating for an option in Fiji, and with this object in view it has been decided to make a call of 3d a share. In the event of negotiations being completed, and a prospecting licence granted over the area by the Mining Board of Fiji, shareholders will be notified.

**ALOHA ALLUVIALS N.L.**

Having abandoned the alluvials properties on the Waimanu and Waidamu Rivers, Viti Levu, Fiji, over which rights were held, Aloha Alluvials N.L. will wind up forthwith and will return the unexpended funds, amounting to approximately £8500, to shareholders. Options over other properties in Fiji have been offered to the directors, but as the company was formed for a specific purpose which has failed, the directors are of opinion the funds should not be diverted to any other venture. As soon as outstanding liabilities have been determined and liquidated, the surplus will be repaid to the holders of the shares which were subscribed for in cash for prospecting. The fully-paid shares issued to Aloha Syndicate G.M. N.L., as part consideration for the transfer of properties, will not participate in the division of the net assets. Furthermore, Aloha Syndicate G.M. N.L. has decided to refund the amount of £500 paid in cash as part consideration for the transfer of the alluvial properties. The syndicate was formed in May with a nominal capital of £25,000 in 5000 shares of £5 each.

**FIJI MINING CORPORATION**

The management of the Fiji Mining Corporation, Melbourne, have received advices from their party in Fiji, as follows:—

July 22: Tavua, Fiji.—P.L. 214: West crosscut extended to 35ft. in country. North-west crosscut extended to 25ft., colours. Started north drive

parallel with lode and extended 12ft. Withdrawn from Yako area.

July 29.—N.W. xcut to 35ft., last 13ft. show colours gold. N. drive parallel with lode extended to 25ft., colours. Will xcut later.

**ALOHA GOLD MINING GROUP**

Mr. F. W. Gilder has resigned as legal manager

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of Aloha Syndicate G.M. N.L. and Aloha Central G.M. N.L., and Mr. H. Richmond has resigned as legal manager of Aloha Alluvial N.L. Mr. J. H. Roxburgh, member of the firm of Smith, Johnson and Co., chartered accountants, has been appointed legal manager of the three companies. The registered office has been changed from 349 Collins Street, Melbourne, to 394 Collins Street, Melbourne.

Mr. G. Barker, mine manager of Aloha Central G.M. N.L., Tavua, Fiji, reports: No. 2 tunnel: S. drive, width 4ft. Average value for 14ft., 23 dwt. No. 1 shaft: Lode 17ft. Average value, 14 dwt. Other workings, traces. The following assay results have been forwarded by Mr. Barker by mail: No. 2 shaft, W. sect., 25ft. from shaft: Face sample of hanging wall of main lode, 19 dwt., fine gold. No. 2 tunnel: Face sample, 83ft. from entrance, 6 dwt., fine gold. Trench on hill over creek from camp, seam of stone, 6in. wide, 30ft. from W. end, 4 dwt. fine gold. No. 5 shaft, 10 to 15ft., deep dark and yellow andesite (oxidised), 12 dwt. fine gold. No. 6 shaft, 5 to 10ft., dark andesite, 4 dwt. fine gold. No. 1 shaft from bottom of shaft, 30ft. deep, 6 dwt. fine gold. No. 2 tunnel, 68ft. to 73ft. from entrance in lode, S. end of drive, 1 oz. 4 dwt. fine gold. No. 2 tunnel, 73ft. to 78ft. from entrance, in lode, S. side of drive, 1 oz. 2 dwt. fine gold. No. 2 tunnel, 78ft. to 83ft. from entrance, in lode, S. side of drive, 1 oz. 4 dwt. fine gold. No. 2 tunnel, 83ft. to 88ft. from entrance, in lode, S. side of drive, 1 oz. fine gold. No. 1 shaft: Resumed sinking No. 1A shaft to 31ft. Value, 5 dwt. No. 1B shaft: W. sect. to 10ft. Value, 6 dwt. No. 1 tunnel to 167ft. No. 2 tunnel: S. drive to 50ft. Value, 6dwt. Loaming N. of creek. Cut leader, carrying gold. Not yet assayed.

### TOTOLA SYNDICATE LTD.

Company has closed with an option on a property

situated in Vitu Levu (Fiji), comprising 500 acres of new auriferous ground. For the purpose of prospecting and developmental work, the reserve shares will now be issued preferentially in the proportion of two for each three held by existing shareholders. Last report from manager stated: No. 1 level, stoping, section 1 north, bulk assay 5½dwt. width 20in.; section 7 south, bulk assay 9dwt. width 30in.; sections 8 and 9 south, bulk assay 6½dwt. width 40in. Development: Section 1 north, winze sunk 7ft. to 77ft. bulk assay 10dwt. width 48in. No. 2 level: Section 1 north, overhead stoping, assays 18dwt. width 72in. Section 1 south: Assays 5½dwt. width 36in. Redemption Lease: Section 11, stoping, bulk assay 9dwt.

### GOLD MINES OF FIJI N.L.

Directors of Gold Mines of Fiji N.L. have received a preliminary report from Dr. Loftus Hills on Flemons, Chalmers, Goodsirs, Halls and Fyfe's areas, in which he states that the blocks possess promising features, warranting active exploration by adits and shafts. He has recommended a cessation of expenditure on Nasiv Ali's block, as it is of no immediate interest. Work on the areas is now confined, under his instructions, to specific lodes, which will dovetail with a systematic structural geological survey under his direction. He has recommended that a diamond drilling plant be obtained at once for future exploration. He states that Flemons' area is an important position, with attractive possibilities, and that the areas are well placed, technically explored, efficient, and satisfactory results will follow. The assayer has arrived in Suva, and will begin assaying at once.

Sir Henry Scott, solicitor in Fiji to the company, has advised the management that all requirements of the Mining Board have been complied with. The five prospecting licences had been approved in the name of the company, and the titles were secure.

## From New Guinea

### UPPER WATUT ALLUVIALS N.L.

With the arrival of the constructional engineer of Upper Watut Gold Alluvials N.L. on the company's field in New Guinea, good progress has been made on the construction work of the hydro-electric scheme. The European staff now numbers 16, about 230 natives are working on the race line, and more native labour is being engaged. A recent report from the company's officials on the field stated: Race line: Excavation of bench and catch drains for race line has been commenced by the contractors, and the section from surge tank site to the exit end of No. 1 tunnel is well under way and should be completed shortly. Tunnel: The portal at exit of No. 1 tunnel now being opened up, and seepage drain has been cut for a distance of approximately 200ft. around and above portal to prevent slips interfering with the tunnel work. Survey: A contour survey of weir site has been made, also longitudinal section of proposed syphon has been levelled. Sawmill: For the month of June, 11,965 super feet of timber was cut.

### UPPER SEPIK GOLD N.L.

An option has been acquired by the representative and engineer of Upper Sepik Gold Syndicate N.L. over a property in the Morobe district, New Guinea. He reports having tested portion of the area, and that it is an alluvial ground sluicing proposition, estimated to contain 3,000,000 cubic yards. The depth of the ground is 30 feet, the gold is coarse, and values are estimated at 20/ a yard. Particulars are being forwarded by mail. He is also negotiating for a further large area in the same district.

### MALINAR (N.G.) GOLD LTD.

The representative of Malinar (New Guinea) Gold Ltd. advises that further assay tests conducted by Messrs. Spence and Smith, consulting engineers, on the Kela property, New Guinea, disclose assay values averaging 10 dwt. 8 grs. a ton. They add that present development work proves that the formation extends over a large area. Prospecting work is being continued by means of tunnelling and costeering.

### WATUT DREDGING N.L.

Voluntary liquidation was decided upon by Watut Dredging N.L. at an extraordinary meeting in July. Mr. J. J. Liston, who presided, said the report of Mr. J. M. Spence on the property on the Lower Watut, Wan, New Guinea, was not satisfactory, and as the company was formed for a specific purpose the directors recommended the winding up. Contributing shareholders, it was expected, would receive £9/5/- for each £10 subscribed.

### EQUATORIAL GOLD SYNDICATE

Equatorial Gold Exploration (New Guinea and New Britain) Syndicate N.L. has received the report of Mr. J. M. Spence, of Messrs. Spence and D. Smith, mining engineers, of his inspection of the alluvial areas on the Ramu River for the leases

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of which the company holds an option. Summarised, the report states that leases Nos. 221 and 125, the upper area, comprise a valuable property. His prospects, from the few pits that have bottomed on surface wash only, gave satisfactory results, and on one occasion high results. Owing to the heavy nature of the gold in this area pits must be bottomed to estimate correct values. Lease No. 221, and part of lease No. 125, the lower area, appear to be an ideal dredging proposition if depth of wash and values are sufficiently attractive, and in his opinion the wash will be of considerable depth. It cannot be tested by pits, and a drilling plant is essential. Mr. Spence advises that on the upper area one or two pits be sunk to bottom on each flat therein to prove correctly yardage and values, and that such area can be worked by gravel pumps or jet elevators. He recommends that at a later date the lower area be tested by drilling. Ample power for any plant required may be generated from the river, the normal flow of which is not under 50 cubic feet a second, with a big fall.

#### N. GUINEA (NTH.) DEVELOPMENT N.L.

Messrs. W. H. Smith, E. A. Wisdom, R. M. V. Blackmore, R. M. Glasston, and R. J. P. Parer were elected directors, and Mr. R. W. Stringer, 422 Collins Street, Melbourne, legal manager, of New Guinea (North) Development N.L., at a preliminary meeting of shareholders. The company has been formed with a nominal capital of £10,000 in 2000 shares of £5 each, to finance an expedition to investigate an extensive gold dredging area in New Guinea. For subscription, 1000 shares were offered at £2 each, 400 are in reserve, and 600, fully paid, will be allotted to Messrs. Glasston and Parer. The expedition will consist of Messrs. R. S. Moody, Glasston, and Parer. Mr. Moody, who claims to be possessed of certain information relating to the property, will receive three-eighths in number of the shares allotted and received by the syndicate in any subsidiary company registered to develop the property. In the event of a cash payment being made to the syndicate over and above the cost of investigating and sufficiently proving the area for flotation into a working company, it has been agreed to pay Mr. Moody three-eighths of the balance. The syndicate will subscribe towards the cost of expenses of carrying on transport, boring, and pitting operations to the extent of £50 a week, only until such time as assistance is required, or when a lease or leases have to be applied for. The prospectors will make available a motor-driven boat, an aeroplane, boring plant, etc.

#### GUINEA GOLD N.L.

Development discontinued and work concentrated on plant erection. No. 1 winze off "B3" shaft on main lode down 40ft, average 6dwt. No. 1 winze off No. 2 main shaft down 30ft, average 8dwt; north drive off No. 3 main shaft stopped at 63ft, average 5½dwt over last 35ft. Driving at 100ft, level western lode off "B7" shaft discontinued; for 90ft, average 15dwt. This development opens up new line of lode. Main lode at 300ft level driven on for 75ft, average 5dwt.

#### DEVELOPMENT OF NEW GUINEA N.L.

With a nominal capital of £20,000, in 4000 shares of £5 each, Development of New Guinea N.L. has been formed. For subscription, 3000 shares were offered at £3 on application and allotment; the vendors and promoters will receive 700 fully paid and also have an option for six months to take up an additional 300, and 500 are in reserve. The directors are Messrs. W. H. Smith, P. S. Cody, J. Wren, A. G. Campbell and A. R. Dodson, and the legal manager, Mr. H. S. Archdall, 422 Collins

Street, Melbourne. The company has three properties. No. 1 is on the Upper Watut River, adjoining on the north-east the Nauti property of Enterprise of New Guinea N.L. No. 2 is at Surprise Creek, Upper Watut, adjoining the Waigaud area of Enterprise of New Guinea N.L., and in close proximity to the Iroa lease of Mount Lawson Prospecting and Option Syndicate N.L. No. 3 area is adjoining and contiguous to No. 1 area. Shareholders in Watut Options N.L. will be entitled to receive one fully-paid share for each two shares at present held, and they also had priority of application for one share for each share held.

#### ENTERPRISE OF NEW GUINEA

Enterprise of New Guinea N.L. has been advised by its general manager in New Guinea (Mr. H. Taylor) that preparations for sluicing on the Surprise Creek and Watut River areas are well advanced. He expects a trial run-off shortly. Mr. Taylor states that he is shortly resuming sluicing on the new area.

#### MOROBÉ ALLUVIALS N.L.

Directors of New Morobé Gold N.L. have acquired a dredging area, "Guinea Scarie," on the Little Wau Creek, adjoining the property of New Guinea Goldfields Ltd. A company has been formed, to be known as Morobé Alluvials N.L., to work the area. Nominal capital is £75,000, in 150,000 shares of 10/- each, of which shareholders had the right to apply for 120,000 shares, in the proportion of 50 shares for each share held, at 5/- a share, application and allotment. A report on the property by Mr. J. M. Spence, mining engineer, of Wau, New Guinea, states that in no case has bottom been reached, and to a shallow depth approximately 18,580 cubic yards have been treated for a

return of 1892 oz. 16 dwt., which return has been confirmed by the Department of Mines, Wau. Mr. Spence has been endeavouring to calculate the yardage of the gold-bearing gravels, and in a radiogram received recently he stated: "Anderson's Lease: Terraces, 1,800,000; creek bed, 400,000; river flats, 800,000; total, 3,000,000 cubic yards. Depth of wash only estimated at 9 feet below creek bed, and as no bottom is showing on lease, boring will undoubtedly increase figures considerably." In a later report, Mr. Spence affirmed that he had no hesitation in stating that the property was a valuable one. Due to the formation of the ground to be worked, gold production can be commenced forthwith, and will be carried on during the period necessary for the installation of further plant and electricity. The length of the lease is 80 chains, and width, including the creek, 10 chains. Very little of the lease has been worked. At present, a face of approximately 45 feet, is being worked at a depth of 7 feet, by crude boxing methods. Directors of the new company are Messrs. E. A. Wisdom, W. H. Smith, T. R. Victor, R. Blackmore, A. D. Douglas, and W. G.

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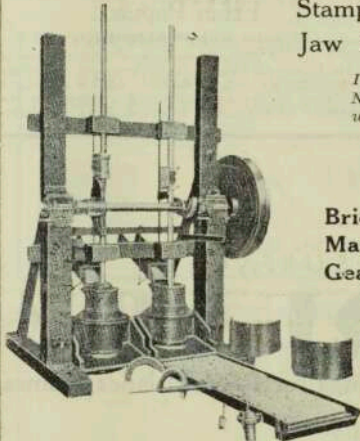


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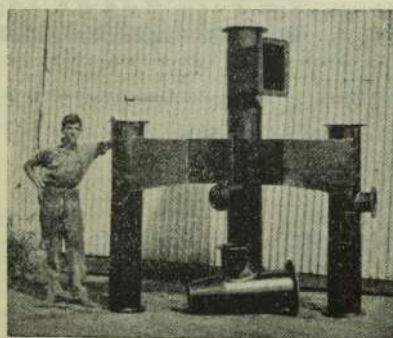
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#### SANDY CREEK SLUICING

Sandy Creek Gold Sluicing Ltd. (New Guinea), whose Sydney office is at Warwick Building, Hamilton Street, reported as follows early in August: The order for the No. 1 hydraulic sluicing and elevating plant has been placed, and as delivery of such plant is promised for an earlier date than expected, and as good progress upon the construction of the company's water race is reported from the mine, it is now anticipated that hydraulic

sluicing operations on the company's property will be in full swing well before the end of the present calendar year, possibly by about the end of October.

It will be of interest to shareholders to know that this No. 1 plant will have a capacity of approximately 11,000 cubic yards of gravel per month and that, as it is expected the water available from the company's race will be more than sufficient for No. 1 plant, it is intended after the race has been constructed to utilise the surplus water to ground sluice the adjacent slopes (below the race) of the Midlothian Gravel Deposit. This latter proposal should not only supplement gold recoveries but be a first step towards proving the values in such deposit.

#### BULOLO GOLD DREDGING LTD.

|                                      | May.     | June.   | July.   |
|--------------------------------------|----------|---------|---------|
| Cubic yds. treated (4 dredges) ..... | 890,000. | 930,000 | 968,000 |
| Bullion, oz. ....                    | 15,059   | 13,021  | 15,647  |
| Containing fine gold, oz. ....       | 10,377   | 9,061   | 10,847  |
| Value of production .....            | £92,096  | £79,284 | £94,911 |
| Working profit ..                    | £63,882  | £52,045 | £66,894 |

†Based on gold at £8 15/- (Australian) an oz.  
\*No. 2 dredge, worked nine days practically without revenue, preparing pond for deep-digging dredge now being designed, and in this period dredged 69,000 cubic yards of tailings.

#### NEW GUINEA GOLDFIELDS LTD.

|                                                                                              | May.   | June.  | July.  |
|----------------------------------------------------------------------------------------------|--------|--------|--------|
| Monthly returns of production and estimated profits of N.G. Goldfields Ltd. are as follows:— |        |        |        |
| Alluvial—                                                                                    |        |        |        |
| Fine gold, oz. ....                                                                          | 1,525  | 1,561  | 1,599  |
| Fine silver, oz. ....                                                                        | 1,208  | 1,180  | 1,251  |
| Mill (Golden Ridge), tons .....                                                              | 3,717  | 3,541  |        |
| Fine gold, oz. ....                                                                          | 1,455  | 1,331  | 1,525  |
| Fine silver, oz. ....                                                                        | 776    | 885    | 1,095  |
| Estimated profit—                                                                            |        |        |        |
| Alluvial .....                                                                               | £6,871 | £8,012 | £9,001 |
| Mill .....                                                                                   | 8,090  | 7,214  | 5,989  |

#### From Papua

#### YODDA GOLDFIELDS LTD.

At a special general meeting of shareholders of Yodda Goldfields Ltd., New Guinea, held in Sydney on July 23, Mr. H. T. Kienle, who is making a brief visit to Sydney, submitted a report on the property. In a circular to shareholders the direc-

tors advise that production started in August, 1934. Owing to the inaccessibility of the field a special aerodrome had to be built for the landing of planes, and the specifications prescribed by the administration necessitated expenditure exceeding the original estimate by over 100 per cent. From May to August heavy rains on two occasions washed the dam away, necessitating the construction of a dam nearly twice as large and strong than was actually essential under normal conditions. This caused a stoppage of work, which meant considerably more expense of an unproductive nature. Until the end of September only one unit—that on Hal Creek—was operating, and to the end of January bullion produced was only 230 oz. from both units. For the succeeding three months output was 179 oz., and for May 60 oz., and June 70 oz. Monthly expenses average £350.

#### NEW MISIMA GOLDMINES LTD.

Operations for the 12 months ended April 30, 1935, stated Mr. F. W. Cuthbert, managing director of New Misima Goldmines, Ltd., Misima Island, Papua, in the sixth annual report to shareholders, on July 5, have been most successful; and the balance sheet bears out that statement to an extraordinary degree. After providing £6287 for depreciation the company earned a net profit of £17,652. Dividends totalling 18/- per share, equal to 90 per cent., absorbed £12,600, and, after allowing for a bonus of £630 for the white staff of 14, the carry-forward is increased to £21,439 from £17,017. The plant treated 14,762 tons for a yield of 16,712 oz. bullion, valued at £30,440. Ore reserves, at 81,340 tons, are slightly higher. With an addition of £5000 during the year, the reserve fund (on fixed deposit) has been raised to £14,000, which covers the amount of issued capital. The monthly dividend has been increased from 1/6 to 2/- per share. Additional plant installed included new cone classifier, new slime elevator bucket belt, headgear, and fixtures, and new smelting furnace. Two additional houses for native labour (now 228 boys), new dwelling for white men, new lime room, and bulk receiving store on trading allotment were erected. A new Leyland 6-wheel motor lorry chassis was purchased and a suitable body built at Misima. It is of 3 tons capacity and is giving good service. Extra timber reserves of 1300 acres, containing a large supply of Rul timber, have been secured. Mine development included driving 528ft., rises 1034ft., crosscuts 287ft., total 1849ft. Mr. G. O. Wilkinson has resigned and Mr. A. Pym has been appointed a director in his place.

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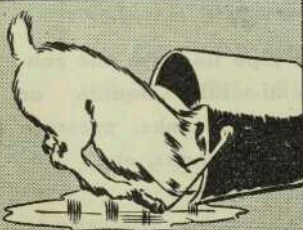
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THE PACIFIC ISLANDS MONTHLY

73

## THE SPIRIT OF REVOLT PASSES

### Jottings on the July Session of Papua's Legislative Council

From a Special Correspondent.

PORT MORESBY, August 2.  
TIME was when the sessions of the Legislative Council of Papua cheered our drooping spirits with the certainty that wordy warfare would be waged remorselessly. We looked forward to the forceful speeches with which some of our non-official members would maintain their right to criticise and condemn. We knew that, in the seclusion of the Council Chamber, our champions would contend, with emphatic speech and compelling gesture, for the opposition's privilege of scornful interjection; and that, ignoring the repressed exasperation of the Government forces, they would maintain the noble principle of protest against the persecution of an oppressed people.

But of late a tragic change has taken place. Last year we were astounded to learn that on several questions our representatives so far forgot themselves as to vote with the official members; and that the nearest approach to sensation occurred when one non-official member asked that some point might be explained to him.

It was a severe blow. We felt that the depression had got us. We were losing our proud spirit of resistance, and sinking to the deplorable level of a people that cravenly condones the actions of its Government.

This year we hoped for better things. Rubber was paying; copra showed some slight tendency to rise; and Australian stockbrokers were doing well out of our alleged gold mines. There were several Bills to be introduced with titles as provocative as one could wish. The forceful influence of our local press was used to ginger up our representatives to a proper spirit of revolt, and the Samarai contingent appeared satisfactorily warlike.

It was perfect fighting weather when the session opened on July 25, bright and cool, with a fresh breeze blowing from the south-east, and carrying to the Council Chamber the faint drone of peaceful snores from some over-worked department. The Hon. Arthur Jewell was absent on a trip to Europe; so was Mr. G. W. Guttridge, who has left Papua to solve its own troubles, and whose place was taken by Mr. T. L. Nevitt, a well-known resident of long standing, primed by his many friends with suggestions as to fighting tactics. Mr. A. H. Bunting was there, of course, from Samarai; and with him was Mr. J. G. Nelsson, the veteran of many verbal battles, the dauntless hero who has spoken so many moving words about cattle-ticks, and ticks, and cattle.

The Printers and Newspapers Ordinance, giving wider discretionary powers to judges of the Central Court, got through easily. So did an amendment to the Mining Act (Queensland adopted). There was a little discussion of the Sogeri road, and our champions licked their dry lips at the introduction of a Bill to amend the Liquor Ordinance. However, there was little of interest in the Bill, though its pleasant-sounding title seemed to instil a sense of good-fellowship in the breasts of the non-officials, which carried them over the intervening week-end.

So far all was peaceful; and the rest of the session was to be even worse. An Appropriation Bill was passed without opposition, and the Estimates were barely discussed. Obviously our men were rattled; and from that point they appear to have made no effort to preserve the sacred tradition of obstruction. Even an amendment to the Transactions with Natives Ordinance was permitted to go through quietly. There was no piquancy in the discussion of a Mining Grant. When the Government announced that an agricultural expert was to be engaged for the benefit of planters, not one of the non-officials had the spirit to object; and Mr. Nevitt went so far as to consent to assist the Government in selecting a suitable man.

The final blow fell when discussion was introduced of our mail contract service—up-to-date a humourously unilateral arrangement which permits a subsidised mail steamer to run four weeks late (or is it five?) on her schedule without penalty. Then indeed we felt that all was lost; that we were not only defeated, but crushed. For Mr. Nelsson, the reliable old war-horse, the one sturdy hope of all who are truly "agin the Gov'mint," the indomitable, truculent and universally beloved champion of the Opposition, made a little speech on the proposed new contract. Not in exposure of the nefarious intentions of the official members. Not as a belated effort to vindicate his reputation. But designed, as he himself admitted, "to strengthen the hands of the Government!"

And on this regrettable note of peace and goodwill, the session ended.

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### Hides Expedition

(Continued from page 7)

and Leahy in New Guinea, and by Mr. Hides in Papua, and suddenly against the limestone barrier. Southwards of the barrier, apparently, there are different kinds of people inhabiting a different kind of country. There clearly has been communication and intermixture between them, but not to any marked extent.

Without any doubt, explorations within the next few years will confirm and extend the discoveries of these young explorers. It will be found that in that vast region that lies between Morobe in the east and the Dutch border on the west, and between the Sepik and Ramu rivers in the north and the limestone barrier in the south, there is an enormous native population, inhabiting innumerable well-watered valleys, which in all directions intersect the fertile central tableland.

It will be found, also, that generally these people, although they display many tribal differences, are of a special racial type—a people, for the most part, of good stature, and with markedly aquiline features. In many places they show strong Papuan or Melanesian characteristics, but the great majority do not appear to be

Papuans or Melanesians. Neither are they Polynesians.

But there seems to be one distinctive section. Mr. Hides, in the most definite fashion, has described to me a people who inhabit a valley at the western (or Strickland) end of the country he explored. He said that these people have a skin almost Anglo-Saxon in colour; that they are lightly built and even effeminate in appearance; and that he estimated that there were at least 50,000 of them.

These light-skinned folk were at the western end of the districts he penetrated, and he said that the tribes thereabouts clearly had never previously been in contact with whites. But towards the eastern end of his patrol, southwards and south-eastwards of Mount Hagen, and near the Purari River, he found much evidence that the tribes had been in contact with white people in the north.

All the tribes which he found northwards of the limestone barrier appeared to be really expert cultivators of the soil. Their gardens were laid out with remarkable regularity; a cleverly devised system of drains divided the garden plots and carried off the storm water; cultivation was so arranged as to combat and reduce erosion; the natives clearly understood the fallowing of land and the rota-

tion of crops; they appeared to have a remarkable system of communal life, adapted to their practice of living on isolated farms rather than in villages; and they are notable for a variety of curious customs, which on investigation may establish affinities which will allow scientists to trace something of their history. It certainly seems to be a rich field for the anthropologist.

### THE PAPUAN POLICE

An outstanding feature of the Hides expedition was the extraordinarily fine service rendered by the Papuan Armed Constabulary. Mr. Hides had with him less than a dozen native police; yet they stood by him with such staunchness and loyalty that the little party was able to come unscathed through a territory that was always strange and dangerous, and often actively hostile.

The two leaders, Messrs. Hides and O'Malley, appear to have worked together in a fine spirit of comradeship and mutual trust; that, of course, was to be expected. But the thing that is most worthy of praise, and concerning which we should like much further information, is the splendid service rendered to the two white officers by those Papuan policemen. There is not much wrong with an Administration which has service of this kind at its command.

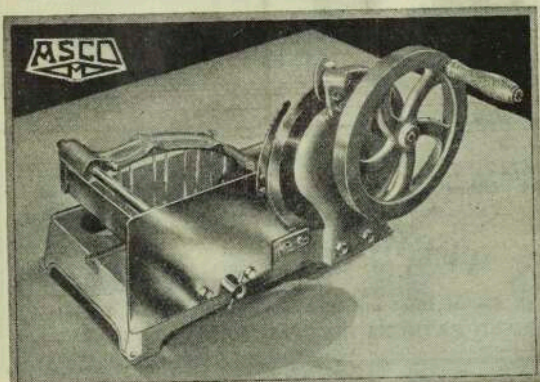
### YOUNG EXPLORERS IN A MAELSTROM

Messrs. Hides and O'Malley were given special leave to come South by the Montoro, early in August. Immediately, they were involved in a press hullabulloo which they must have found more terrifying than anything encountered north of the limestone barrier.

Mr. Hides was met in Queensland by a representative of the Sydney Morning Herald-Melbourne Argus group, who signed him up for a series of illustrated articles. This stirred a rival newspaper group to activity, and some funny things happened. The rival group evidently protested to the Federal authorities. "Mr. Hides," they probably said, "is a Papuan Government official. Who gave him the right to sell to our rivals an exclusive story based on material gathered in his duties as a Government officer? If he has a report to make, all newspapers are entitled to it."

It would appear that the Federal authorities accepted this argument. Mr. Hides had submitted to the Lieutenant-Governor a 35,000-words report on his expedition; and the Governor had promptly transmitted it to Canberra. A few hours after it reached Canberra it was released to the newspapers.

So we had the interesting spectacle of the Herald-Argus group publishing a specially compiled account of Mr. Hides' expedition; while the rival group, on the same days, were publishing copious ex-



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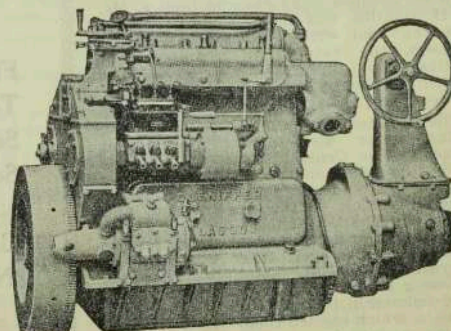
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tracts from Mr. Hides' official report. For over a week, therefore, Mr. Hides and his "Papuan Wonderland" were front-page news in every city of the Commonwealth. Summaries of the articles evidently were cabled overseas, for there were interesting comments in overseas newspapers; even the London "Times" devoted a leading article to the subject of whether an attempt should be made to preserve these newly-discovered natives in an unspoiled condition.

The rival group, however, in their eagerness to beat the Herald-Argus group, made rather a hash of the official report. The series of articles in the Herald-Argus newspapers gave a clear, graphic account of what had been achieved; but the material that was dished up from the official report by special correspondents at Canberra was such a jumble that few could make head or tail of it—it was just a series of disconnected incidents and descriptions.

Meanwhile, Mr. Hides had arrived in Sydney, where he was more or less torn to pieces by reporters, overcome by a first-class dose of malaria and driven nearly frantic by demands for speeches and articles from a multitude of publishers, luncheon-club organisers, broadcasting stations, etc. He fled into the bush to nurse his malaria and his new baby, and he still is there at the moment of this writing.

### THE EXPEDITION

THE following is a brief summary of the achievement of what the Lieutenant-Governor describes as "one of the hardest and most difficult expeditions ever undertaken in any part of the island of New Guinea." Details have been published in the Australian newspapers in August.

Patrol, led by Mr. Jack Hides, A.R.M., and Patrol Officer James O'Malley, left Daru on January 1 with 14 native police, 30 carriers and 8 tons of stores; proceeded 350 miles up Fly and Strickland Rivers in Government launch "Vallala," with Mr. Woodward, R.M.; left Mr. Woodward near Douglas Bend on January 10, and, for four weeks, fought their way upstream in canoes; on February 6, encountered great river entering Strickland from the north-east; named this Rentoul River, and followed it up for 41 miles.

Canoes were then abandoned, and one sent back with four police and two sick carriers. Party, comprising two officers, 10 police and 28 carriers, plunged into the unknown, going north-east.

They encountered, between the Rentoul and the limestone barrier, a vast area of undulating scrubland, with a large semi-nomadic population. These were shy, nervous people; they attacked frequently in small parties, but were easily frightened off. Isolated dwellings, built high on piles, on small cleared areas, were frequently passed. Bananas and sugar cane were grown. Game (pigeons, cassowary, etc.) was plentiful. For 45 days they relayed their stores over a vast plateau, and were faced on April 5 with the limestone.

It took seven days to cover 11 miles, over a limestone surface broken by great chasms and fissures, amid dwarfed and twisted vegetation. Police and carriers suffered from torn feet and bitterly cold rain—six were disabled. They abandoned half their stores.

From 7000 feet, they finally gazed far out over a series of thickly populated and intensely cultivated valleys, the Tari Furoro River system. They descended from the limestone barrier, crossed the river (named Ryan), and a mountain, and entered the valley system. The Ryan, or Tari, seemed a tributary of the Kikori.

For five weeks, they marched through the Tari Furoro district, attacked re-

peatedly by hordes of persistently hostile natives. They observed an astonishing system of irrigation and cultivation. There was evidence of constant inter-tribal fighting and cannibalism. The first tribes met were people with light brown skins and long, curling hair.

The party was refused food. They were conserving their rice, and were almost starving, in the midst of plenty.

Travelling north and east, they came to and crossed a mountain, about 13,000 feet (which they provisionally named Mt. Champion) and came down on May 5 into another series of closely cultivated river valleys, part of the headwaters of the Purari. The river was the Waga, and the district, the Waga Furari. The Waga is a tributary of the Purari.

During May, they travelled east and south through this thickly populated region. The people were hostile and treacherous, and constantly attacked. They refused to give or sell foods. The

men were bearded, and usually wore large wigs of human hair.

The party, on May 13, fought a day-long battle against many hundreds of warriors. The native police were splendid—cool and unflinching.

Mt. Champion appeared to be the divide between the headwaters of the Kikori and the Purari.

At the end of May, the party turned south, and commenced the return trip across the terrible limestone barrier. They suffered great privations, chiefly from cold and extreme hunger, and were lucky to escape death.

South of the barrier, near the Erewa River, they met friendly tribes, who gave them food, shelter and transport.

They got down to the Government station at Kikori on June 19.

"Which is Hides and which O'Malley?" asked the officer there, as two scarecrows, bearded, tattered, torn and emaciated, crawled wearily out of the canoes.

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- CASSEL'S CYANIDE, etc., etc.

## NOYES BROS. [SYDNEY] LTD.

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## Islands Produce

### Coffee

The following quotations were obtained on August 21:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1, 18/- per cwt.; quote No. 2, 18/9, based on 12 guilders.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. No. 1 quotation: Grade "A," 52/-; grade "B," 47/-; grade "C," 42/-; Triage, 37/-; No. 2 quotation: Grade "B," 47/-; grade "C," 40/-; Triage, 36/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt. No quotation: Season closed.

Arabian (Aden), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney. Quote (a): No. 1, pure, 65/- per cwt. Quote (b): 56/- per cwt.

Harrari (Abyssinian), f.a.q., immediate shipment, c.i.f., Sydney. Quote No. 1, 61/9.

### Kapok

Based on an exchange conversion of 12 gulden to the Australian £, the Australian c.i.f. prices current during August were: Prime Samarang, 57-16d. per lb.; prime Japara, 5½d. per lb. —

### Cocoa

Quote No. 1: Cocoa beans, £36 per ton.  
Quote No. 2: Accra, good fermented, £23/5/- per ton, c.i.f. Sydney.

### Ivory Nuts

No. 1 Quotation: £9 per ton, f.o.b., Sydney.  
No. 2 Quotation: £9 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 .. .. £96  
Trocas shell, No. 2 grade .. .. £84  
Trocas shell, No. 3 grade .. .. £72  
(b) Trocas shell, No. 1 grade .. .. £94

Trocas shell, No. 2 grade .. .. £84  
Trocas shell, No. 3 grade .. .. £71  
All quotes are f.o.b., and on the Australian £.

### Green Snail Shell

Good quality green snail shell was quoted in Sydney in mid-August at £30-£40 per ton.

### Cotton

London, c.i.f. prices for cotton, as quoted in Sydney Morning Herald, during the past month were: July 26, 6.40d. lb., August shipment; August 2, 6.21d. lb., September shipment; August 9, 6.03d. lb., September shipment; August 16, 6.10d. lb., September shipment.

### Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £12/10/- per ton, f.o.b., Sydney.  
Australian table rice, packed in 50lb. bags, £16/10/- per ton.

## Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on August 21:—

### 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:  
Buying. Selling.  
Telegraphic transfer .. £111 2 6 £113 0 0  
On demand .. .. £110 12 6 £111 17 6

### WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A100, selling £A100/10/-.

Exchange, Samoa on London, basis £100 in London:—

Buying. Selling.  
Telegraphic transfer .. .. £125 0 0 £125 0 0  
On demand .. .. £123 0 0 124 17 6  
30 days .. .. 122 15 0 124 15 0  
60 days .. .. 122 10 0 124 12 6  
90 days .. .. 122 5 0 124 10 0  
120 days .. .. 122 0 0 124 7 6

### DIRECT TELEGRAPHIC TRANSFER.

#### SELLING RATES

Quoted by  
BANK OF NEW SOUTH WALES  
in Australia

Australia on Papeete      Francs to £  
Average for week ended 29/7/35 .. .. 58.77  
Average for week ended 5/8/35 .. .. 58.65  
Average for week ended 12/8/35 .. .. 58.64  
Average for week ended 19/8/35 .. .. 58.70

Australia on Noumea      Francs to £  
Average for week ended 29/7/35 .. .. 58.63  
Average for week ended 5/8/35 .. .. 58.55  
Average for week ended 12/8/35 .. .. 58.54  
Average for week ended 19/8/35 .. .. 58.60

### 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 August 21, when the Australian £ was nominally worth 58.75 francs, £100 Australian would purchase a credit in Noumea of 5,875 francs.

### NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK.

From Australia, Pt. Moresby, £1 per cent., on Rabaul 10/- per cent.—other N. Guinea districts £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.

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Every engine supplied with complete equipment to the last screw required for installation.

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**GEO. RUTHERFORD**

ENDEAVOUR HOUSE, 46 PITT STREET, SYDNEY



August 22, 1935.

## THE PACIFIC ISLANDS MONTHLY

77

## 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.

## Copa

| London.<br>Price on— | South Sea,<br>Sun-Dried.<br>Per ton c.i.f. | Plantation,<br>Hot-air Dried,<br>Rabaul.<br>Per ton c.i.f. |
|----------------------|--------------------------------------------|------------------------------------------------------------|
| January 16, 1931     | £14 7 6                                    | £14 12 6                                                   |
| February 27          | £14 12 6                                   | £14 17 6                                                   |
| March 27             | £14 10 0                                   | £14 12 6                                                   |
| April 24             | £13 15 0                                   | £13 17 6                                                   |
| May 29               | £10 17 6                                   | £11 0 0                                                    |
| June 26              | £11 15 0                                   | £11 17 6                                                   |
| July 31              | £11 5 0                                    | £11 7 6                                                    |
| August 28            | £11 2 6                                    | £11 5 0                                                    |
| September 25         | £12 15 0                                   | £12 15 0                                                   |
| October 30           | £13 10 0                                   | £13 10 0                                                   |
| November 27          | £13 10 0                                   | £13 10 0                                                   |
| December 18          | £14 5 0                                    | £14 10 0                                                   |
| January 1, 1932      | £14 10 0                                   | £14 15 0                                                   |
| February 12          | £16 7 6                                    | £16 10 0                                                   |
| March 25             | £14 17 6                                   | £15 0 0                                                    |
| April 29             | £14 15 0                                   | £14 17 6                                                   |
| May 20               | £13 17 6                                   | £14 0 0                                                    |
| June 3               | £12 17 6                                   | £13 0 0                                                    |
| July 1               | £13 5 0                                    | £13 7 6                                                    |
| August 12            | £13 17 6                                   | £14 0 0                                                    |
| September 2          | £13 17 6                                   | £14 0 0                                                    |
| October 7            | £14 5 0                                    | £14 7 6                                                    |
| November 11          | £14 7 6                                    | £14 10 0                                                   |
| December 16          | £14 2 6                                    | £14 5 0                                                    |
| January 6, 1933      | £13 10 0                                   | £13 12 6                                                   |
| February 3           | £12 5 0                                    | £12 7 6                                                    |
| March 3              | £10 10 0                                   | £10 12 6                                                   |
| April 28             | £11 2 6                                    | £11 5 0                                                    |
| May 26               | £10 17 6                                   | £11 0 0                                                    |
| June 30              | £11 2 6                                    | £11 5 0                                                    |
| July 21              | £10 10 0                                   | £10 12 6                                                   |
| August 4             | £9 7 6                                     | £9 10 0                                                    |
| September 29         | £8 15 0                                    | £9 0 0                                                     |
| October 20           | £9 10 0                                    | £9 15 0                                                    |
| November 3           | £8 12 6                                    | £9 0 0                                                     |
| December 1           | £8 0 0                                     | £8 7 6                                                     |
| January 5, 1934      | £7 17 6                                    | £8 10 0                                                    |
| February 16          | £7 7 6                                     | £8 0 0                                                     |
| March 30             | £7 15 0                                    | £8 12 6                                                    |
| April 27             | £7 17 6                                    | £8 12 6                                                    |
| June 1               | £7 17 6                                    | £8 12 6                                                    |
| June 15              | £8 0 0                                     | £8 12 6                                                    |
| July 6               | £7 17 6                                    | £8 15 0                                                    |
| July 13              | £8 0 0                                     | £8 17 6                                                    |
| August 3             | £7 12 6                                    | £8 17 6                                                    |
| September 7          | £8 0 0                                     | £8 15 0                                                    |
| October 5            | £7 15 0                                    | £8 12 6                                                    |
| October 26           | £7 15 0                                    | £8 15 0                                                    |
| November 2           | £7 15 0                                    | £8 15 0                                                    |
| November 30          | £8 15 0                                    | £9 2 6                                                     |
| December 7           | £8 15 0                                    | £9 12 6                                                    |
| December 21          | £8 15 0                                    | £9 7 6                                                     |
| December 28          | £9 0 0                                     | £9 12 6                                                    |
| January 4, 1935      | £9 5 0                                     | £10 5 0                                                    |
| January 11           | £10 10 0                                   | £11 0 0                                                    |
| January 18           | £12 0 0                                    | £12 15 0                                                   |
| January 25           | £11 10 0                                   | £12 5 0                                                    |
| February 1           | £11 12 6                                   | £12 2 6                                                    |
| February 8           | £12 0 6                                    | £12 15 0                                                   |
| February 15          | £12 0 6                                    | £12 15 0                                                   |
| February 22          | £12 2 6                                    | £12 17 6                                                   |
| March 1              | £12 2 6                                    | £12 15 0                                                   |
| March 8              | £12 2 6                                    | £12 12 6                                                   |
| March 15             | £10 15 0                                   | £11 5 0                                                    |
| March 22             | £10 15 0                                   | £11 10 0                                                   |
| March 29             | £11 0 0                                    | £11 17 6                                                   |
| April 5              | £10 15 0                                   | £11 15 0                                                   |
| April 12             | £10 15 0                                   | £11 17 6                                                   |
| April 19             | £10 15 0                                   | £11 17 6                                                   |
| April 26             | £11 5 0                                    | £12 7 6                                                    |
| May 3                | £11 17 6                                   | £12 12 6                                                   |
| May 10               | £12 2 6                                    | £12 17 6                                                   |
| May 17               | £12 0 0                                    | £12 12 6                                                   |
| May 24               | £12 0 0                                    | £12 12 6                                                   |
| May 31               | £11 10 0                                   | £12 0 0                                                    |
| June 7               | £11 15 0                                   | £12 7 6                                                    |
| June 14              | £11 10 0                                   | £12 2 6                                                    |
| June 21              | £10 15 0                                   | £11 5 0                                                    |
| June 28              | £10 0 0                                    | £10 10 0                                                   |
| July 5               | £9 15 0                                    | £10 5 0                                                    |
| July 12              | £9 12 6                                    | £10 5 0                                                    |
| July 19              | £9 17 6                                    | £10 17 6                                                   |
| July 26              | £9 15 0                                    | £10 15 0                                                   |
| August 2             | £9 15 0                                    | £10 15 0                                                   |
| August 9             | £9 10 0                                    | £10 10 0                                                   |
| August 16            | £9 10 0                                    | £10 15 0                                                   |

## Rubber

| London          | Para<br>per lb. | Plantation<br>Smoked<br>per lb. |
|-----------------|-----------------|---------------------------------|
| Price on—       |                 |                                 |
| January 1, 1932 | 4½d.            | 3 5/16d.                        |
| February 5      | 3½d.            | 2½d.                            |
| March 4         | 3½d.            | 2 5/16d.                        |
| April 1         | 3½d.            | 1½d.                            |
| May 13          | 3½d.            | 1 13/16d.                       |
| June 10         | 3½d.            | 1 11/16d.                       |
| July 22         | 3½d.            | 1 15/16d.                       |
| August 5        | 4d.             | 2½d.                            |
| September 2     | 5½d.            | 2½d.                            |
| October 14      | 5d.             | 2.40½d.                         |
| November 11     | 5d.             | 2.65½d.                         |
| December 2      | 5d.             | 2.59d.                          |
| January 6, 1933 | 4½d.            | 2.43d.                          |
| February 10     | 4½d.            | 2½d.                            |
| March 10        | 4½d.            | 2½d.                            |
| April 14        | 4½d.            | 2.34d.                          |
| May 5           | 4½d.            | 2.81d.                          |
| June 2          | 5½d.            | 3.56d.                          |
| July 7          | 5½d.            | 3.71d.                          |
| August 4        | 5d.             | 4d.                             |
| September 1     | 5d.             | 3.78d.                          |
| October 13      | 4½d.            | 4d.                             |
| November 10     | 4½d.            | 4.09d.                          |
| December 8      | 4½d.            | 4.05½d.                         |
| January 5, 1934 | 4½d.            | 4.28d.                          |
| February 2      | 4½d.            | 4.84d.                          |
| March 6         | 5d.             | 5.15d.                          |
| April 6         | 5d.             | 5.43d.                          |
| May 4           | 5½d.            | 7d.                             |
| June 1          | 5½d.            | 6½d.                            |
| July 6          | 5½d.            | 7.06d.                          |
| August 3        | 5½d.            | 7.18d.                          |
| September 7     | 5½d.            | 7½d.                            |
| October 5       | 5½d.            | 6½d.                            |
| November 16     | 5½d.            | 6½d.                            |
| December 28     | 5d.             | 6½d.                            |
| January 4, 1935 | 5d.             | 6½d.                            |
| January 18      | 4½d.            | 6.4½d.                          |
| February 1      | 4½d.            | 6½d.                            |
| February 22     | 4½d.            | 6½d.                            |
| March 1         | 4½d.            | 6.1½d.                          |
| March 29        | 4½d.            | 5.6½d.                          |
| April 5         | 4½d.            | 5.4½d.                          |
| April 19        | 4½d.            | 5 11/16d.                       |
| April 26        | 4½d.            | 5½d.                            |
| May 3           | 4½d.            | 5 9/16d.                        |
| May 10          | 4½d.            | 5 11/16d.                       |
| May 17          | 4½d.            | 6d.                             |
| May 24          | 4½d.            | 6d.                             |
| May 31          | 4½d.            | 5 5/7d.                         |
| June 7          | 5d.             | 6d.                             |
| June 14         | 5d.             | 6 1/16d.                        |
| June 21         | 5d.             | 6 1/16d.                        |
| June 28         | 5d.             | 6d.                             |
| July 5          | 5d.             | 5½d.                            |
| July 12         | 5d.             | 5½d.                            |
| July 19         | 4½d.            | 5 13/16d.                       |
| July 26         | 4½d.            | 5½d.                            |
| August 2        | 4½d.            | 5½d.                            |
| August 9        | 4½d.            | 5½d.                            |
| August 16       | 4½d.            | 5½d.                            |

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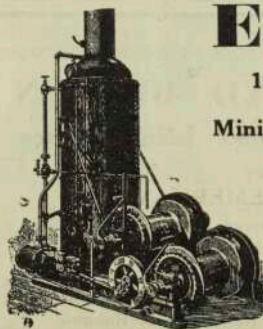
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|                | Maedhui    | Montoro   |
|----------------|------------|-----------|
| Sydney .. ..   | Sept 5     | Sept 25   |
| Brisbane .. .  | Sept 7     | Sept 27   |
| Townsville ..  | Sept 10    | Sept 30   |
| Cairns .. .    | Sept 12    | Oct 3     |
| Pt. Moresby .. | Sept 14    | Oct 5     |
| Samarai .. .   | Sept 15    | Oct 7-8   |
| Woodlark Is. . | Sept 16-17 | Oct 9     |
| Rabaul .. .    | Sept 18    | Oct 11-12 |
| Kavieng .. .   | Sept 19-20 | Oct 13    |
| Lindenhafen .. | Sept 22-23 | Oct 14    |
| Salamaua .. .  | Sept 24    | Oct 15-16 |
| Lae .. .       | Sept 26-27 | Oct 18    |
| Finschhafen .. | Sept 28    | Oct 19    |
| Murnass .. .   | Sept 30    | Oct 21    |
| Madang .. .    | Oct 1      | Oct 23    |
| Alexishafen .. | Oct 2      | Oct 24    |
| Lombrum .. .   | Oct 6      | Oct 26    |
| Lorengau .. .  | Oct 8      | Oct 29    |
| Pondo .. .     | Oct 8      | Oct 31    |
| Borom .. .     |            |           |
| Madang .. .    |            |           |
| Alexishafen .. |            |           |
| Salamaua .. .  |            |           |
| Kavieng .. .   |            |           |
| Pondo .. .     |            |           |
| Rabaul .. .    |            |           |
| Salamaua .. .  |            |           |
| Samarai .. .   |            |           |
| Pt. Moresby .. |            |           |
| Cairns .. .    |            |           |
| Brisbane .. .  |            |           |
| Sydney .. .    |            |           |

BURNS, PHILP & CO., LTD., Agents.

### Sydney-N. Guinea-Hongkong

Subject to alteration without notice.

M.V. Neptuna.

|              |            |           |
|--------------|------------|-----------|
| Sydney .. .  | Sept 2-6   | Nov 11-15 |
| Salamaua ..  | Sept 13    | Nov 22    |
| Rabaul .. .  | Sept 15    | Nov 24    |
| Sandakan ..  | Sept 24    | Dec 3     |
| Manila .. .  | Sept 27    | Dec 6     |
| Hongkong ..  | S.30-Oct.4 | Dec 9-13  |
| Saigon .. .  | Oct 8      | Dec 17    |
| Manila .. .  | Oct 12     | Dec 21    |
| Sandakan ..  | Oct 15     | Dec 24    |
| Salamaua ..  | Oct 22     | Dec 31    |
| Rabaul .. .  | Oct 25     | Jan 3     |
| Sydney .. .  | Nov 1      | Jan 10    |
| Melbourne .. | Nov 4-8    | Jan 13    |

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### Solomon Islands—N.G. Service

Subject to Alteration Without Notice.

M.V. Malaita.

|                |            |              |
|----------------|------------|--------------|
| Sydney .. .    | Aug 24     | Oct 5        |
| Brisbane .. .  | Aug 26     | Oct 7        |
| Townsville ..  | Aug 29     | Oct 10       |
| Tulagi .. .    | Sept 2-3   | Oct 14-15    |
| Makambo ..     | Sept 4     | Oct 16       |
| Gavutu .. .    | Sept 5     | Oct 17       |
| Mamara .. .    | Sept 6     | Oct 18       |
| Domma .. .     | Sept 7     | Oct 19       |
| Aruligo .. .   | Sept 8     | Oct 20       |
| Lavono .. .    | Sept 9     | Oct 21       |
| Yandina .. .   | Sept 10    | Oct 22       |
| Banika .. .    | Sept 11    | Oct 23       |
| Ufa .. .       | Sept 12    | Oct 24       |
| Lingatu .. .   | Sept 13    | Oct 25       |
| Faisi .. .     | Sept 14    | Oct 26-27    |
| Younger .. .   | Sept 15    | Oct 28       |
| Pepesala .. .  | Sept 16-17 | Oct 31-Nov 1 |
| Kaylan .. .    | Sept 18    | Nov 2        |
| Meringe .. .   | Sept 19    | Nov 3        |
| West Bay ..    | Sept 20    | Nov 4        |
| Somata .. .    | Sept 21    | Nov 5        |
| Rendova (opt.) | Sept 22    | Nov 6        |
| Gizo .. .      | Sept 23    | Nov 7        |
| Faisi .. .     | Sept 24    | Nov 8        |
| Kieta .. .     | Sept 25    | Nov 9        |
| Arigua .. .    | Sept 26    | Nov 10       |
| Teopasino ..   | Sept 27    | Nov 11       |
| Numa .. .      | Sept 28    | Nov 12       |
| Rabaul .. .    | Sept 29    | Nov 13       |
| Soraken .. .   | Sept 30    | Nov 14       |
| Kieta .. .     | Sept 31    | Nov 15       |
| Faisi .. .     | Oct 1      | Nov 16       |
| Gizo .. .      | Oct 2      | Nov 17       |
| Tetipari .. .  | Oct 3      | Nov 18       |
| Russell Group  | Oct 4      | Nov 19       |
| Gavutu .. .    | Oct 5      | Nov 20       |
| Tulagi .. .    | Oct 6      | Nov 21       |
| Brisbane .. .  | Oct 7      | Nov 22       |
| Sydney .. .    | Oct 8      | Nov 23       |

BURNS, PHILP & CO., LTD., Agents.

### Sydney—Rabaul—Hongkong

|               | Tanda.     | Nankin.    | Nellore. |
|---------------|------------|------------|----------|
| Hongkong ..   | Aug 31     | Oct 4      | Nov 2    |
| Manila .. .   | Sept 3     | Oct 7      | Nov 5    |
| Rabaul .. .   | Sept 11    | Oct 15     | Nov 13   |
| Brisbane ..   | Sept 17    | Oct 21     | Nov 19   |
| Sydney .. .   | Sept 19    | Oct 23     | Nov 21   |
| Melbourne ..  | S.23-Oct.2 | Oct 28-N.2 | N.25-D.4 |
| Hobart .. .   | Oct 4      | Nov 4      | Dec 6    |
| Newcastle ..  | Oct 7      | Nov 7      | Dec 9    |
| Sydney, dep.  | Oct 12     | Nov 13     | Dec 14   |
| Brisbane ..   | Oct 14     | Nov 15     | Dec 16   |
| Townsville .. | Oct 17     | Nov 18     | Dec 19   |
| Rabaul .. .   | Oct 22     | Nov 23     | Dec 24   |
| Manila .. .   | Oct 30     | Dec 1      | Jan 1    |
| Shanghai ..   | Nov 2      | Dec 4      | Jan 4    |
| Moji .. .     | Nov 7      | Dec 9      | Jan 9    |
| Kobe .. .     | Nov 10     | Dec 12     | Jan 12   |
| Osaka .. .    | Nov 11     | Dec 13     | Jan 13   |
| Nagoya .. .   | Nov 13     | Dec 15     | Jan 15   |
| Yokohama ..   | Nov 14     | Dec 16     | Jan 16   |
|               | Nov 16     | Dec 18     | Jan 18   |

E. & A. STEAMSHIP CO., LTD., Agents.

### Papuan Inter-Island Service

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

|                |           |                |            |
|----------------|-----------|----------------|------------|
| Pt. Moresby .. | Sept 4    | Pt. Moresby .. | Sept 15-19 |
| Hisiu .. .     | Sept 4    | Kapa Kapa ..   | Sept 19    |
| Yule Is. ....  | Sept 4    | Abau .. .      | Sept 21    |
| Kukipi .. .    | Sept 5    | Baibara .. .   | Sept 22    |
| Orokololo ..   | Sept 6    | Samarai .. .   | Sept 24-27 |
| Kikori .. .    | Sept 8    | Baibara .. .   | Sept 28    |
| Daru .. .      | Sept 9-10 | Abau .. .      | Sept 29    |
| Orokololo ..   | Sept 11   | Kapa Kapa ..   | Oct 1      |
| Yule Is. ....  | Sept 13   | Pt. Moresby .. | Oct 2-6    |
| Hisiu .. .     | Sept 14   |                |            |

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.

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COLYER, WATSON & CO., N.D.L. Agents, New Guinea, Rabaul.

GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.



August 22, 1935.

THE PACIFIC ISLANDS MONTHLY

79

**New Zealand—Samoa**

N.Z. Government steamer Maui Pomare (1159 tons) is on a regular service between New Zealand ports and Western Samoa, carrying mails, passengers, and cargo.

**Sydney—N.Z.—Fiji—Samoa—Hawaii**

|                 | Monterey.  | Mariposa. | Monterey. |
|-----------------|------------|-----------|-----------|
| Honolulu ..     | Aug 26     | Sept 23   | Oct 21    |
| Pago Pago ..    | Aug 31     | Sept 28   | Oct 26    |
| Suva ..         | Sept 3     | Oct 1     | Oct 24    |
| Auckland ..     | Sept 6     | Oct 4     | Nov 1     |
| Sydney, arr. .. | Sept 9     | Oct 7     | Nov 4     |
| Melbourne ..    | Sept 13-14 | Oct 11-12 | Nov 8-9   |
| Sydney, dep. .. | Sept 18    | Oct 16    | Nov 13    |
| Auckland ..     | Sept 21    | Oct 19    | Nov 16    |
| Suva ..         | Sept 24    | Oct 22    | Nov 19    |
| Pago Pago ..    | Sept 25    | Oct 23    | Nov 20    |
| Honolulu ..     | Sept 30    | Oct 28    | Nov 25    |

OCEANIC STEAMSHIP CO., MATSON LINE.

**London—Sydney—New Guinea**

Subject to Alteration Without Notice.

|              | Salamaua |
|--------------|----------|
| London ..    | Aug 19   |
| Teneriffe .. | Oct 2    |
| Gladstone .. | Oct 12   |
| Rahaul ..    | Dec 10   |
| Teneriffe .. | Dec 18   |
| London ..    | Dec 18   |

W. R. CARPENTER &amp; CO., LTD.

**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.

**Gilbert and Ellice Islands**

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

**Sydney—New Hebrides—Noumea—Indochine**

|                 | S.S. Laperouse. |         |           |
|-----------------|-----------------|---------|-----------|
| Sydney ..       | Aug 27          | Sept 18 | Oct 16    |
| Noumea ..       | A. 31-S. 1      | Sept 22 | Oct 20-21 |
| Lifou ..        | Sept 2          | —       | —         |
| Tanna ..        | —               | —       | —         |
| Vila ..         | Sept 3          | —       | Oct 22-23 |
| Luganville ..   | Sept 4          | —       | Oct 24    |
| Le Dart ..      | Sept 5          | —       | Oct 24    |
| Hog Harbour ..  | Sept 6          | —       | —         |
| Pt. Sandwich .. | —               | —       | —         |
| Vao ..          | —               | —       | —         |
| Hongkong ..     | —               | —       | Nov 8-9   |
| Haiphong ..     | —               | —       | Nov 11-13 |
| Saigon ..       | —               | —       | Nov 16-19 |
| Tomman ..       | —               | —       | —         |
| Vila ..         | Sept 7          | —       | Dec 5     |
| Lifou ..        | Sept 8          | —       | —         |
| Noumea ..       | Sept 9-10       | Oct 6   | Dec 6-8   |
| Sydney ..       | Sept 14         | Oct 10  | Dec 12    |

MESSAGERIES MARITIMES CO., Agents.

**Sydney—N.Z.—Fiji—Hawaii**

|                 | Aorangi.   | Niagara.     | Monowai   |
|-----------------|------------|--------------|-----------|
| Honolulu ..     | Aug 21     | Sept 18      | Oct 16    |
| Suva ..         | Aug 30     | Sept 27      | Oct 25    |
| Auckland ..     | Sept 2-3   | S. 30-Oct. 1 | Oct 28-29 |
| Sydney ..       | Sept 7     | Oct 5        | Nov 2     |
| Monowai ..      | —          | —            | —         |
| Sydney, dep. .. | Sept 12    | Oct 10       | Nov 7     |
| Auckland ..     | Sept 16-17 | Oct 14-15    | Nov 11-12 |
| Suva ..         | Sept 20    | Oct 18       | Nov 15    |
| Honolulu ..     | Sept 27    | Oct 25       | Nov 22    |

UNION S.S. CO., LTD., Agents.

**Sydney—N.Z.—Cook Is.—Tahiti**

|                 | Makura.    | Maunganui. | Makura    |
|-----------------|------------|------------|-----------|
| Papeete ..      | Sept 7     | Oct 5      | Nov 2     |
| Rarotonga ..    | Sept 10    | Oct 8      | Nov 5     |
| Wellington ..   | Sept 16-17 | Oct 14-15  | Nov 11-12 |
| Sydney ..       | Sept 21    | Oct 19     | Nov 16    |
| Sydney, dep. .. | Sept 26    | Oct 24     | Nov 21    |
| Wellington ..   | S. 30-O. 1 | Oct 28-29  | Nov 25-26 |
| Rarotonga ..    | Oct 5      | Nov 2      | Nov 30    |
| Papeete ..      | Oct 7      | Nov 4      | Dec 2     |

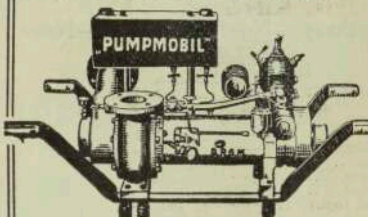
UNION S.S. CO., LTD., Agents.

**Fiji Inter-Island Services**

S.S. Malake, 736 tons (Burns Philp (South Sea) Co., Ltd.), under contract with Fiji Government. Regular four-weekly itinerary comprises: Two trips

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

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Light and Portable  
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Complete Plant's weight, 140 lbs.  
Capacity up to 12,000 gallons per hour

All heads from 10 to 115 feet  
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Especially suitable prospecting  
And all Sluicing Requirements

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| Para Reds.                           | Quilts.                      |
| White and Blue Drills.               | Bedspreads.                  |
| Grey and White Calicos.              | Art Silk Piece Goods.        |
| Super Drill.                         | Bath Wraps.                  |
| Eccu Tussore.                        | Glass Cloths.                |
| Dyed Poplins.                        | Sweat Rags.                  |
| Woven-striped Poplins.               | Bias Binding.                |
| Table Cloths.                        | Braids.                      |
| Serviettes.                          | Printed Calicos.             |
| Sheets.                              | Poplins.                     |
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Extract from a letter sent to us by an Islands storekeeper who recently retired:—

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1.10.34.

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"H. DEXTER."

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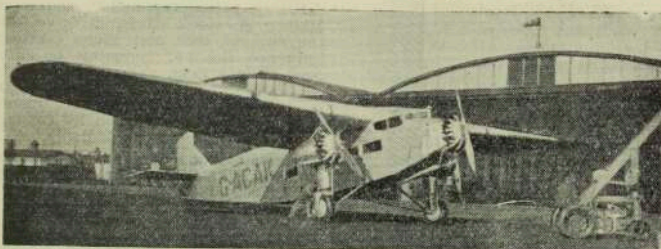
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**PROGRESS ...**

IN 1930, the late Capt. Les. Holden inaugurated a new aerial transport service in wild New Guinea. To-day, just five years later, Holden's Air Transport Services Ltd. have six sturdy planes including two new modern Ford triple-engined passenger machines maintaining dependable service always.

We have long had a deserved reputation for safety and service. Our 'planes, flying over some of the world's roughest country, over towering mountains, deep gaping chasms, and over tangled and miasmic jungle, have kept 'up reliable communication with outlying aerodromes.



One of the new Ford Passenger 'Planes, the latest addition to our air fleet. The machine accommodates 10 passengers comfortably

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Air Transport, Customs, Shipping, and Indent Agents  
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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, Nakolola, Dreketi, Naisereuaga, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaru (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.

### Sydney—Norfolk Island—New Hebrides

| S.S. Morinda.  |        |            |        |
|----------------|--------|------------|--------|
| Sydney .. ..   | Aug 31 | Sept 12    | Oct 12 |
| Lord Howe Is.  | Sept 2 | Sept 14    | Oct 14 |
| Norfolk Island | Sept 4 | Sept 16    | Oct 16 |
| Vila .. ..     | —      | Sept 19-20 | —      |
| Bushman's Bay  | —      | Sept 21    | —      |
| Malo .. ..     | —      | —          | —      |
| Tangoa .. ..   | —      | Sept 21    | —      |
| Segond .. ..   | —      | —          | —      |
| Aoba (opt.) .. | —      | Sept 22    | —      |
| Vila .. ..     | —      | Sept 23    | —      |
| Norfolk Is.    | Sept 5 | Sept 26    | Oct 17 |
| Lord Howe Is.  | Sept 7 | Sept 28    | Oct 19 |
| Sydney .. ..   | Sept 9 | Sept 30    | Oct 21 |

BURNS, PHILP & CO., LTD., Agents.

### Saigon—Java—Noumea Line

| S.S. Van Rees  |            |           |   |
|----------------|------------|-----------|---|
| Saigon .. ..   | Aug 6      | Oct 8     | — |
| Batavia .. ..  | Aug 10-12  | Oct 12-14 | — |
| Samarang .. .. | Aug 13     | Oct 15    | — |
| Pt. Moresby .. | Aug 22     | Oct 24    | — |
| Samarai .. ..  | Aug 24     | Oct 26    | — |
| Rabaul .. ..   | Aug 26-27  | Oct 28-29 | — |
| Vila .. ..     | Sept 2     | Nov 4     | — |
| Noumea .. ..   | Sept 4-6   | Nov 6-8   | — |
| Sydney .. ..   | Sept 11-13 | Nov 13-15 | — |
| Pt. Moresby .. | Sept 20    | Nov 22    | — |
| Batavia .. ..  | Oct 1-3    | Dec 3-J.1 | — |
| Saigon .. ..   | Oct 7      | Jan 6     | — |

ROYAL PACKET NAVIGATION CO., LTD.

### Samoan Inter-Island Service

A.S. Makoa, 250 tons (Burns Philp (South Sea) Co., Ltd.) operates from Apia and connects regularly with Pago Pago, also Tokelau, Swain, Nassau, Puka Puka, and Phoenix Groups.

### Central Pacific Services

The Union Co.'s motor vessel, Hauraki, (7113 tons) will leave Sydney with cargo for Fiji and Western Samoa on August 28. She will call at Suva (Sept. 3), Lautoka (Sept. 4), Suva (Sept. 11) and Apia (Sept. 14).

The Waipahi (1783 tons) which has been running on a fortnightly service between Auckland (New Zealand) and Suva (Fiji) will make a quick trip from Sydney to Suva with special cargo at the end of August.

The m.v. Port Whangarei (508 tons), under charter from the Watchlin Line, maintains a four-weekly service between Auckland, N.Z., and Nukualofa, Tonga. She will leave New Zealand on her next trip to Tonga on September 3.

UNION S.S. CO. LTD., Agents.

### Hongkong—New Guinea—Solomon Islands Service

| Bremerhaven    |         |                |         |
|----------------|---------|----------------|---------|
| Hongkong .. .. | Aug 26  | Tulagi .. ..   | Sept 15 |
| Kavieng .. ..  | Sept 10 | Kieta .. ..    | Sept 18 |
| Madang .. ..   | —       | Madang .. ..   | —       |
| Salamaua .. .. | —       | Rabaul .. ..   | Sept 30 |
| Rabaul .. ..   | Sept 11 | Hongkong .. .. | Oct 14  |
| Manus .. ..    | —       | —              | —       |

NORDDEUTSCHER LLOYD, Agents.

### French Eastern Pacific Service

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

| From Panama—   |              |                |              |
|----------------|--------------|----------------|--------------|
| Papeete .. ..  | Cephee .. .. | C. Ramel .. .. | Verdun .. .. |
| Raiatea .. ..  | Sept 24-26   | Nov 12-14      | Jan 10-12    |
| Vila .. ..     | Sept 27      | Nov 15         | Jan 13       |
| Noumea, arr.   | Oct 7        | Nov 25         | Jan 23       |
| Noumea, dep.   | Oct 16       | Dec 4          | Feb 2        |
| Vila .. ..     | Oct 17-19    | Dec 5-7        | Feb 4-5      |
| Raiatea (opt.) | Oct 27       | Dec 15         | Feb 13       |
| Papeete .. ..  | Oct 28-30    | Dec 16-18      | Feb 14-16    |

MESSAGERIES MARITIMES CO., Agents.

### 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.

### N.G. Goldfields' Service

Aeroplanes conducted by Guinea Airways Ltd., Holden's Air Transport Services Ltd., W. R. Carpenter & Co., Ltd., and other companies, leave Salamaua and Lae two and three times daily for Wau and other centres on the Morobe goldfields. The aerial services are the only means of communication.

### New Hebrides Inter-Island

S.S. Makambo (Burns Philp (South Sea) Co. Ltd.) connects every 6 weeks at Vila with a.s. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambryn, Malekula, Aoba, 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.

### N. Caledonian Services

S.S. Mawatta and S.S. Neo Hebridaia (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, Touraou, N. Goye, Kuakue, Thio, Nakety, Canalo, Gouaoua, Houailou, Moueo, Pouerihouen, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Fousebo, Balada, Pam, and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Fombout, Kone, Voh, Temala, Ouaco, Koumac, Karamble, Tangadiou, Paagoumene, Nehou, Mouac, Belep, and return by same route.

S.S. Loyaute (Societe des Iles Loyalties) maintains a four-weekly service between Noumea and Loyalty Is. Trip occupies 6 days and the vessel calls at Tadin (Mare Is.), Chepenete and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Is.

### Powerful Australian Mining Co. To Investigate Edie Ck. Property

A PROMINENT Melbourne mining engineer, Mr. T. R. Victor, who is actively connected with several Fiji gold syndicates, will leave Sydney this month by the Montoro to inspect an area at Edie Creek, New Guinea, on behalf of Australian Gold Development Co., a powerful Victorian mining syndicate.

Rising prices for A.G.D. shares on the Melbourne stock exchange give belief to the rumour that Mr. Victor's report will influence the big company to enter the New Guinea field. The property in which A.G.D. is interested is known as Kelal, and is situated at Edie Creek. At present the area is held under option by Golden Terraces (New Guinea) Syndicate, N.L.

Messrs. Spence and Smith, mining engineers, of Wau, have already reported favourably upon the area, which hitherto has been unexploited. Should Mr. Victor's investigations confirm the opinion already held that Kelal is extremely valuable, a company to work the property will be formed by Golden Terraces, and in which Australian Gold Development will have substantial share rights and interests.

Mr. Victor has recently been associated with several successful new flotations, and immediately the market learned that he is to investigate new properties, share prices of companies with which he is connected became the centre of interest.

BUILD WITH

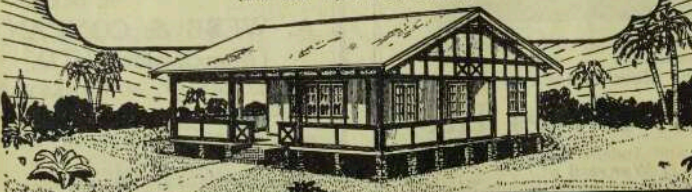
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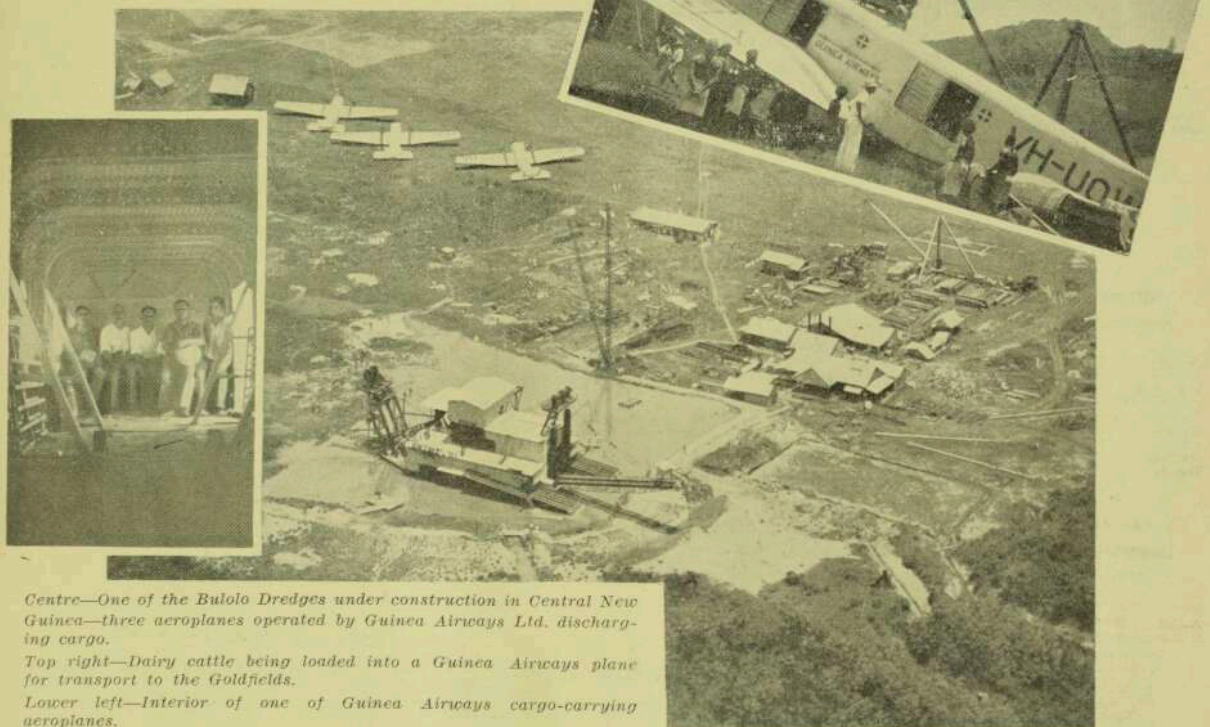
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The Pacific Islands Monthly, August 22, 1935

# AERIAL TRANSPORT

**PIONEERED AND CARRIES ON  
THE NEW GUINEA GOLD INDUSTRY**



Centre—One of the Bulolo Dredges under construction in Central New Guinea—three aeroplanes operated by Guinea Airways Ltd. discharging cargo.

Top right—Dairy cattle being loaded into a Guinea Airways plane for transport to the Goldfields.

Lower left—Interior of one of Guinea Airways cargo-carrying aeroplanes.

## SAFETY . . . SPEED . . . COMFORT . . . DEPENDABILITY

**E**IGHT years ago, Central New Guinea was almost unexplored, and practically inaccessible. To-day, although there are no roads through the dense jungles and precipitous mountains, the Morobe Goldfield, in Central New Guinea, is the seat of a flourishing industry. There are half a dozen growing townships, four huge, modern dredges, two hydro-electric stations, crushing-mills, saw-mills, etc. . . . Aerial transport alone made this possible.

Aeroplanes, flying in all weathers on regular timetables, connecting the coastal towns of Lae, Salamaua and Port Moresby with over thirty inland aerodromes and landing-grounds, have carried in thousands of tons of engineering equipment, a large European population, thousands of native labourers, foodstuffs, livestock, mails, etc.

Guinea Airways Ltd. launched its unique aerial transport service seven years ago, with one machine and a handful of men. To-day, it operates a fleet of modern aeroplanes, and employs very large European and native staffs.

**N**EW GUINEA service aeroplanes carry on one of the biggest transport organisations in the world, in one of the world's most primitive tropical countries; yet no aerial transport system in the world can show a smaller percentage of accidents, or a better record of efficiency and dependability.

A visit to Central New Guinea, in one of Guinea Airways speedy and comfortable air-liners, is a unique and delightful experience.

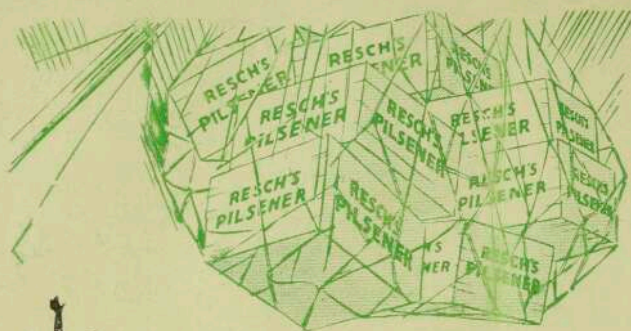
Travellers may leave the steamer at Port Moresby, fly across to Morobe (time of journey, 1 hour 45 minutes) and spend nine days in the Goldfield centres before rejoining steamer at Lae for Rabaul. Or, after visiting Rabaul, they may disembark at Salamaua or Lae, spend several days on the Goldfields, and fly to Port Moresby to rejoin the steamer. All information from Purser on the steamers.

# GUINEA AIRWAYS LTD

## LAE - SALAMAUA



The Pacific Islands Monthly, August 22, 1935



## WELCOME CARGO

"Lower away"—and what a welcome cargo it is!

Resch's Pilsener—in the famous long bottle—the drink which eases the white man's burden!

Call for a bottle to-night and relish its malt and hop flavour.

## RESCH'S LONG BOTTLE PILSENER

