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The Pacific Islands Monthly, October 24, 1935

Assisting Development and Progress in the Pacific



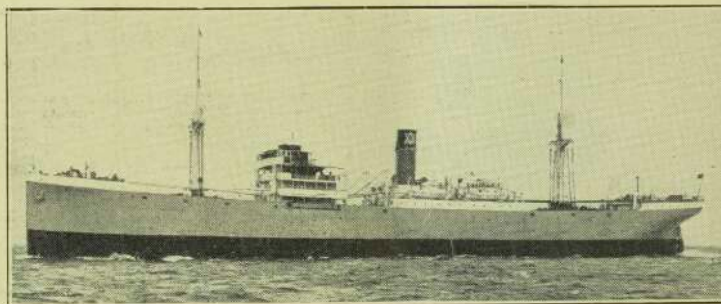
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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM NEW HEBRIDES, NORFOLK ISLAND, AND LORD HOWE ISLAND ON SEPTEMBER 24: Messrs. Anderson, Adamson, Bassell, Boyd, Breene, Carey, Clarke, Daveson, Diehl, Forbes, Flack, Fairlie, Furness, Fry, Gilkes, Harkness, Harland, Hetherington, Hird, Harkness, Hunt, Hurstwaite, Jenkins, Kitching, Kirby, Keegan, Koiber, Klein, Martin, Marshall, Morgan, Mahe, Needham, Olsen, Purdy, Lai Ping, Palm, Rowe, Schweitzer, Thompson, Tully, Welch, Ward, Walton, White. Mesdames Adamson, Asher, Breene, Blain, Clarke, Daveson, Forbes, Furness, Harkness, Keegan, Murray, Mahe, Pegg, Smith, Thew, Thompson, Tuck, Ward, Misses Abbott (2), Atkinson, Brown, Denham, Cameron, Clementson, Dickman, Doyle, Denholm, Hughes, Holman, Hayes, Mutton, Mason, Macdonald, Nobbs, Perry, Pitkin, Spence, Swallow, Swinson, Sherring, Smithson, Sutton, Waterer, Whitaker.

PASSENGERS PER MALAITA WHICH ARRIVED IN SYDNEY FROM SOLOMON ISLANDS AND RABAU (NEW GUINEA) ON SEPTEMBER 27: Messrs. Bryen, Bartlett, Catlett, Crook, Colley, Cowie, Courtney, Dr. Deck, Messrs. Elkington, Francis, Firth, Grant, James, Laughler, Lamond, McCosker, Mason, Mutch, Pinching, Svensen, Swindley, Stokke, Swallow, Turnbull (2), Voyce, Watford, Weidemann, Wright, Hewitt, Mesdames Cattell, Bryen, James, Laughler, Mason, Stokke, Wright, Misses Holmes, Code, Stehr, Stead, Wenck, King.

PASSENGERS PER MONTORO WHICH ARRIVED IN SYDNEY FROM PAPUA AND NEW GUINEA ON OCTOBER 1: Messrs. Armstrong, Baldwin, Bateman, Beggs, Broadhurst, Chevally, Digby, Dootenhill, Duncan, Day, Edwards, Finn, Grabowsky, Hill, Hopfield, Imlay, Jamieson, Johnson, Knox, Luttrell, Mason, Malcolm, Martin, Mirovitch, Nutley, Orford, Pratt, Price, Pollock, Petri, Peckel, Roberts, Scott (2), Smith, Stephenson, Smyth, Skelly, Stein, Taylor, Whiting, Wilson, Hall Best, Nicholls, Daunka, Mesdames Duncan, Day, Grabowsky, Imlay, Johnson, Malcolm, Martin, Price, Daunka, Misses Blackley, Campbell, Cooper, Geeves, Hardie, Sister James, Miss Leader, Sister Marcella, Sister M. Paschal, Misses Prowse, Sayle, Smith, Skelly.

PASSENGERS PER MALAITA WHICH SAILED FOR SOLOMON ISLANDS AND RABAU (NEW GUINEA) ON OCTOBER 5: Messrs. Baldey, Bladier, Dunn, Fuller, Dr. Hetherington, Messrs. Johnston, Lomax, Mortimer, Dr. Phillips, Mr. Phillips, Father, Seiller, Mr. Tudberry, Capt. Turner, Messrs. Wade, Woods, Mesdames Browning, Courtney, Dunn, Ewers, Graham, Hetherington, Johnston, Mother Margaret, Mesdames Price, Sutton, Tudberry, Turner, Misses Armstrong, Brown, Courtney, Devir, Fitzgerald, Gillespie, Harry, Loyo, Maddison, Mason, McConnell, Sister Obilia, Misses Stock, Swinbourne.

PASSENGERS PER MONTORO WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON OCTOBER 5: Messrs. Archer, Barnes, Bartlett, Blestowe, Brown, Bunting, Bryant, Carr, Carson, Cescon, Clark, Clifton, Clinton, Champion, Colter, Croft, Croghan, Dexter, Du Faur, Erickson, Farr, Ferguson, Fowler, Gauld, Gurney, Gable, Hayes, Hoffman, Hore-Lacy, Isler, James, Johannsohn Keeling, Lesmond, Love, Mant, Marjaron, Matley, McWilliam, Miller, Milson, O'Connor, O'Ferrall, Ormsby, Parker, Pilling, Pollock, Prosser, Pym, Ralphs, Ross, Smith, Stefani, Steele (2), Stein, Strathearn, Strong, Taylor, Verey, Urban, Wales, Wilson, Wright, Mesdames Allan, Brown, Bunting, Champion, Farr, Fenton, Gurney, Hadley, Hore-Lacy, Hunter, Hennessey, Lesmond, McArthur, Morgan, Parer, Pym, Reynolds, Ross, Smith, Steele, Stower, Terry, Misses Brown, Connelly, Cooper, Eather, Fairhall, Leader, Mortimer, Pitt, Smith.

PASSENGERS PER MARIPOSA WHICH ARRIVED IN SYDNEY FROM SUVA, FIJI, ON OCTOBER 7: O. Archibald, Mr. and Mrs. E. C. Campbell, Mr. and Mrs. N. F. Coles, L. Darling, H. Davies, A. L. Dawe, M. S. Dunn, F. H. Faber, Hon. E. H. Farrar, M. J. Foster, J. D. Goodsir, G. N. Goodsir, Mrs. A. L. Herron, C. Hylton, Mr. and Mrs. E. Jeffries, E. Lewis, Miss N. MacKenzie, L. A. McFadyen, D. McNeill, R. D. G. McNeill, Mrs. D. Morgan, Mrs. P. Potts, Misses M. and B. Potts, Miss S. Rankin, H. V. Seale, Miss B. Strangeways-Jones, T. Tolhurst, S. H. Watson, Mr. and Mrs. W. White, Mrs. M. A. White, Master W. White, Mr. and Mrs. S. E. Wilson, T. Wynne-Lewis, E. Beverley, Rev. Father H. Bousquet, Miss I. Cobb, Mrs. M. Court,

W. E. Donovan, Miss E. E. Edwards, Mrs. S. H. Ellis, Miss J. Ellis, T. W. Forrester, A. R. Halford, Miss W. M. Hurley, Mrs. E. Lowell, Master Rex Lowell, Master G. Michael, Miss D. E. B. Moore, A. E. Potter, Mrs. G. Saywell, Mr. and Mrs. W. White.

PASSENGERS PER MARIPOSA WHICH SAILED FROM SYDNEY FOR SUVA (FIJI) ON OCTOBER 16: Miss E. T. A. Angermunde, Mr. Bartlett, Miss M. Brown, Mr. and Mrs. P. J. Bull, Masters W. J. and D. H. Bull, W. J. Candler, Miss Crabbe, Mr. and Mrs. C. V. Crockett, Miss V. Crockett, Mr. and Mrs. J. Crockett, Mrs. Mary Davies, Miss N. Dunstone, Mr. Dye, J. K. Flemons, Mrs. A. B. Freeman, Mr. and Mrs. W. F. Furlough, F. Heaslop, H. W. Hill, Mrs. L. B. Junor, Miss G. Kealt, E. A. Lawler, Mrs. A. D. McIntosh, Mr. McKinney, Mrs. Ann Morton, Mr. and Mrs. H. S. Mount, F. P. Noble, Mrs. A. H. Phillips, Mr. and Mrs. K. Saap, Mrs. M. Siddins, Misses L. and M. Siddins, E. G. Theodore, J. Adams, R. L. Badenoch, Miss G. Clinton, J. H. Davidson, G. Hale, J. Hunter, J. R. Lockwood, R. Maxwell, Mrs. McTaggart, Mr. and Mrs. C. F. Pennefather, Mrs. H. E. Rogers, Mrs. E. Statham, Mrs. K. Torney, Mr. and Mrs. J. Turnbull.

PASSENGERS PER MACDHUI WHICH ARRIVED IN SYDNEY FROM PAPUA AND NEW GUINEA ON OCTOBER 17: Messrs. Anderson (2), Atkinson, Barwick, Brunton, Bodger, Bell, Boyd, Bunting, Chambers, Cawley, Dodson, Furey, Davis, Dickson, Duncan, Smith, Eaton, Capt. Fitch, Rev. Fritsch, Gray, Grimson, Hellyer, Hope, Harris (2), Halliday, Hancock, Joyner, Karius, Lee, McCulloch (2), Monteith, Munro, Marshall, Maxwell, McNair, Nibloe, Petrie, Palmer, Perymen, Peper, Rich, Rundnagel, Scott, Saxton, Ward, Wells, Wilkinson; Mesdames Bodger, Davis, Dickson, Duncan, Harris, Karius, McCulloch, Monteith, Middleton, Nibloe, Petrie, Palmer, Rich, Saxton, Wardrop; Misses Fraser, Fotheringham, Locke, McGregor, Osborne.

Mr. F. Wilson, who has been appointed engineer of Steamships Trading Co. Ltd.'s coastal vessel *Nusa*, sailed from Sydney for Samarai, Papua, by the Montoro.

Mr. Robert Palgrave Reynolds Carr, who died at Darling Point, Sydney, in October, at the age of 70 years, was a plantation owner in Fiji, where he had been associated with the Colonial Sugar Refining Company for many years.

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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

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The Pacific Islands Monthly

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Vol. VI., No. 3

Sydney, October 24, 1935

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UNION S.S. CO. BESET BY POLITICIANS AND TRAITORS

Our freedom was won and our Empire
was made,
By our men and our ships and our
overseas trade.

ALTHOUGH everyone concerned has
urged the need for haste in dealing
with the Pacific shipping problem—i.e.,
the undermining of the unprotected
Union Company (British) by the heavily
subsidised Matson Line (American)—
the Commonwealth Government appears
to have done no more than it has done
during the past two years—which is pre-
cisely nothing. Mr. Lyons, in Septem-
ber, promised that there would be a con-
ference with the Matson Line, but no
more has been heard of the plan.

The Melbourne "Age" has been
criticising the Commonwealth Govern-
ment sharply for its inaction, and the
Prime Minister has been questioned in
Parliament about his plans. But he
seems to have no plans. At any rate, no
information has been made available to
the Parliamentary questioners.

Meanwhile, the Union Company has
been subjected to another attack, of

another and more treacherous character.
There was a strike of waterside workers
in Vancouver; and, after it had dislocated
coastal shipping, it was broken by the
formation of volunteer labour corps,
which worked the ships. The crew of
the trans-Pacific liner Niagara was held
up on October 11, at the moment of sail-
ing from Sydney, with a full passenger-
list, by a demand from the crew that the
Co. give a guarantee that non-union
labour would not be allowed to work the
ship at Vancouver. The Co., of course,
could not give any such undertaking; and
so the ship was tied up, and the pas-
sengers transferred to the next outgoing
Matson liner.

It is bad enough that this great Pacific
pioneering company should be left by
indifferent governments to meet single-
handed the subsidised competition of
America, in the manner described; but it
is a national tragedy that the Company
is not protected against the traitorous
activities of the Australian Seamen's
Union.

One expects competition from foreign
countries; but one does not expect, while
fighting that competition, to be stabbed
in the back by the people and the organi-
sations to whom one looks for support.

It would benefit all British interests in
the South Seas if certain numerous
gentlemen of the Australian Seamen's
Union were placed in a line against a
wall and summarily shot. They are a
menace to good government and indus-
trial peace, and they are a growing
danger to that freedom of the South Seas
that is guaranteed by British Imperial
influence. The best that can be said of
them is that they are too stupid, and too
intoxicated with their own politico-
economic nostrums, to realise what they
are doing. What they are doing—in so
many words—is to gravely weaken, at
home, certain Australian and New
Zealand shipowners who already are
hard pressed in the field of international
competition. When British shipowners
are driven off the seas, the end of the
Empire will be in sight, and the restless
gentlemen of the Seamen's Union will
have something to squeal about.

The Union Company, in the Central
and Eastern Pacific, and Messrs. Burns,
Philp and Co. in the Western Pacific,
have not only established a great trans-
port business, but also have done a

splendid Imperial job of work by carrying the Red Ensign to every islet and beach south of the Equator, and, through guaranteeing regular services, by establishing British communities throughout the Pacific territories. It was in such manner that British ships and British enterprise won the British Empire; and it is the possession of the Empire, and all it means, that allows British people to enjoy a high standard of life, and freedom to work and organise for a still higher standard.

But when concerns like the Australian Seamen's Union proceed to attack the Union Co. in the way described, and when, owing to some footling argument on the Australian coast, they hold up the Burns Philp Pacific Islands liners, it is clear that freedom has been turned into license, and that anti-British treachery is being practised. One does not blame directly the rank and file of men who serve on the ships; but, indirectly, they are responsible, because they allow their union to be controlled by a gang of pot-bellied loafers whose one myopic aim is to "break down the forces of capitalism by creating everlasting trouble."

If the Australian and New Zealand Governments had any vision, and any real sense of responsibility as the guardians of the British flag in the South Pacific, they long ago would have abandoned this semi-apologetic attitude towards foreign competitors and domestic traitors, and would have seen to it that the shipping companies which carry their flags into distant seas are adequately protected and supported. It may or may not be that the companies pay dividends that are too large and wages that are too small. That, surely, is a matter for inquiry and regulation at home, before the proper tribunals.

The plight of the Union Steamship Company to-day, beset abroad by the merciless competition of powerful foreign interests, and ceaselessly harassed at home by anti-British Communist agitators, can be read only as deplorable proof of the feebleness of these pleasure-journing, shilly-shallying Australasian Governments. Our publicists are very busy, in these days, crying maledictions upon the name of Mussolini. Can one imagine Mussolini standing idly by allowing some big organisation carrying his flag to be torn to pieces between ruthless foreign interests and the mad dogs of Bolshevism? Has a century's residence beneath the South Pacific sun sapped our Australasian nations of their finest British qualities of strength and aggressiveness?

Cuthbert's Money-Spinner is Sold

New Company Buys Misima Mine

From Our Own Correspondent.

PORT MORESBY, Oct. 9.

AN inspection of the property of New Misima Gold Mines Ltd., on the island of Misima, has been completed by the mining engineer, Mr. C. Rutledge, who arrived in the Territory early in September from Sydney, on behalf of a southern company. The price asked for the property was £75,000 in cash and £20,000 in shares.

It is understood that the terms have been accepted and that the option over the New Misima Gold Mines was exercised this week, and that the mine will be taken over immediately by a company to be called Cuthbert's Misima Goldmines Ltd.

It is reported that the new company has been formed by Mr. Frank Hambridge, of Sydney.

The property was bought in 1928 for £2,000 by Messrs. Fred Cuthbert and G. O. Wilkinson, and those two hardworking, practical men, in the past six years, have

taken out of the mine gold worth £145,000. Recently they have been paying a dividend on £1 shares at the rate of 2/- per month (120 per cent per annum!).

COPRA'S RISE

WRITING on September 20, we remarked on the lifelessness of the copra market; pointed out that all the factors pointed to an early rise; and added that "London commentators remain undismayed—they insist that copra prices must increase." Quotations since then:—

	S. Sea	Rabaul
	Sun Dried	Hot Air
September 20	£10 10 0	£11 7 6
September 27	10 12 6	11 12 6
October 4	11 7 6	12 7 6
October 11	12 7 6	13 5 0
October 18	13 0 0	14 0 0

Price in Australian

Currency

A rise of £2/10/- per ton, sterling, in four weeks, will help to keep the wolf off the plantation verandah.

Dr. C. S. James, M.B., B.Ch., F.R.C.S., who has been for six years at the Methodist Mission's Stewart Hospital at Vunairima, New Britain, has accepted the position of Medical Officer for the Melanesian Mission Hospital at Fauabu, Solomon Islands. He will take up duties early next year.



The coconut planter at home.—Two minds with but a single thought!

October 24, 1935

THE PACIFIC ISLANDS MONTHLY

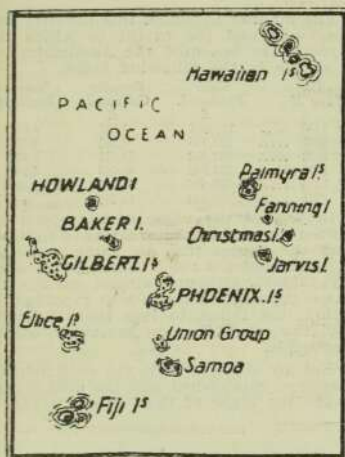
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ANNEXED BY U.S.A.

Baker, Howland and Jarvis Is.

IT was announced in Washington on October 14 that the small islands of Jarvis, Baker and Howland have been formally annexed by the United States.

This development was forecast in this journal several months ago. The islands in question are nearly on the direct line



between Honolulu and American Samoa, and they suddenly have assumed value as possible landing grounds for the projected American service between Hawaii and New Zealand.

Howland and Baker Islands have always hitherto been included as part of the Phoenix Group, which nominally is British. It apparently is a principle of international law that no nation may indefinitely claim ownership of a territory of which it makes no use. But in the case of Howland and Baker Islands it is a fact that certain British companies worked both islands for phosphate for several years prior to the discovery in 1900 of the rich deposits on Nauru and Ocean Islands. It has been stated that Captain George Netcher, of New Bedford, U.S.A., first reported these islands in 1842; that Britain annexed them in 1893; and that Britain leased them to Messrs. Burns, Philp and Co. Ltd. in 1914 for a period of 87 years.

Jarvis is a tiny, bleak, uninhabited atoll, of no apparent commercial value (except for a deposit of guano), and it seems always to have been ownerless.

Dr. Coman's Activities

A Mr. Williams, described as "our Honolulu correspondent," in an article in *The Auckland Weekly News*, dated August 8, refers to Jarvis, Baker and Howland Islands as "United States possessions" and, according to him, young Hawaiians, described as employees of the U.S.A. Department of Commerce, were placed on those islands in March last to take weather observations.

He adds: "America's colonisation of these three equatorial islands, which seem destined to play an important role in trans-Pacific aviation, is being further

advanced by the scientific expedition of Dr. Dana Coman, of the Hopkins University, Baltimore." It appears that Dr. Coman's expedition is quite separate from the enterprise of the Department of Commerce. His object is "to investigate the bird and marine life and the soil deposits of the three islands."

Dr. Coman's expedition left Honolulu about July 25 and his men were placed on the three islands and joined forces with the Department of Commerce Hawaiians, whom they found already there. Dr. Coman has established radio stations on Howland and Jarvis Islands and, through these stations, his men are keeping in touch with Dr. Coman on the yacht Kinkajou. He left two men on Baker Island but they had no radio equipment. It was understood that Dr. Coman would return to the islands in October to pick up his staff men; but, presumably, the Department of Commerce weather-observers will remain there. It was also reported that Mr. Harold Gatty, the famous airman, would accompany Dr. Coman on his October trip.

From the article it is clear that the American authorities are behind Dr. Coman in his "scientific investigations," and that these various activities are based on the assumption that Howland and Baker Islands belong to America.

NOT "ANNEXED"

It was announced on October 16 that the islands had not been annexed, as U.S.A. had claimed sovereignty over them since the middle of last century. On the other hand, it was acknowledged that all standard maps showed Howland and Baker Islands as British. It was suggested that "something of a diplomatic problem" was developing.

JUST MARRIED!



This happy couple are Mr. Howard L. Clark, of Rabaul, New Guinea, and Miss Ellen Liggins, of Hazelbrook, N.S.W., who were married at Woodford Church, in the Blue Mountains, on October 5. They are spending their honeymoon in Canberra and district, and will sail for Rabaul by the Montoro on November 13.

Terrific Earthquake

Extraordinary Earth Movement on Northern Coast of New Guinea

From Our Own Correspondent.

WEWAK, October 2.

SHORTLY after 11 a.m. on September 20, the whole of the Aitape coast of New Guinea was violently shaken by an earthquake, accompanied by heavy low rumblings.

Houses rocked from side to side, and many crashed. Where Europeans were living, crockery, bottles, etc., were thrown about and smashed.

Parts of the beaches and river-beds sank, whilst other parts rose, the average movement being about six inches. Heavy logs showed markings on the ground where they had slid backwards and forwards for over a foot.

No disturbance was noticeable at all at sea, but the Torricelli Mountains, at the back, suffered severely with terrific landslides. Many hamlets, perched on those pinnacles, were thrown down and destroyed, and created panic amongst the natives. Several casualties, with a small death roll, resulted.

Later, another earthquake of less severity came, followed by many more over the following 48 hours—tremors, with rumblings and shakings, as if the earth underneath was trying to heave itself up.

For over a week, at different periods throughout the day and night, the tremors continued.

This is the worst earthquake experienced here for many years and, as far as the natives can recollect, for about two generations.

FELT ON FLY RIVER

From Our Own Correspondent.

PORT MORESBY, Oct. 4.

News has been received of a severe disturbance in the neighbourhood of the Oroville Camp, above D'Albert's Junction, 550 miles up the Fly River, on September 20. It was so severe that it uprooted large trees near the camp, which stands on a right angle bend of the river hemmed in by dense jungle in an immense tract of flat country, through which the Fly winds its muddy way.

(Note: The Oroville Camp would be only 200 miles south-west of the Torricelli Mountains.)

It is stated in an article on page 41 of this issue that no earthquake had been reported from New Guinea, but it now transpires that the District Officer at Aitape, northern New Guinea, reported by wireless to Rabaul on September 21 that the Torricelli mountain range had been subjected to such a shaking that it had been denuded of surface soil and timber, and that 18 tanks had been destroyed. The Administrator immediately took steps to supply further tanks to this region so as to prevent a water shortage. This interesting information was not published in the Sydney newspapers.

Mr. A. W. Mortimer, a new worker for the Melanesian Mission, sailed for the Solomon Islands by the October Malaita. He will be stationed at the mission school at Maravovo, Guadalcanal.

MISSIONARIES' TRIUMPH IN FIJI

Methodists Celebrate Centenary of First Landing

ON October 12, 1835, there landed on the beach at Lakemba, in the Lau Archipelago, Fiji, the Rev. William Cross and Rev. David Cargill, M.A., pioneer missionaries. They had come to introduce Christianity to the Fijians, than whom there were then no more bloodthirsty cannibals on earth. They had come directly from Tonga, which had embraced Christianity, and they carried to the Fijian chiefs commendations and presents from the ruler of Tonga, King George.

On October 12, 1935, on the very same spot, there was a great gathering of Methodist missionaries and other churchmen to celebrate the centenary. There were numerous ceremonies, including the opening and dedication of a memorial church. Among the notable people present was Dame Salote, Queen of Tonga, direct descendant of that King of Tonga who sent Cross and Cargill to Fiji to start the great work of Christianity.

The gathering at Lakemba was only one of a score of important events connected with the centenary, which was fittingly celebrated. The condition of Fiji and of the Fijians to-day, compared with 1835, is one of the world's outstanding examples of the benefits of Christianity, sensibly applied to a primitive people. The Fijians in 1835, although a race of fine physique and intelligence, and of considerable culture, were addicted to practices so horrible and repugnant—universal cannibalism was only one of them—that Fiji became known throughout the world as a synonym for the most repellant kind of savagery.

To-day the Fijians are among the most attractive of the South Seas races. They are intelligent and easily acquire the arts and crafts of Europeans; they have praiseworthy social qualities, and are hospitable and law-abiding; they have a fine spirit and national pride; they are generally Christians; and, although "Europeanised," they are steadily increasing in numbers. There need be no fear for the Fijian people of the future.

For this remarkable metamorphosis, the Christian missionaries are entitled to full credit. Many of them, going among the early savages, made the ultimate sacrifice—some were actually cooked and eaten—but they stuck bravely to the job, and they had 100 per cent. success. All the Christian churches had a share in this work, but, as Messrs. Cross and Cargill were non-conformists, the Methodist missionary organisations took a leading part in this month's centenary celebrations.

The liner Katoomba sailed from Sydney on October 5 with a party of 435 persons, efficiently organised by the Australian Methodist Church. The party included the president of the Methodist General Conference (Rev. A. J. Barclay), the president of the New South Wales Conference (Rev. M. K. Gilmour), the general secretary of the Methodist Missionary Society of Australia (Rev. J. W. Burton), the various

State secretaries for overseas missions, the Rev. R. C. G. Page (president of the Tonga Methodist Church), and the Queen of Tonga, who was returning home after a visit to Australia.

One interesting personality in the party was Miss H. Baker, a famous missionary, and herself the daughter of the late Rev. Thomas Baker, who was murdered by the mountaineers of Central Fiji in 1867, and whose body was dismembered, cooked and eaten by this once-savage people. Many



Somosomo Church, Fiji, with the grave of Rev. William Cross.

Photo by courtesy of "Methodist Mission Review."

years later the descendants of these very people made a great ceremonial presentation to the Methodist Mission as an atonement for the evil deeds of their fathers, and took their part in erecting the great Baker Memorial Hall, which stands near to the original mission station from which Mr. Baker went to his death. That hall is now used for the training of Fijian ministers, teachers and pastors, and Miss Baker, on this occasion, unveiled a memorial tablet that has been placed in this building to perpetuate the name of her martyred father.

The Katoomba party's itinerary was:—
October 10.—Arrival at Lautoka; visit to various places in district, including historic Vunda, where it is said that the ancestors of the present Fijian races, coming from an unknown land, beached their canoes some six or seven hundred years ago.

October 11.—At Suva.

October 12, 13.—At Lakemba—centenary celebrations.

October 14.—At Somosomo, where Cross is buried.

October 15.—At Levuka; thence in evening to Suva.

October 16-19.—Visits to Davuilevu (the educational town of the Methodist Mission and the largest educational centre in the Pacific) and to Bau, the native capital.

October 20.—Concluding thanksgiving service in Albert Park, Suva; broadcast throughout Australia by Stations 2CH and 3DB at 9 a.m. (Sydney time).

October 25.—Return to Sydney.

Mrs. A. de Latour, wife of the New Guinea manager of New Guinea Goldfields Ltd., returned to Salamaua by the Montoro on October 5, after a holiday visit to Australia.

LUCKY NEW GUINEA!

How the Gold Industry Has Grown

IT is officially announced that in the year ended June 30 last New Guinea exported gold worth £1,897,244, and that the gold royalty collected on same by the Administration amounted to no less than £88,233.

The manner in which this industry has developed and the extent to which the royalty has benefited the Administration is shown in the following table:

To June 30	Gold Produced. £	Royalty Collected. £	Natives Employed.
1930	151,032	4,621	4,090
1931	155,106	6,581	4,679
1932	437,062	22,731	5,729
1933	933,940	46,669	6,947
1934	1,367,616	67,331	9,403
1935	1,897,244	88,233	—

In 1927-28 the value of the copra exported from New Guinea was £1,176,040, and the export tax on same was the Administration's chief source of revenue. By 1934-35, although almost exactly the same quantity of copra was exported, its value had fallen to less than £250,000, and the export tax on same was almost negligible.

But, by sheerest luck, the gold industry has been established, and the gold royalty takes the place of the lost copra tax.

Sir Hubert Murray, Lieutenant-Governor of Papua, probably will visit London in the coming year.

Mr. A. J. Vogan, well-known Pacific Islands traveller and scientist, returned to Sydney recently after spending some months in Fiji where he investigated certain ancient rock-carvings. Mr. Vogan contracted a severe illness while travelling and spent two months in a private hospital in Auckland, New Zealand.

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MT. YULE CLIMBED

Another Exploring Feat In Papua

From Our Own Correspondent.

PT. MORESBY, Oct. 4.

ON May 16, Mr. R. S. Speedle, Assistant Magistrate on patrol from the recently established police camp in the Gollala district, in the interior of the Central Division, climbed Mt. Yule and reached the summit at 10,412ft. He was accompanied by Patrol Officer Watkins and a party of police, and the two men spent six days on the heights, making observations.

Many years ago, in the early days of British New Guinea, George Belford, a Samoan half-caste, in the employ of Sir William MacGregor, was said to have ascended this familiar feature of the south coast. He was reported to have left on the summit a bottle of whisky, as proof of his feat of endurance, but an extended search by Messrs. Speedie and Watkins failed to reveal this valued relic, or any other trace whatever of a previous visit. They concluded that the mountain top had not been visited before.

Mr. Speedie cut a track from the south-east, and, climbing over spurs of the mountain at 7,000ft., reached ground to the south, where ladders were necessary to scale sheer rock faces 100ft. high, running north to south. The main spurs on the eastern side he found to slope gradually to the west, where the nature of the country changed from thick jungle to tussock grass and stunted tree fern growth.

To the north, where they were prepared to face precipices of great height, they were astonished to find only gently sloping ground, and passed through stunted growth and over grassy vales until they were confronted with a sheer drop—"what might be described as a white void beneath them." Careful investigations along the edge proved eventually, and to their surprise, that they had reached the summit of the mountain.

"In spite of the pardonable feeling of elation at the conquest," stated Mr. Speedie, "we were both disappointed at the simplicity of the climb after fortifying ourselves against and looking forward to all sorts of hazardous adventures."

Standing on the edge of a 5,000ft. drop to the north, a magnificent view could be gained of the Kunimaipa valley, lying between Mt. Chapman and Mt. Strong, near the border, and the villages perched high on the ridges of the spurs of the different valleys stretching below them.

A fire was built on the summit, and the huge columns of smoke that rose in the still morning air seemed greatly to disturb the inhabitants in the valleys. Even the Kunimaipa people, far away, could be heard shouting from the mountain tops. "Come down," they called frantically, "or you will die"; and the message was passed on from crest to crest until it reached the white men, who were violating the strongholds of the mountain spirits, for which the penalty is death.

Mr. Speedie built a cairn of stones on the northernmost end of the summit, marking a post with a broad arrow and the date of their arrival, and left a record of the climb in a bottle amongst the stones.

Mt. Yule was named after Lieutenant Yule, who examined the coastline in the Bramble, from the Gulf to Redscar Bay in 1846.

The Southampton Flying-boat



This Southampton flying-boat, after assisting the Oroville Co.'s seaplane, on the Fly River, and being fitted with a new engine at Daru, flew along the coast of Papua to Port Moresby, and thence returned to North Australia, in the vicinity of Cape York. It was reported on October 10 that the machine had damaged a float when landing at a small mission station at Cape York.

QUEEN OF TONGA IN FIJI

ON her arrival by the Katoomba in Lautoka on October 10 the Queen of Tonga (Dame Salote) was greeted with full official courtesies by the Government of Fiji.

The Governor placed the government yacht "Pioneer" at the disposal of the Queen during her stay in Fiji for the Methodist Mission Centenary. She was met at Lautoka by the District Commissioner of Lau, Ratu J. L. V. Sukuna, B.A., M.L.C., who represented the Governor, and accompanied the Queen to Lakemba, where she unveiled a memorial to Maafu, a powerful Tongan Chief who is buried there. The Queen then returned to Bau for the celebrations at the old capital and remained there for some days.

Mr. R. O. Mant, chief pilot of Messrs. W. R. Carpenter and Co. Ltd., returned to New Guinea by the October Montoro.

A HANDY LITTLE SAILING BOAT

A BOAT that is believed to be very suitable for Pacific Islands conditions has been designed and produced in Sydney as the result of a collective effort, and it is announced that sets of plans of same can be obtained for 10/-.

The boat is called the Vauchuse Junior. It is 11ft. 6in. in length; beam is 3ft. 9in.; and the moulded depth is 13in. The boats are completely decked, and even the cockpit is watertight, so that they are practically unsinkable. The total cost of the materials (apart from labour) is £5/17/6 in Sydney, and this includes the stocks on which the boat is built upside down. The sails, which must be bought complete, cost from £3/5/-.

The design was drawn and the boat produced as a result of interest taken in the growing lads of Sydney by a group of gentlemen who applied themselves to the task of finding some practicable means of interesting the boys in a healthy and useful sport. There is no better sport than sailing; but the cost of boats and sails is beyond the means of most youths. So the group set to work to produce a really worth-while boat at a very low cost. The result was the formation of the Vauchuse Junior Amateur Sailing Club, under the register of which 26 of these boats are now owned and operated.

The design and plans were actually evolved by Mr. C. A. Sparrow and seven other yachtsmen; and the remarkable success of their effort is seen in the fact that so many of these boats have been built by the lads themselves, and have been sailed so satisfactorily during the past couple of years. The photograph published herewith gives some idea of the type of boat and its popularity.

The plan, which includes two large blueprints and a detailed guide for building, and a necessary list and sizes of materials required, is sold for the benefit of the Club, membership of which is limited to boys under 18. Boys of 14 have built a boat from the plans, without any assistance. The boats can be capsized, of course, but their special merit lies in the fact that they can be easily righted, if one or more of the crew stands on the centreboard—as shown in the photograph.

Further information and copies of the plan may be obtained from Mr. Sil Rohu, 143 Elizabeth St., Sydney.



A fleet of "Vauchuse Juniors" on Sydney Harbour. Inset: Boys "righting" capsized boats.

LAND TRANSFER TAX

Appeal to Australian High Court

From Our Own Correspondent.

RABAU, Oct. 1.

A MATTER which is causing considerable interest in business circles is that known as the Stamp Duty case, which arises out of the amount of assessment made by the Treasurer of the Administration on a deed of transfer of land, consisting of Kalili plantation, and which came before the Supreme Court on July 23. The verdict affects a very large number of similar transfers.

The plaintiff company (New Britain Plantations Ltd., represented by Mr. R. A. Ollerenshaw) appealed against the assessment, which covered former transfers of the property.

Judge Phillips gave a verdict in favour of the Treasurer. The plaintiff company made application to the High Court of Australia to appeal against the Supreme Court decision. Leave to appeal has now been granted, and it is expected that the case will be heard some time this month in Australia.

In this case, it is interesting to note the fluctuation of plantation values. The Kalili estate was first transferred from the Custodian to Mirow, for a consideration of £73,500; later, from Mirow to Jolley, for £100,450; and, lastly, from Jolley to New Britain Plantations Ltd. for £47,802. The property is one with 140,000 coconut palms planted.

NEW SAMARAI-MISIMA SERVICE

From Our Own Correspondent.

PORT MORESBY, October 4.

IT is announced that arrangements have been completed under which the "Matoma," an auxiliary ketch owned by Messrs. Burns Philp and Co. Ltd., will in future run regularly between Samarai (Easter Papua) and Misima Island, on a three-weekly schedule. A regular call will be made at the Conflict Islands.

Rev. Roger E. Tempest, of the Siota College, Solomon Islands, has resigned from the Melanesian Mission after 18 years of devoted service.

Strikers' Example to N.G.

Natives

From Our Own Correspondent.

WAU, Oct. 1.

THE majority of residents were in sympathy with the employees of New Guinea Goldfields Ltd. who "downed tools" recently; but they were also keenly apprehensive of the effect of the development on the thousands of native labourers on this field, and everyone was very glad when the strike was settled.

Under our present laws, the native is difficult enough to handle, without Europeans setting an example by striking. It is the first occurrence of its kind in T.N.G., and we sincerely hope it will be the last.

Despite sympathy for the strikers, had a settlement not been quickly effected it is believed that the public would have petitioned the Administration to operate whatever law was available to deal with strikers. Without trade unions, awards, arbitration courts, workers' compensation and other laws relating to industrial disputes, this Territory is in a unique and peculiar position.



Natives of the Ramu-Purari tribes, on the mainland, of New Guinea. These people saw Europeans for the first time only within the past two or three years and, being still in their primitive state, are scientifically interesting. The men are agriculturists, and are noted fighters. Attention is directed particularly to their resemblance to the natives on the Purari-Strickland plateau, in Papua, discovered by Mr. Hides—see photographs in our September issue. The above photographs were taken by Seventh Day Adventist Missionaries.

TRAINING PAPUAN MEDICAL ASSISTANTS

Progress of Dr. Strong's System of Sending Young Natives to Sydney University

When Lahui Ako, a trained Papuan medical assistant, addressed medical officers from 15 different countries at the Pacific Health Conference in Sydney in September, it was the crowning achievement of 32 years' work of Dr. Walter Strong, M.A., M.D., B.Ch., Chief Medical Officer of Papua.

Against much opposition, Dr. Strong inaugurated the system of training young Papuans at Sydney University and, later, sending them out into bush villages to supply medical aid to the natives. Over three years, the scheme has proved successful, and the scoffing of critics has turned into real admiration.

IN 1906, Australia officially took over the control of Papua and in course of time the existing scanty medical service was re-organised. At first, it was hoped that qualified medical men would be stationed in each of the 16 magisterial divisions, with one European and several native assistants. It soon became evident, however, that for reasons of finance Papua would have to be content with native medical assistants, working in villages supervised by three or four Europeans, under the control of a Chief Medical Officer. That is the present policy of the Government, assisted by the medical work accomplished by the various mission societies.

At first little medical work was done among the natives—doctors being established at Port Moresby and Samarai mainly for attendance upon Europeans. Gradually, as the native population became more settled and in closer contact with white people, native hospitals were erected at the main centres. There natives were trained as wardsmen and assistants to look after native patients, and so was laid the foundation of the present training system.

A severe outbreak of dysentery occurred in Papua in 1912, and Dr. Strong, who had been a Resident Magistrate, was appointed travelling medical officer. By this time he was proficient with Motuan, the most widely understood of the many Papuan dialects, and he conceived the idea of teaching several natives to help him in combatting the dysentery outbreak. Under his tuition they slowly acquired a smattering of elementary medical knowledge and rendered useful service during the epidemic. Dr. Strong was appointed Chief Medical Officer during the war period, and, with a depleted staff, relied largely upon native assistants to do most of the work in villages.

After the war the tropical disease of yaws became general in Papuan coastal districts, and native assistants were shown how to give arsenicals by intravenous injections. The first Papuan to make injections could neither read nor write, but merely recorded each incision made by a stroke on paper. When, in 1923, a new material (*Bismuth Salicylate*) was found to be efficacious by intramuscular injection, and was also of negligible cost, a definite policy was instituted by the Papuan Government to train natives for independent work in villages.

Thousands of injections were given per annum, with a noticeable decrease in the incidence of ulcers and other conditions dependent on yaws. Incidentally, side by side with the training in medicine, went education in English, in which the natives made their reports. Senior assistants regularly sent reports to Port Moresby showing the more serious cases treated by name, district, village, age, sex, etc., and with a brief statement of diagnosis



Dr. Walter Strong

and treatment. This system was carried on successfully until 1932, when a more ambitious attempt was made to give the assistants a better medical education.

Towards the latter part of 1932 it was felt that while valuable work was being done at small cost, further improvement would be impossible unless the assistants were given some tuition in the sciences upon which medicine and surgery are based. It was suggested that two or three natives should be sent to the Central Medical School in Fiji. This idea, however, was abandoned; four years among strange people was considered too long for the Papuans to be absent from their country.

On leave in Sydney, Dr. Strong discussed the matter with Sir Charles Marr (the then Minister for Health and Territories), Dr. J. H. L. Cumpston (Commonwealth Director-General of Health), and Professor Harvey Sutton (Director of the School of Tropical Health and Medicine). It was finally decided that a number of Papuans should be sent to Sydney University for a period of six months' training. The Papuan Government readily agreed to the plan. Twelve natives were selected, some of whom were already assistants in the medical department with a practical knowledge of dealing with native patients. Others were new recruits from mission stations. All could read and write Motuan, and had a

knowledge of simple arithmetic and English.

A preliminary course of six months was undertaken at Port Moresby. Their instructions included: positions of bones and body organs; anatomical terms; physiology of blood; lung actions; nervous and digestive systems; etc. They were taught weights and measures, and how to use the balance and microscope. In September, 1933, the party was taken to Sydney by Dr. Strong and placed under the care of Dr. Clements, at the School of Tropical Health and Medicine. He revised and extended the work done in Papua and, with the wide resources of the school, was able to enlarge the young natives' studies, illustrating by practical demonstration and the use of models. They were taught the treatment of surgical injuries, fractures, dislocation of bones, haemorrhage, and head injuries.

Having passed examinations entitling them to use the letters C.N.M.A. (Certified Native Medical Assistant), they returned to Papua in March, 1934. The students were distributed all over the Territory, each working with two ordinary native assistants, under the supervision of the Resident Magistrates. The system proved a success, and a further party was sent to study in Sydney. In August, 1935, the third group arrived for six months' training.

Dr. Strong regards a party of three as ideal to travel among the bush villages. The leader gives injections and other treatment; the second native keeps records in a patrol book and assists the leader. The third member has charge of the equipment, baggage, etc., and concerns himself with the practical side of village medical work.

The cost of maintaining a party in Sydney is about £300, which is appropriated out of the Native Taxation Funds—a special fund held in trust for the benefit of Papuans by the Government. The ages of the native medical assistants range from 17 to 25; but experience has suggested that students over 20 have lost their elasticity of mind, and find more difficulty in grasping new ideas than the younger trainees.

The main fear of critics of Dr. Strong's scheme is that the Papuan lads, while in Sydney, may be brought into contact with undesirable elements, and especially with low-class white women; and that this may affect the good relationship between the races, which is so jealously guarded in Papua. So far, however, the residence of the Papuan youths in Sydney has been carefully supervised, and no harm appears to have been done.

TREATMENT OF OLD N.I. BOATING CO.

A SERIES of questions about the Norfolk Island Boating Co. was asked in the Federal Parliament on October 3 by Mr. Rosevear (Lang Labour), and the Prime Minister replied.

He said that the company, which had been operating since 1856, had applied in July, 1934, for licenses for six boats, but such licenses had not been granted. Licenses had been issued in 1934 to a new company (which did not operate, as suggested, under the patronage of the Administrator) and the old company had been recommended to amalgamate with the new one. The old company had sent to the Governor-General a petition regarding these "alleged injustices" and the petition would be duly considered.

The Prime Minister offered no explanation of why this discriminatory action had been taken against the old established boating company.

Suggestion of Persecution of Morobe Hotelkeepers

From Our Own Correspondent.

WAU, October 1.

FOR the second time in three months off at the mines, they all foregather at the two hotels for "kai" and billiards, and where else can they get their entertainment? Most of them live in shacks, and the hotels both here and at Edie Creek are the meeting places of all at night, especially as they are among the few who have wireless sets, and cut off as we are without papers, etc., and the world's news, everyone looks on Mrs. Stewart's hotel as a social home.

Residents here are annoyed at this state of affairs as, after the men knock off at the mines, they all foregather at the two hotels for "kai" and billiards, and where else can they get their entertainment? Most of them live in shacks, and the hotels both here and at Edie Creek are the meeting places of all at night, especially as they are among the few who have wireless sets, and cut off as we are without papers, etc., and the world's news, everyone looks on Mrs. Stewart's hotel as a social home.

Thirty residents were "caught" and each fined £2 the next day by the D.O.

It was funny to see some of the "coves" bolting over the verandah into the bush when the uproar started. At any rate, they got away, and were not in the line-up next morning.

QUEER CREATURES OF THE SEA

Letter to the Editor.

IN your August issue I read the interesting story of Mr. Gaskell's encounter in the Solomons with the "Loch Ness Monster." His description of it is very true.

I came across the same creature off the beach at Nordup, a mile from Rabaul, about two years ago. I did not get a glimpse of its head, but I saw the numerous loops rising from the water. It was, as your correspondent describes it, of a dark red colour, the body being easily the thickness of a coconut.

The creature was only about thirty yards from the beach. For about half an hour it stayed in the vicinity, then made off to sea.

It would be interesting to know to what species this creature belongs. Perhaps someone proficient in the lore of marine monsters could tell us.

I am, etc.,

M. E. LIVINGSTONE.

Salamaua, N.G., 25/9/35.

NEW GUINEA'S AERIAL TRANSPORT SERVICE

WHEN the Minister in Charge of Pacific Territories, Senator Sir George Pearce, returned to Canberra in September from New Guinea he warmly praised the magnificent aeroplane services which carry on the transport work of the New Guinea goldfield.

The Minister said there were no less than 40 aeroplanes operating and, in the year ended June 30 last, the freight carried amounted to 1,744,746 lbs.

The Minister added that many representations had been made for the regulation of the services. There was unrestricted competition, and for the good of the country it was necessary to follow a definite policy. He proposed to place the question before the Cabinet.

TRADERS FROM DUTCH NEW GUINEA

From Our Own Correspondent.

WEWAK, Sept. 30.

AN unusual spectacle was seen on this (north New Guinea) coast in mid-September, when seven canoes, with about 50 natives, came along on a ceremonial and trading visit from Dutch New Guinea.

Residents wondered what the queer fleet was. They came ashore, planted a flag on the beach, and then fired a volley of shots over it.

They went as far as the Sepik and then returned. They caught fish on the way down, which they also traded to the local natives. One only could speak Pidgin, and he acted as spokesman and chief of the expedition in all transactions.

They seemed to have a fair amount of our currency, which was used to buy up goods at local trade stores. Later, they returned whence they came.

This is the first time for several years that an expedition from Dutch territory has come so far along the coast.

The Burns, Philp Subsidy

THE Prime Minister was asked in the Federal Parliament on October 9 whether the Government intended to renew the subsidy to the Islands services of Messrs. Burns, Philp and Co. Ltd., and, if so, would the Government "enquire into the rates charged by the company for passengers and freight, to ascertain whether they are excessive, and also whether the passenger accommodation on the company's steamer should be improved?"

The Prime Minister replied that the matter was receiving attention and questions of rates, etc., "are being investigated."

Mr. Dyson Hore-Lacy, who has a large plantation on Garua Island, off Talasea, New Britain, returned to Rabaul by the October Montoro.



A sketch by Frank Tealby, of a well-known and highly-esteemed resident of the Gulf Division of Papua, "Scotty" Currie. Mr. Currie has lived in this Territory for over 30 years, and was a "copra king" of the early days. Mr. Currie was a member of Scott's First Expedition to the Antarctic, in 1902.

MINERS' DEMANDS

Strike Threatened on Mr. Theodore's Fiji Mine

THERE was an incipient strike at the Tavua goldfield, northern Fiji, early in October.

Miners had been taken from Australia to Fiji to work on the Emperor, Loloma and Koroere mines, under the general direction of Mr. E. G. Theodore. The contract made between the men and their employer provided that they were to receive £5 per week; their passages were to be paid; and quarters were to be provided, while they were to be charged 22/- per week for board. It appears that there were a few restless spirits among the men and on October 4 they presented to Mr. Theodore's representative (Mr. Theodore being then in Melbourne) a demand for a wage of at least £6, for a 44-hours week. The hot-heads induced the remainder of the men to follow, and they announced that if their demands were not conceded they would cease work. A meeting was called for Sunday, October 6.

More moderate counsels prevailed, however, and the men resumed work on Monday on the understanding that their case would be considered by Mr. Theodore in person as soon as he returned from Australia.

Time brings many changes. One has to pinch oneself to remember that this wealthy mine owner, Mr. Theodore, whose enterprises are threatened by a strike led by agitators, is the same Mr. Theodore who once was such a stormy petrel in the Labour politics of Queensland and the Commonwealth.

THE EMPEROR LODGE

Apologies are due to some of the companies which hold leases surrounding the Emperor Mine, Tavua, Fiji. In the September issue of the *Pacific Islands Monthly* there was reproduced a small locality plan, showing the position of the various leases. Two wavy lines ran through that plan, going roughly from north-east to south-west. In a caption under the plan we said that the wavy lines represented the approximate direction of the lode. This is not so. The lines actually represented small streams. The main Emperor lode is in much the same position as the streams, but it runs apparently from north-west to south-east and thus cuts through the middle of the lease of Tavua Gold Developments N.L., instead of through the corner of that section.

No Primage Tax on N.G.-Papuan Products

IT was formally announced, at the end of September, that all goods which are the produce of Papua and New Guinea may now enter Australia free of primage tax.

The non-imposition of primage tax by Australia on the products of the Australian Pacific territories seemed a reasonable thing, and this journal strongly advocated it two years ago. But two years of agitation were necessary before bureaucracy could be induced to move.

Major F. Hewitt, manager of Lever's Pacific Plantations Pty. Ltd., returned to Sydney by the Malaita on September 26, after an inspection visit to his company's large estates in the Solomon Islands.

TROPICALITIES

NORFOLK ISLAND can supply two outstanding examples of the danger that lies in tampering with the balance of Nature by the careless introduction of new plant and animal life. Off the coast of Norfolk Island is Phillip Island, and long ago this was a green and pleasant place. Someone introduced rabbits to Phillip Island, as a source of food supply and as something to shoot at. The rabbits—after the manner of rabbits the world over—increased enormously, so that they completely destroyed the grass and small shrubs. To-day Phillip Island is little more than a bare and barren rock, and people say that erosion is now proceeding so rapidly, owing to the effects of rain and wind, that one can see the shape of the island changing from year to year.

Someone introduced to N.I. a pretty flower called the Cape Tulip (known locally as "Cascade Onion"); but it did not remain in the flower garden. It invaded the paddocks, and is now creeping with alarming rapidity over the hillsides and valleys, killing the grasses and taking complete possession of the pastures. It is a plant of no value and is already a serious pest.

WITHIN the faded pages of a bundle of official documents recently removed to the Mitchell Library in Sydney is the record of a tragedy in the Pacific more than a century ago. It is a record, too, of the callous indifference of some of the old whaling captains, and their disregard for human life in some of the islands they touched at. Two of the crew of the "Lady Rowena," whaler, gave evidence at Tongatabu on July 3, 1833, before Captain Price Blackwood, R.N., of H.M.S. "Imogene," of the killing of a number of natives of New Britain. It appeared that some of the islanders approached the whaler in canoes with "no sign of warlike aggression." Several natives were killed outright, and others wounded. The chief was shot by the commander, Captain Russell, who gave no reason for his conduct. Furthermore, he picked up a native boy, who had been wounded in the cheek, "although his father, as was supposed from his anxiety to retain him, made every resistance." The lad was still on the vessel when the deponents gave evidence before Captain Blackwood. What ultimately became of him history does not relate. H.M.S. "Imogene" brought the men who gave this evidence back to Sydney from Tonga, their papers were forwarded to Governor Bourke, but apparently nothing further was done in the matter.—E.R.

OSCAR G. NORDMANN, one of Tahiti's best known citizens, recalls a meeting with Governor Schultz, one time Governor of Samoa, whose death was recently announced in the "P.I.M." Like most Polynesians, Oscar, in his young days, had the urge to travel and see something of the world. Therefore, he joined the old Sierra, under the command of Captain Trask. On one voyage their most distinguished passenger was the Governor of German Samoa. Oscar, who had been appointed bedroom steward to that dignity, had, naturally, an excellent knowledge of French, but was not so much at home with German. So, in English, the young Tahitian asked Governor Schultz how

many oranges he would like in the morning. "Nien!" declared His Excellency, most emphatically. Promptly, at 8 a.m. the following day, Oscar arrived with nine oranges for Governor Schultz. Since those days he has learnt that when a man says "No" in German he means it. Oscar's home at Punaauia was for many years occupied by that eccentric French genius, the late Paul Gauguin. Gauguin's half-caste son and Tahitian widow still live in the immediate vicinity. He has re-christened the house "Hacienda Paul Gauguin."—E.R.

"UNLESS early action is taken to stop the activities of unauthorised fishermen in the Manus area of New Guinea, it is feared that the reefs will be cleared out and the trochus fishing industry ruined. Frequent reports have been received of the presence of Japanese fishing vessels on the reefs. The vessels available to the Administration have not sufficient speed to patrol the waters of the territory, and the need for a fast patrol launch is being considered."

This is part of the report of Sir George Pearce to Cabinet, after his recent Ministerial tour of the Pacific Territories. It merely emphasises the slowness and circumlocution of so-called governments. Every one of the facts stated was known over a year ago, and was frequently reported.

ONE of the most curious of post-mortems is about to take place in Canberra. Scientists will examine one of the "mummified" bodies found recently in a cave near Salamaua, New Guinea, with the object of deciding whether the body was artificially preserved, or mummified, or whether its preservation was merely an accident associated with the conditions in the cave. If it is really a mummy, deductions of a highly interesting character will be made by the scientists.

UNIVERSITY graduates are being selected by New Zealand for training in the Dominion's "tropical corps," for service in Cook Islands, Western Samoa and Niue. One man already is in Apia, and two others may go shortly to other territories. If the system develops, selected men may be sent to the N.Z. universities to undergo post-graduate courses in anthropology, the history and customs of the Polynesian races, and Polynesian languages. The recent history of Samoa is a blot upon New Zealand administration; but against that may be set the Dominion's good record in the Cook Islands, and its success in saving and re-establishing the Maori race. The Maoris now are actually growing in numbers, and are increasingly valuable citizens of New Zealand.

THE published accounts of the Solomon Islands Protectorate and of the Gilbert and Ellice Islands Colony show a condition of finance that must bring covetous water into the mouths of sundry Government Treasurers of larger dominions. The Solomon Islands have an excess of assets over liabilities of over £60,000; and the Protectorate carries £53,000 in actual cash, and another £55,000 under the heading of investments. The Gilbert and Ellice Islands at the end of 1934 had an excess of assets over liabilities of £112,778. Assets included £110,000 in cash, £54,000 in investments, and £50,000 in readily accessible funds.

WE can fairly claim that the *Pacific Islands Monthly* reaches around the world. A few months ago, a reader in South-west Africa asked us if we could find for him a man whom he had met in the war period and who, he believed, was now somewhere in the Pacific Islands. We published a paragraph, containing the enquiry. As a result, a gentleman who resides in Yokohama, Japan, has written to us to say that the man enquired for was alive and well a year ago and was, he thought, in the Caroline or Marshall Islands; and he has supplied the address of a missionary in Jaluit, in the Japanese Mandated Territory, who probably can give exact information.



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ABOUT ISLANDS PEOPLE

Mr. W. H. Brabant, formerly Comptroller of Customs in Fiji, arrived recently in Melbourne from Europe, accompanied by his daughter. He left Fiji in April and has been travelling with his daughter, Miss S. M. Brabant, in England and France. After spending the summer in Sydney, Mr. and Miss Brabant will return to Fiji.

Miss Ella Angermunde, daughter of the late Mr. Theodore Angermunde and Matron Angermunde, of Chelmsford Hospital, Newtown, Sydney, left on October 16 by the Mariposa for Fiji, where she will be married on October 26 to Mr. Bert Silva, elder son of Mr. and Mrs. F. Silva, of Inverell. Miss Angermunde, who travelled with Mr. and Mrs. E. G. Theodore,

received many handsome presents before leaving Sydney, and was given an official farewell by the Mayors of Erskineville, Darlinghurst and Newtown.

Mr. G. A. V. Stanley, a geologist who is attached to the staff of Oil Search Ltd., arrived in Sydney by the Macdhuil on August 30 on furlough. For several months recently he was with a party in New Guinea mapping an area in the Sepik district.

Dr. W. M. Strong, Chief Medical Officer of Papua, who brought a party of Papuans to Australia to be trained at Sydney University, returned to the Territory by the Montoro from Sydney on October 5.

Mr. A. T. Acton, manager of Burns, Philp (S.S.) Co. Ltd. at Levuka, Fiji, proceeded to New Zealand on furlough at the end of September. During his absence, Mr. N. O. Carlson is acting as manager.

Mr. F. L. Pinching, S.I. travelling medical officer for Lever's Pacific Plantations Pty. Ltd., who recently was ill in Tulagi Hospital, came South by the Malaita at the end of September.

Rev. Alfred E. Teall, of the Melanesian Mission at Vureas, Banks Islands, New Hebrides, has been inducted as Archdeacon of Southern Melanesia in place of Rev. R. Godfrey, who recently retired on account of ill-health.

Mr. J. S. Mutch, of the Port and Marine Department in the Solomon Islands Administration, arrived in Sydney from Tulagi on leave by the September Malaita.

Mr. J. Clark left Sydney for Papua by the Montoro on October 5 to take up a position on a coconut plantation near Port Moresby.

Sister Amy Thompson, of the Melanesian Mission at Aoba, New Hebrides, has been transferred to Siota, the mission's headquarters in the Solomon Islands.

Mr. J. Gable left Brisbane for Samarai, Papua, en route to Misima Island by the October Montoro. He has been appointed assayer for Misima Gold Reefs (N.G.) N.L., relieving Mr. J. McNair.

Rev. C. Seiller, S.M., of the Marist Mission at Kieta, Bougainville Island, New Guinea, returned to his station by the Malaita from Sydney on October 5. A native of Alsace Lorraine, Father Seiller has been a Catholic missionary in Melanesia for over 30 years.

Mr. P. J. Martin, a planter of Mioko Island, Duke of York Islands, New Guinea, arrived in Australia by the Montoro on October 1 with his wife and baby son, Murray James.

Dr. Northcote Deck, F.R.G.S., a former South Sea Evangelical missionary for 20 years in the Solomon Islands, who revisited the Protectorate in July, returned to Sydney by the Malaita on September 26.

Mr. I. H. Grabowsky, manager of Guinea Airways Ltd. in the Mandated Territory, arrived in Sydney from Port Moresby, Papua, with his wife on October 1. They later went on to Victoria.

Mr. Arthur Milner, who has been for some time in charge of the Melanesian Mission's ketch Patteson, has been trans-

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THE PACIFIC ISLANDS MONTHLY

13

ABOUT ISLANDS PEOPLE

ferred to the Mission's Central School at Pawa, Ugi Island, in the Solomons.

Mr. I. F. Champion, with his wife and child, departed from Brisbane for Port Moresby early in October. He is assistant Resident Magistrate at Misima Island, Papua.



Rev. Geoffrey Herbert Donald Ross, who was educated in England, recently joined the Melanesian Mission's staff. At present he is stationed at Arawe, New Britain.

Photo. by courtesy of "Southern Cross Log."

Mr. John C. Sinclair, of Lautoka, died suddenly at Suva on September 30, at the age of 67. Son of a prominent agricultural family in Australia, he went to Fiji 25 years ago to join the Colonial Sugar Refining Co. Ltd. During recent years he had been engaged in gold prospecting. He had claims at Cuvu and Tavua, being associated at the latter field with Mr. W. Borthwick, who originally discovered the rich deposits there.

Mr. Robert Rudland Bode, of Lami, Fiji, died in the Colonial War Memorial Hospital, Suva, on September 20, aged 72. He was an accomplished musician, having been organist at Suva Holy Trinity Pro-Cathedral and also at Honolulu Cathedral, Hawaii. For the past two years he had been teaching music at Lami.

Dr. Gerrit Wilder, of Hawaii, who was well known in Fiji and Polynesia as an expert botanist, died at his home in Honolulu on September 29. He was born in Hawaii about 1865 and in his endeavor-

ours to introduce new plants to Hawaii made many visits to other South Sea Islands. Dr. Wilder spent some time at Tahiti studying Pacific flora, particularly the cultivation of the breadfruit tree, upon which he was an authority.

Messrs. A. W. Hopfield, J. Nutley, and J. W. Scott, who have been acting as technical advisers to Bulolo Gold Dredging Co. Ltd., arrived in Sydney from New Guinea by the Montoro on October 1. They left later for the United States of America to spend a year's furlough.

Rev. H. C. Howard, of Enfield, N.S.W., sailed for Fiji by the Katoomba in October to take part in the Methodist Mission's centenary celebrations. He is a grandson of Rev. W. Cross, one of the

(Continued overleaf)

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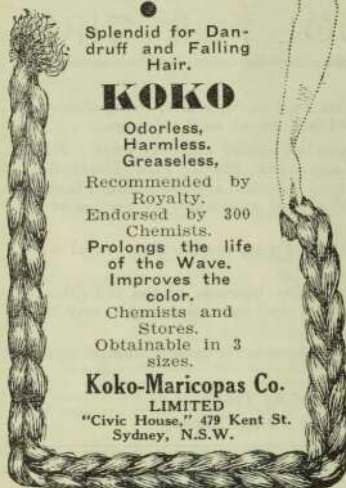
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pioneer Methodist missionaries, who first landed in Fiji on October 12, 1835.

Mr. Raymond Hill, of the Melanesian Mission, has been transferred from the Solomon Islands to the Anglican Mission station at Arawe, Ilak River, New Britain. A New Zealander, he studied scientific farming for several years at Hawkesbury Agricultural College, New South Wales. Later he spent 12 months as overseer on a plantation on Bougainville Island, New Guinea, and then returned to Australia to receive training prior to entering the service of the Melanesian Mission.

Mr. W. J. Bryant, Government Superintendent of Saibai, Dauan and Boigu Islands in the Torres Strait, left Sydney for Queensland by the Montoro on October 5. At Brisbane he joined the Wandana and journeyed to Thursday Island; later he went across to his headquarters at Saibai on the Government ketch. Mr. Bryant has been at Saibai Island for three years.

Major Stuart Love, Oroville Dredging Co. Ltd.'s engineer, who has been testing for some time Misima Gold Reef's property on Misima Island, South-Eastern Papua, left for Samarai by the Montoro on October 5, after a business visit to Australia. He said that Misima Island interests are strongly advocating a direct steamer service between the island and Australia.

Mr. C. J. Baldey, of Messrs. J. Gollin and Co. Ltd., Sydney, left by the Malaita on October 5 for Rabaul via the Solomon Islands. He will return to Australia from New Britain by the Montoro. Mr. Baldey is also Islands traveller for Messrs. Nicholas Pty. Ltd., of Melbourne, manufacturers of the well-known product, "Aspro."

Mr. N. J. Tudberry, of Arigua Estate, Bougainville, New Guinea, returned to Kieta by the Malaita on October 5.

Miss Gellweiler, Matron of the European Hospital, Port Moresby, left on October 13 for Misima, where she will marry Mr. P. J. McDonald, a well-known resident of Papua. Miss Gellweiler, who had held the position of matron for over five years, was known widely for her efficiency, and she will be greatly missed by the residents of Port Moresby and district.

Mr. J. Svensen, a plantation owner at Ovi Harbour, Guadalcanal, Solomon Islands, arrived in Australia by the Malaita on September 26.

Mr. George Kingston, an English gold-pro prospector, who had been in New Guinea since 1928, died at Wau Hospital on September 3, aged 45. He was one of the pioneers of the Black Cat mining area, Morobe goldfields.

MAY BE SALVATION IN PASSION FRUIT

Norfolk Is. Seeks New Industries

THERE are indications that the severe economic distress of Norfolk Island is to end in a passion fruit industry; and the islanders now hope that from the fruit of the passion-fruit vine, which grows luxuriantly all over the little territory, they will at least derive a regular income. This journal, some years ago, strongly urged the establishment of a N.I. passion fruit industry. The Norfolk Island passion fruit is of superior quality, and there is an unlimited supply of the fruit.

Mr. G. A. Flack, of Manly, Sydney, is at the head of the new plan. He is prepared to establish a canning factory in Norfolk Island not later than January next, and to pay the islanders 1½d. per lb. for all fruit brought to his factory, on condition that he is himself given certain guarantees in regard to supply. He says that he will take as much fruit as the islanders can produce; but obviously he is not going to pioneer an industry of this kind, only to have some rival concern come in and ride on the success of his project, and interfere with his supply by offering the islanders a higher and possibly uneconomic price for the fruit.

The Norfolk Island community appears to be well disposed towards Mr. Flack's plan, and negotiations are likely to come to a successful conclusion.

Until the steamer connection with Auckland was discontinued, an Auckland firm, Messrs. Thompson and Hills, carried on passion-fruit canning in a modest way on Norfolk Island. Since they ceased operations, small canning plants have been operated by Mr. Scott Robinson and Mr. Bennett; but their purchases of passion fruit have been small and unimportant.

Another section of the Norfolk Islanders is trying to establish a butter-making industry. Led by Mr. Locksmith, a successful farmer, and aided by the Commonwealth Bank, they are now building a small dairy factory and they hope to be able at least to supply the domestic requirements of Norfolk Island. Critics of the plan, however, say that there cannot be any successful dairying industry in Norfolk Island until a much better breed of cow is introduced, and until some practical plan of pasture improvement is put into operation. The cows of Norfolk Island are a nightmare in the sight of men who have studied the dairying industry in New Zealand and Australia.



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THE PACIFIC ISLANDS MONTHLY

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42 NATIVES LOST

Tragic Wreck in North New Guinea

From Our Own Correspondent.

WEWAK, Sept. 30.

A HEAVY loss of native life occurred recently, at night, when a huge native canoe was lost between Tarawai Island and Matapau (a village on the mainland about midway between Altape and Wewak). Tarawai and Matapau are about 20 miles apart.

The canoe was one of the largest of its kind in these waters, and had taken the Matapau natives about a year to build.

A native named Karapau, from an island near Altape, was the captain of the craft and the one with the biggest interest in it. The crossing from Matapau to Tarawai was successfully accomplished and then the natives, having completed trading and paying their respects, set out on the return journey. The personnel on the craft, as near as can be at present learned, consisted of 38 Matapau natives and 13 Islanders, a total of 51 souls.

These natives, by reason of their calling taking them on many such trips, become very good weather prophets and, thinking the night to be very suitable, they set off. However, not long after leaving, one of those heavy south-east squalls came up black, full of wind and rain.

The canoe, with its heavy burden, being overladen, soon became waterlogged. The terrific strain on the canoe and lashings soon told, and the canoe and out-rigger parted company.

Natives were soon all struggling in the seas, holding on as best they could to the wreckage. Some selected pieces of the wreck, and swam on it. Soon the children, of which there were many, began to disappear. Later, the wreck was broken into smaller pieces and the victims were tossed about like flotsam in the sea, and became separated.

After two nights and days, seven men and one woman came ashore on the mainland coast, about 20 miles from the scene of departure. Among these was Karapau and his wife, clinging together to a part of the wreck.

Some five days later, another two women came ashore a few miles north of Altape. One of these, however, despite attention, later succumbed.

SEARCH FOR GOLD IN NEW CALEDONIA

THE gold search continues in New Caledonia.

Mr. Witt, the representative of a Melbourne group, returned to Australia from New Caledonia in June, bringing with him certain samples, which apparently have been regarded as encouraging. Mr. Witt, with a couple of assistants is now returning to New Caledonia to make further investigations and he expects to find payable gold in the auriferous slates somewhere about the middle of New Caledonia.

It is reported that the New Caledonian gold-bearing country is not very rich, but the gold-bearing material is believed to be available in sufficiently large and easily-worked quantities to make operations worth-while.

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During August 9,819 tons of copra were exported from New Guinea. Shipments to Australia totalled 891 tons, 1,767 tons were consigned to France, and to the United Kingdom 7,161 tons. The latter shipment is a considerable increase over previous shipments. During 1933-34 the total shipment to the United Kingdom amounted to only 6,764 tons.

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PACK-DRILL GOES!

More Political Interference In New Guinea?

REPORTS have reached Australia that there has been political interference with the prison system in New Guinea, which has worked satisfactorily during the past two years.

In the period prior to 1932, there was great and growing dissatisfaction in the territory with the Administration's methods of punishing native offenders—particularly those guilty of minor crimes. The natives usually were given a term in the calaboose; but, to the native mind, the usual sentence represented no punishment whatever. They enjoyed regular food, regular hours, shelter and security and, in leisurely mowing the District Officer's lawn or patching a section of

roadway, they worked no harder than they would if they were carrying on in the service of their regular employers.

It is not too much to say that the prison system became a farce—or, at any rate, it was a farce in the eyes of the natives, but a real tragedy to the planters, traders and miners. The latter were in no circumstances allowed to administer corporal punishment—yet if they sent their native servants along to be punished by the officials for some offence, all that happened was that the offender was committed to a term in the ever-welcome calaboose.

It was really a dangerous situation; but no one did anything about it until General Griffiths took charge, as Administrator, in 1932. That sane and practical man sized up the situation very quickly, and he introduced a system of pack-drill to the New Guinea prisons. Native offenders were suddenly required to do something more than eat and sleep and carry out a few leisurely tasks. They were marched out frequently into the prison yard, loaded with bags of sand or stone and, under well-trained native police, were compelled to march briskly up and down for considerable periods, setting down and lifting up their burdens at the word of command.

It was a laborious punishment, but what made it more hateful to the native mind was the monotony of it. Native prisoners learned to regard the pack-drill part of the calaboose with horror; and the calaboose lost all its attractions. A sentence of imprisonment came to mean something to the native mind; the improvement in labour discipline throughout the Territory was marked, and very welcome. There was nothing cruel or improper in the pack-drill system—it was exactly the thing that was needed to make the prison system effective.

But immediately the Minister in Charge of this Territory, Senator Sir George Pearce, made his official visit there in August, orders were given for the discontinuance of pack-drill, and the old calaboose system has been reverted to. No explanation has been issued; so it can only be presumed that some mischievous fool has reached the Minister's ear with a horrid suggestion of what Geneva may think; or that some strange new wave of sentiment has swept over the New Guinea bureaucracy.

The steady "Europeanisation" of the primitive races of New Guinea is producing a very large class of sophisticated, or "flash," natives, who are very hard to control, and who always are eager to undermine the control and discipline of the white man. Men experienced in New Guinea conditions declare that sooner or later there will be an unfortunate outbreak; and when that comes the blame for it can be laid directly upon the heads of those gentlemen responsible for such "reforms" as the abolition of the pack-drill system.

"FANATICISM"

From Our Own Correspondent.

RABAUL, October 1.

LATEST reports from Buka are that action has been taken by Administration officials in respect to the outbreak of fanaticism, or sorcery (see page 32 of this issue) raging in that district, and that the situation is well in hand.

An isolated penal settlement is what is required to segregate ring-leaders in such circumstances, accompanied by stern disciplinary measures.

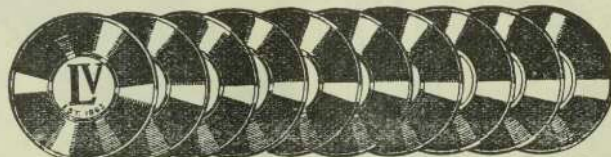


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BELLE BAKER . . . New Rhythm Blues Singer—B.8294, 4/-—Old Mammy Mine, Blue Moon. Belle Baker (singing), with Orchestral accompaniment.

October 24, 1935

THE PACIFIC ISLANDS MONTHLY

17

KAVA-DRINKING

Is It a Harmful Practice?

MR. A. J. VOGAN, F.R.G.S., etc., who has just returned from Fiji, writes on the subject of Kava-drinking, which he describes as among the weirdest of poor humanity's drug-taking habits. Mr. Vogan, incidentally, raises the interesting point of whether Kava, made in the modern fashion—i.e., by being crushed and not chewed—is not definitely more harmful now than in the old days:

Kava probably entered Fiji from the East some 500 years ago. Strange as it is often the ignorance of white folk regarding the natural resources, habits of the native population, etc., of the particular island of their location, nothing is so puzzling as the profound absence of information relative to one of the commonest of occurrences—the imbibing of this liquid, which is indulged in by little coteries of business-men, and otherwise blameless folk in certain shops, and even in their homes.

The Encyclopaedia Britannica says of it: "Kava, an intoxicating liquor, made from the *Piper Methepheum*. The leaves (?) are chewed, and placed in a bowl where coconut milk or water is stirred into it. It has a muddy, cafe-au-lait appearance, and is of a greenish hue. The taste of liquid is at first sweet, and then pungent and acid. Intoxication follows in about thirty minutes. The drunkenness produced by Kava is of a melancholy, silent and drowsy character. Excessive drinking produces skin diseases.

"The active principle of the beverage is a poison of an alkaloidal nature. It exists in the form of a glucose; and, by the process of chewing, this glucose is split up by one of the ferments in the saliva into free alkaloid and sugar. But the chewing process being repugnant to most white-folk, what they swallow is not Kava, as it has not gone through the above necessary chemical changes."

The pseudo-kava supplied, then, to these coteries is apparently made attractive by the addition of certain chemicals, including certain of those that one reads about in Wallace's "The Flying Squad," and an expert in the Agricultural Department told me that it was really a matter worthy of police investigation.

Mr. A. H. Phillips, headmaster of Queen Victoria Memorial School, Fiji, returned to Suva by the Monterey on September 24. For over 12 months he had been absent from the Colony in America and England studying educational methods, under a Rockefeller Fellowship.

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FAR UP THE SEPIK

N.G. Administrator on Patrol

A COLOURFUL report in the Sydney newspapers on October 14 said that the Administrator of New Guinea, General W. R. McNicoll, was at that time "300 miles up the Sepik River," at Wogamush, on the fringe of administrative control; and that His Honour, by means of "pedal wireless," was maintaining contact with civilisation. The report said that on October 11, "while surrounded by the primitive natives

of Wogamush," the Administrator was receiving news of world events from Berlin and San Francisco.

His Honour, travelling on his motor schooner *Hermes*, and accompanied by Mr. McCarthy, A.D.O., continued on up the Sepik, into lesser known country.

Wogamush, incidentally, is not 300 miles up the Sepik. It is about 150 miles from the mouth of the river, and some 45 miles above Ambunti.

This Sepik region is likely to receive a good deal of attention in the next year or two, on account of the activities of Dutch exploring and prospecting expeditions, just across the border.

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75/- PL.9. A 9ct. Gold Australian-made Case which is wonderfully strong—as well as being a thing of beauty. It is richly engraved, and fitted with a jewelled lever movement which will give a minimum of 10 years' good service. It is maintained in perfect order by Angus and Coote free of charge the first 12 months. Complete with smart black mounted moire ribbon band.



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White Gold of 9ct. quality is used for this beautiful brooch. The diamond is in a hexagonal platinum setting. Larger Diamond, £5.



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Page 19

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SMALL TRADERS IN COOK IS.

Form Retailers' Association

From Our Own Correspondent.

RAROTONGA, Sept. 2.

ON August 4, independent retail traders of Rarotonga convened a meeting in the Avarua Court-room. Twelve persons attended, four of whom were Europeans—Messrs. Gladney, Watson, Warren and Webb. Mr. Watson reminded those present that the success and security of the independent trader rests largely on co-operative action and suggested that there was a sufficient number of them

to form an association. After discussion it was decided to organise the Rarotonga Independent Retailers' Association. Mr. John Tariipo and Mr. J. H. Webb were elected chairman and secretary respectively.

The association is mainly the outcome of the repeated attempts by the larger business houses to force the retailers—often one-man owned and managed concerns—to close at the same hours as themselves. The matter has already been brought up on two occasions in the Islands Council, its sponsor being at the same time European representative and a partner in one of the firms interested! But so far no official ruling has been given regarding business hours.

From time immemorial small stores have remained open until 8 and 9 at night and it is correct to say that local conditions practically necessitate their so doing, particularly in the outer villages. The majority of natives leave home early in the morning for their plantations, returning again towards dusk, and it would be unfair to expect these people to regulate their lives to suit the convenience of a small number of the community who are, in any case, indebted to the former for their livelihood.

Last year, when the first move was made against the small stores, the latter presented a petition to the Resident Commissioner signed by 1,400 people, protesting against any such action.

ROCK FALL KILLS FIJIAN

SUVA, September 24.

CAUGHT by a fall of rock while working on a mining claim recently, a Fijian native named Luke was crushed to death.

The native, with a European prospector, Mr. Davidson, and another Fijian, was working in a tunnel on Mr. McIndoe's claim at Wainibau, near Navua. When a slide of rocks occurred at the entrance, the Fijian was unable to get clear. The other two occupants managed to escape injury.

DYSENTERY OUTBREAK

On Lakekamu Goldfield, Papua

From Our Own Correspondent.

PT. MORESBY, Sept. 23.

DR. W. E. GIBLIN, Medical Officer to the Territory, left by Guinea Airways plane on September 20 for Wau, en route to the Bulldog aerodrome on the Lakekamu goldfield, on the report of an outbreak of dysentery amongst the Europeans, some of whom had been taken to Wau for treatment.

The outbreak was at first considered to be of a more serious nature—amoebic dysentery—than usually encountered in Papua or New Guinea. On his return on September 22, after making his inspection, Dr. Giblin was of opinion that the outbreak was not amoebic, but a milder form of dysentery.

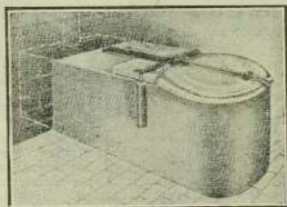
Dr. Giblin has had over 25 years' experience of tropical diseases. He was appointed in 1910 as Medical Officer to the old Lakekamu goldfields after dysentery had broken out among the 600 native labourers, who were employed by the many miners working claims in the creeks and gullies on the field.

The Lakekamu is an unhealthy district and it is hoped that the outbreak, now in abeyance, will not re-occur and break out among the labourers. So far it has been confined solely to Europeans.

Mr. and Mrs. W. A. Levett, London Missionary Society workers, who had been in London on furlough, joined the L.M.S. schooner John Williams V. at Apia, Western Samoa, on September 11. They will remain on the vessel until she returns to Beru, the L.M.S. headquarters in the Gilbert and Ellice Islands Colony.

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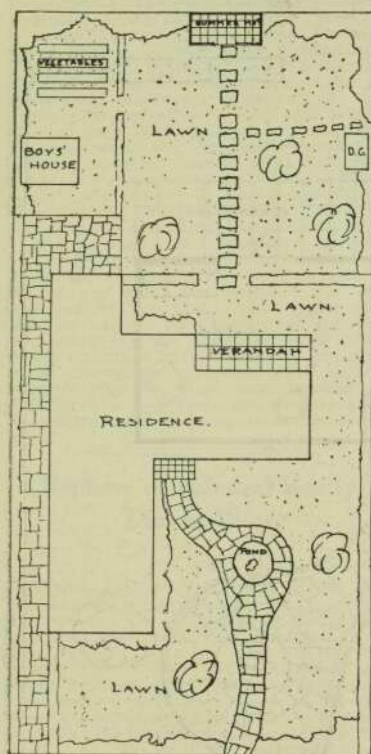
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PLANS FOR AN ASBESTOS HOUSE IN THE TROPICS

THE accompanying sketches drawn by Mr. Charles E. Sparrow, A.M.I.N.A., Instructor at the Methodist Mission Society's Technical Training Institution at Fergusson Island, via Samarai, Eastern Papua, show how to build an asbestos



— BLOCK PLAN —

cement house suitable for erection in a tropical township.

"They are not fully detailed plans," writes Mr. Sparrow, "but they show the general layout of a type of house which I think will appeal to most tropical dwellers. The main objectives I had in mind when designing this house were to have the principal bedroom and lounge exposed as much as



The completed asbestos cement house.

possible to light and air and to have isolation combined with accessibility of the living, sleeping and service quarters.

"The house shown is built on a concrete foundation about 18ins. above the ground, but this could be altered to suit local con-

ditions. The same plans could be used for a plantation home, but the foundation would need to be concrete or wooden piles keeping the house clear from live-stock and prying native eyes.

"The main bedroom and lounge are ex-

for tropical conditions



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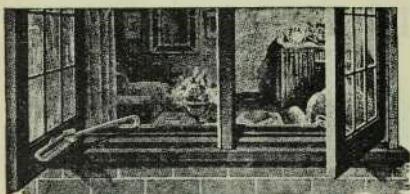
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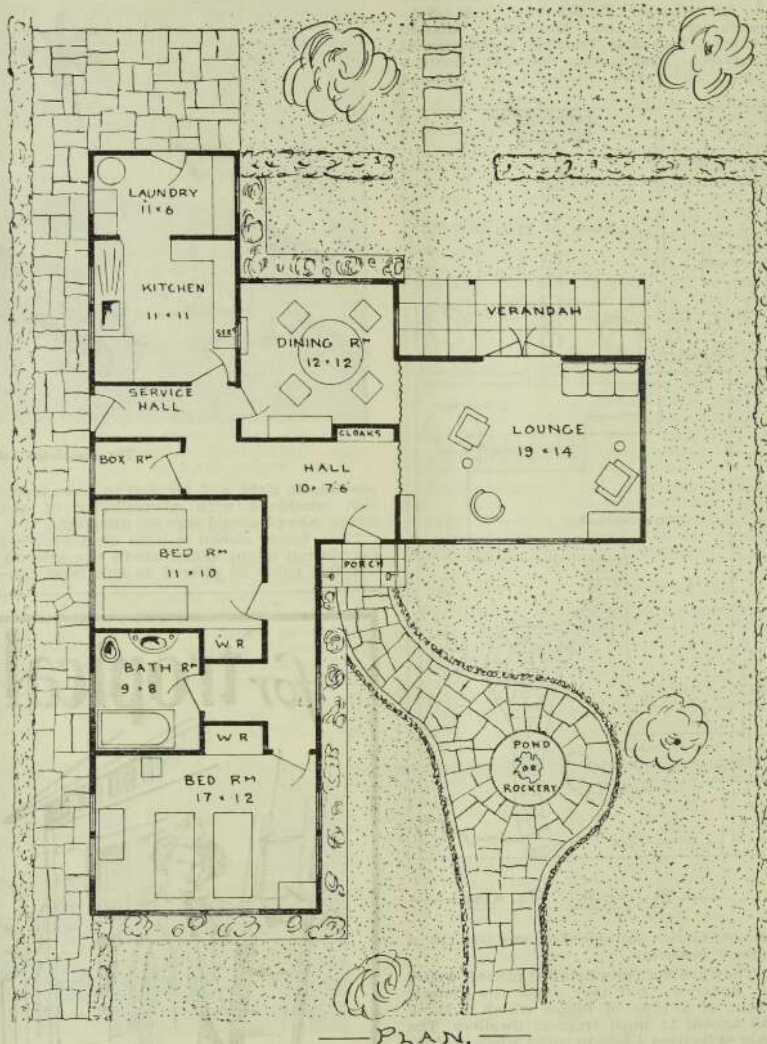
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posed on three sides to light and air, with ample ventilation from a large window area. Air circulation is assisted by the service hall door. Although not detached,

the kitchen and laundry are isolated from the living quarters. The roof has a large overhang, offering shade to the walls from the mid-day sun, and is well ventilated."



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THE PACIFIC ISLANDS MONTHLY

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TAXATION CRUELTY**Retired Papuan Officials**

MANY people who are compelled to live in Australia complain of the extreme harshness of the Australian taxation system, and Mr. J. T. Bensted, a retired officer of the Papuan Public Service, has drawn attention to a particularly flagrant example of taxation cruelty.

Papua is staffed by Australians; and when Papuan officials reach retiring age they naturally prefer to live in Australia, particularly as their pensions are paid in Australian currency. Certain of the earlier Papuan officials spent the better part of their lives under unenviable conditions, and the retiring allowances actually were purchased by the officials from their meagre savings. Yet, the Taxation Commissioner of New South Wales forces these men to pay unemployment relief taxation upon their pensions.

"Surely," says Mr. Bensted, "there is no equity in the State taxing an income to the earning of which it made no contribution, and which was earned in the long ago outside the State, and under extremely adverse conditions; and further, for which tax the State will give absolutely no return to the taxpayer? Actually these allowances represent 'new' money coming into the State, and, instead of driving these men away, one would expect the State to encourage them to settle here."

Nephew of Admiral Beatty Dies at Wau

WAU, September 18.

TRAVELLER, soldier, scion of the old English nobility, lovable and popular, Lyn Brooke, the oldest mining identity in the Territory, died at Wau European Hospital recently. He had been out in the Lower Bulolo area and contracted the dread Japanese River Fever. Thinking it was another bout of malaria, he let the fever get too great a hold of him before his faithful boys brought him into Dr. Von De Boch. All that could be done was done, but he died without regaining consciousness. He was a nephew of the famous Admiral Beatty, and was in every respect a gallant gentleman.

A striking tribute was paid him by residents, who came from all districts by plane to pay their last respects to a man who had endeared himself to everyone. Pathetic, too, was the way his faithful "house boy" sat outside his window, day and night, while he was in the hospital, and on learning of his Master's death he broke down and wept bitterly.

TINY AMERICAN YACHT ON SUVA REEF

SUVA, September 25.

RETURNING to Suva from Kadavu on September 17, the five-tons American schooner-yacht Cimba ran on to the main reef in heavy weather. She was refloated the following day and returned to port. Several hull planks were damaged, as was much of the running rigging.

Since 1933 the Cimba has been cruising around the world. Originally manned by three adventurous Americans, she now has only her two owners aboard, Messrs. Richard Maury and George Taggart.

LANDSLIDE AT EDIE CK.

From Our Own Correspondent.

EDIE CK, Sept. 1.

ON August 25 several chains of the road between Kaindi and Central Camp slipped into Edie Creek. Fortunately the enormous slide came slowly enough to allow the removal of the elevator of New Guinea Goldfields Ltd., which was directly beneath it.

Messrs. Crampton and Kincaird, with a long line of N.G.G. boys and much dynamite, succeeded in clearing away the slide and cutting a new road within a few days.

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Captain P. Donovan, in command of Messrs. Burns Philp (S.S.) Co.'s inter-island vessel Malake, reached Sydney on October 8. Captain Donovan will not go back to the Colony; he has decided to reside permanently in Australia with his wife, who arrived in Sydney from Fiji by the Niagara on October 5. After being overhauled in Australia, the Malake will return to the Fiji service at the end of October.

ACCIDENT ON WAU-EDIE CK. ROAD

WAU, September 16.

A TRAGEDY was averted by a narrow margin the other evening, when Mr. Arthur Ireland (brother of Jack Ireland, accountant at N.G.G.) was driving a carload of guests from Wau to Edie Creek for the much looked for Creek Ball.

Nearing B.P.'s store the road seemed crumbly and patchy, and fortunately Ireland slowed down, but not before the car overturned. Just as it had come to a standstill there was an ominous rumbling like a "gurra" and down 3,500 feet went the side of the road they had just passed! Frank Leyden was badly injured and taken into Wau Hospital; Ireland also; but Judd (whose car it was) and the others were lucky to receive only a shaking.

By the way, this dance caused much heartburning in the district. Those who ran it contributed £10 each, and the lady guests from Wau received printed invitations; but their husband's names were not included!

The affair was a great success—a Wau, in fact!

MISIMA GOLD

G.M. of Papua Plan Production In E. Papua

AN important decision, affecting gold-mining development in Eastern Papua, has been taken by the Directors of Gold Mines of Papua Ltd. (generally called the Pratten Group), who hold leases on Misima and Woodlark Islands.

G.M. of Papua took over leases on Misima from Misima Options Ltd., which had gathered something from the wreck of the Mount Sisa Company. Shortly afterwards, G.M. of Papua acquired properties on Woodlark Island. Since then the company has been very quietly engaged in:—

(1) Thoroughly exploring the ground at Misima, where it proved a very large ore body, averaging about 46/ per ton.

(2) Establishing, on Woodlark Island, a cyanide plant for the treatment of tailings from the old Kulumadau tailings. This plant is reported to have commenced operations recently.

(3) The formation of a new company, Woodlark Gold Mines Ltd. (which is owned by G.M. of Papua) to develop the apparently rich North Kulumadau lode.

(4) Unwatering and opening up the old Woodlark King Mine (on Woodlark Island), formerly a rich producer.

(5) Examination of a possible dredging area on Woodlark Island.

Operations have been proceeding for about a year. The market's opinion of the company's prospects is shown in the fact that its 5/ shares usually are quoted at between 13/ and 14/.

The company's directors have now decided to proceed to production on Misima Island. A treatment plant is to be installed and, for this purpose, the capital of the company is to be increased from £60,000 to £135,000 by the creation of 70,000 new shares of 5/ each, to be offered first to the existing shareholders.

The circular to shareholders gives an absolute minimum of information. That, and the Pratten reputation for success in mining, suggest that there are likely to be interesting developments in Eastern Papua.

SAMOA LEGISLATIVE COUNCIL ELECTION

From Our Own Correspondent.

APIA, Sept. 24.

THE electoral roll for the Samoa Legislative Council election, to be held on November 1, is now open for inspection and so far contains 125 names of voters. There will probably be a few more names added before the list is closed.

So far, no candidates have declared their intention to offer themselves for election, though several names of prospective candidates are mentioned as probabilities. The sitting elected members are the Hons. I. H. Carruthers and A. R. Cobcroft.

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The WHISKY

October 24, 1935

THE PACIFIC ISLANDS MONTHLY

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THE DEPUTY MAGISTRATE

By HENRY DEXTER

JONES, A.R.M. of a Government station in the Gulf Division of Papua, had sent for a man who was reported to have given one of his boys a gun, without being in possession of the necessary permit.

In due course the delinquent arrived at the station. He may be called Smith. The A.R.M. declared the "Court of Petty Sessions to be open." Smith pleaded guilty. Judgment was pronounced by the A.R.M.: "Five pounds, or fourteen days."

Smith hadn't a penny, and elected to "take it out."

He had his meals at the A.R.M.'s bungalow, and was instructed by the A.R.M. to issue rations, and superintend a gang of native prisoners who were doing odd jobs about the station.

Three days later, news came of trouble in the Marfula district. It was essential that the A.R.M. should lose no time in getting inland to attend to it.

He told Smith to carry on until his return, and left with his police and carriers.

Two days later, a man (Robinson) came in. He had been sent for to answer exactly the same charge as in Smith's case. Smith, with the correct procedure fresh in his memory, told the new arrival that the A.R.M. was away, but had instructed him to carry on.

Smith accordingly held court, and conducted the case quite correctly. Robinson admitted that he had broken the law, and judgment was given—"Five pounds, or 14 days."

Robinson did not possess the proverbial bean; so Smith handed over the issuing of rations to him, and the supervision of the prisoners. Smith, as senior prisoner, took charge. He also took his ease.

A few days later, the little steamer under the B.P. flag came along the coast, and Smith decided to call it a day, and left the station, with a feeling that he had been a very good boy indeed.

N.Z. MINISTER AT COOK IS.

From Our Own Correspondent.

RAROTONGA, September 3.

PASSING through Rarotonga on the August Maunganui on his way home from the Meat Quota Conference in London, the Hon. J. G. Coates, N.Z. Minister of Finance, spent the day ashore obtaining first-hand knowledge of the Dominion's furthest-off dependency.

Officially received in the Court-Room by the Resident Commissioner (Judge H. F. Ayson, C.M.G.), Mr. Coates expressed his pleasure and satisfaction with the island's rapid recovery from the effects of the recent hurricane. He said the general appearance of the people, and their contented and healthy aspect impressed him very favourably.

Mr. Coates witnessed a display by Avarua school-children and after visiting the Hospital was entertained at a native *umukai* in Taputapuatea, during which a troupe of young people led by Takau and Tere Makea, daughters of Tinirau Makea Ariki, gave exhibitions of local singing and dancing.

Dr. and Mrs. H. B. Hetherington returned to Tulagi, Solomon Islands, by the Malaita from Sydney on October 5. Dr. Hetherington, who is Senior Medical Officer of the Protectorate, came to Australia to attend the Pacific Health Conference held at Sydney in September.

Earth Tremor Felt at Port Moresby

From Our Own Correspondent.

PORT MORESBY, September 12.

A fairly severe earth tremor was felt in Port Moresby on August 30, early in the morning. Many residents complained of broken crockery and even of being thrown out of bed in their sleep. The tremor was considered to be as severe as any yet felt in the district.

A former geologist to the Papuan Government once ventured the opinion that eventually the peninsula at the entrance of the harbour upon which Port Moresby stands with such dignity will one day disappear, into the sea, the result of an upheaval which any day may overtake us unawares!

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RESTRICTIONS ON
WHALING

The Geneva Convention

LEGISLATION giving effect to New Zealand's undertakings in the international convention for the regulating of whaling will be passed by Parliament this session (said the Auckland Weekly News of September 11). The convention was signed at Geneva on September 24, 1931. New Zealand figures largely in the arrangement, because it is responsible for the administration of the Ross Dependency, where whaling is carried on extensively.

The Minister for Marine stated that the Dominion had a deep interest in the matter by virtue of its administration of the Ross Dependency. Before the signing of the convention a very close investigation was made into the general conditions of whale stocks throughout the world and into the industry generally. A conference which was held as a preliminary to the conclusion of the investigation was attended by representatives of the principal countries in-

involved. It could therefore be considered international in its scope. The principal object of the convention was the conservation of the species and it was sought to achieve this by various prohibitions and regulations, which it was proposed to put into legislative form.

The Minister said the season for pelagic whaling—the taking and treating of whales by factories at sea—in all waters south of 40 degrees south had, during the coming season, been restricted to the period from December 1, 1935, to March 15, 1936.

Japanese Ships for Whaling
Grounds

A new venture for Japanese craft was seen in the arrival at Thursday Island on October 8 of five steamers, each with a speed of 12 knots and a capacity of 200 tons, en route to the whaling grounds in the Southern Pacific.

TONY RINGEL'S MISFORTUNE

"TONY"—as 72 year-old Anton Ringel is known to all on the Papuan gold-fields—has met with another misfortune.

He arrived at Mukawa on Collingwood Bay to await, with his stores and recruited labour, the arrival of the Mission schooner, Maclaren King, which would take him away up the North-east coast, and stayed in the Government rest house, a native building near the Mukawa Mission Station. He retired at 10 p.m., but somewhere around 3 a.m. he was awakened and found his bed on fire. The fire, which had started in the kitchen, completely destroyed the building.

"Tony" is lucky to have escaped, but he lost all his stores, save two bags of rice, some money and his papers and personal belongings—about £50 in all.

"Tony" is one of the "old timers," who landed in Papua first in 1899 and, after making sufficient to retire on, returned to his native Austria in 1908. He married and settled down there; but the war robbed him of practically everything and, in 1925, he returned, bringing with him his son, who soon after became seriously ill, and died after being taken to Brisbane. Marvellous the spirit of the "old timer"—pencil and paper at 4 a.m. in the Mission House, and his plans quickly made for a new order. No fuss, though the fire had not awakened him until his pillows were well alight and the top roll of his mattress had gone.

Mr. T. J. V. Wright, son of Mr. and Mrs. J. V. Wright, of Papua, died at Madang, New Guinea, on August 12. Over 20 years ago, as a small boy, he was a well-known identity of Port Moresby, where he lived with his parents at Sapphire Creek, the flourishing little centre of the old copper mines.

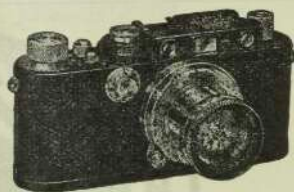
Mr. D. Luttrell, manager of the Gizo branch of Messrs. Burns Philp (S.S.) Co. Ltd., arrived in Sydney by the Montoro on October 1. After a brief stay in New South Wales, he left for a holiday in Tasmania.

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QUEEN SALOTE MEETS MARINER'S GRANDSON

The Tortoise Will Not Go to England

BY ERIC RAMSDEN

KING GEORGE will not, after all, receive the Royal tortoise of Tonga as a Jubilee gift. It was never the intention of the Tongans to send the veteran (who has been a resident of the Friendly Islands since 1777, the year in which he was brought as a gift by Captain Cook), to London.

In an audience granted me before leaving on her visit to the Methodist centenary celebrations in Fiji, the Queen said: "I do not know how the report emanated,

or who, for that matter, authorised it. I certainly did not. Anyway, I do not think it would be quite fair to our tortoise to send him to London. I hardly think he would survive for long in that climate."

Neither is it the intention of the Queen to go to London. After the festivities at Fiji, where she will be an honoured guest, Queen Salote will go direct to her home at Nukualofa. "No, I am not homesick," remarked Her Majesty, who sat in front of the fire in the home of the Rev. J. W.



Her Majesty Queen Salote of Tonga and her son, the Crown Prince Taufa'ahau. A photograph taken in Sydney before the departure of the Queen to attend the centenary celebrations of the Methodist Church in Fiji.

Photo.: Dorothy Welding.

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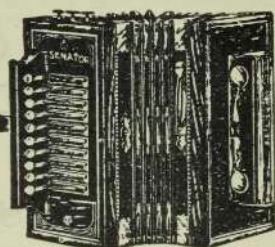
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Burton at Haberfield, a rug across her knees. "But I shall not be sorry to be back in Tonga again. After all, I have many responsibilities, and I am as busy there as I have been here."

It was unfortunate for the Queen that, owing to illness, her Australian itinerary was considerably curtailed; it had been her particular wish to visit the Blue Mountains, also Melbourne. The operation that Her Majesty underwent in Sydney was of a more serious character than was generally realised. It will be some time before she is completely restored to health.

Nevertheless, Queen Salote found time before leaving Sydney to grant an audience to Mr. Harris McCulloch, of Mosman, the 76-year-old grandson of Mariner of Tonga. Mr. McCulloch was disappointed some years ago at not meeting the Queen's husband, Prince Tugli, the Tongan Prime Minister. Tugli is the direct descendant of Finau, the fierce chief who captured William Charles Mariner and other survivors of the massacre of the crew of the "Port au Prince" in 1806. The book that Mariner subsequently wrote in conjunction with Dr. John Martin, an Edinburgh medical man, is still regarded as one of the classics of Polynesia, and is a positive repository of information concerning the manners, customs, and historical happenings of the Tonga of his day.

The Queen, incidentally, told Mr. Mc-

Culloch that she is a descendant of a younger brother of Finau.

Queen Salote and her husband have read Mariner's "Tonga" on many occasions. When her visitor asked Her Majesty whether the vocabulary compiled by his ancestor was of any use to-day, the Queen replied: "Certainly. We regard it as extremely valuable." Many of the young Tongans, she added, were keenly interested in the past, and Mariner's book was regarded as a unique record, not merely for its vocabulary, but because of its detailed description of many of the ancient ceremonies.

"Your grandfather's name is still remembered in Tonga," declared the Queen. "The cave that he described on the island of Vavau so vividly is always known as 'Mariner's Cave'."

When Mr. McCulloch stated that he was desirous of visiting the Tongan Islands but had been prevented by the irregular steamer communication between Australia and Nukualofa, the Queen said: "Come next year! The new steamer will be in service then."

Her Majesty answered many questions asked by Mr. McCulloch concerning the islands in which his grandfather spent five impressionable years of his boyhood—he was under twenty years of age when he managed to escape from Finau's son and successor—and also showed a keen interest in the additional biographical details with which he was able to supply her. The Queen showed that she was well versed in Tonga's history.

After discussing the problems of other branches of the Polynesian family in other parts of the Pacific, the Queen remarked that she was grateful for the many benefits her people had received. "We have indeed been fortunate," she said, simply.

Salote is an excellent conversationalist in English. When speaking in public notwithstanding, it is her invariable custom to use Tongan. Often enough, however, she will add a few words in English. Her Majesty spoke of her five years at school in New Zealand, and recalled many of the friends she had known in those days, including such well-known Maori personalities as the late Sir James Carroll and Sir Maui Pomare, and Professor Peter H. Buck (Te Rangihirua). Both Sir Maui and Dr. Buck had visited her in Tonga.

Salote impressed one as a kindly, gracious personality, one well acquainted with current affairs, and, though fully cognisant of her own rank and responsibilities as the First Lady of Tonga, is essentially a womanly woman. In her stately carriage and simplicity of demeanour the Queen of Tonga personified the long line of ancestors, famous as warriors, renowned in song, from whom she is descended.

Mr. J. E. P. Walker, who died in New South Wales early in October at an advanced age, had visited many parts of Fiji, Samoa, and Tonga, where he established agencies for the National Mutual Life Assurance Ltd.

Miss Beatrice Grimshaw has just returned to Australia from a visit to Western Samoa, American Samoa, and Tonga, where she had been gathering material for her 36th book. Miss Grimshaw will remain in Sydney until she has written her novel—which, of course, has a South Seas setting—and then she will spend some time in N.S.W. with her brother, Mr. Ramsay Grimshaw. She does not intend immediately to return to Papua, but probably will visit England in the coming year.

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MAKAMBO BEACHED

B.P. Veteran Ashore at Vila

THE well-known Burns Philp Islands steamer Makambo (1159 tons) sprang a serious leak in Vila Harbour, New Hebrides, on September 20, and was successfully beached the same day. In the middle of October she was still ashore and it was indefinite whether the cost of repairs would warrant her being refloated.

Carrying coal for the Makambo, the Morinda, which maintains the Sydney-Norfolk Island-New Hebrides service, arrived at Vila on September 20 and the Makambo steamed alongside to be loaded. Shortly afterwards the leak was discovered. Pumps were unable to cope with the inrush of water and the vessel was beached.

In order to keep up supplies and communication with outlying islands, the Morinda took over the disabled vessel's cargo, mostly stores, and 47 passengers. She made a quick run through the southern portion of the group and, in consequence, her return to Australia was delayed for two days. Captain Richards, who took the Morinda to New Hebrides from Sydney, where he had been spending furlough, returned to the command of the Makambo. Captain Richard Perry, who relieved Captain Richards, then took over the Morinda.

The old Makambo had been in the New Hebrides inter-island service for three and a half years, since B.P.'s Malinoa went ashore at Aoba during the hurricane in April, 1932. Previously she ran between Sydney and New Hebrides, via Norfolk Island.

N.G. PUBLIC SERVICE

STAFF alterations in the New Guinea Public Service gazetted in Bulletin No. 42, issued by the Central Administration were:

APPOINTMENTS AND PROMOTIONS

Harold William Quinton, Medical Assistant Grade 1; Lynden Charles Noakes, Geologist's Assistant; Leslie Ernest Clout, Cadet Draftsman; M. J. P. A. Pitt, Acting Assistant District Officer; J. E. Daymond, Acting Assistant District Officer; H. L. R. Niall, Acting Assistant District Officer; H. C. Hosking, Acting Director of Public Health; J. H. McDonald, Acting District Officer; A. L. Robinson promoted to Clerk, District Services Dept.; W. N. B. Roland, transferred to Clerk, Public Health Dept.

TRANSFERS

J. W. Hodgekiss, Patrol Officer, Wewak to Ambunti; J. Hepburn, Acting Patrol Officer, Angoram to Aitape; H. L. R. Niall, Patrol Officer, Rabaul to Talesea; J. E. Daymond, Patrol Officer, Rabaul to Gasmata; A. Nulton, Patrol Officer, Kokopo to Wewak; W. J. Allman, Cadet, Kokopo to Talesea; G. G. T. Wells, Clerk, District Services Dept., Rabaul to Wewak; S. H. Filan, Clerk, District Services Dept., Wewak to Rabaul; M. B. Allen, District Superintendent of Aircraft, Salamaua to Rabaul; J. W. Ecclestone, Surveyor, Rabaul to Salamaua; M. W. Bergin, Surveyor, Rabaul to Wau; C. L. G. Harslett, Chainman, Rabaul to Salamaua; E. G. Sheldon, Surveyor, Salamaua to Madang; A. Coomber, Medical Assistant, Angoram to Aitape; R. R. L. Foulkes, Medical Assistant, Rabaul to Wewak; C. H. E. Cox, Medical Assistant, Rabaul to Gasmata.

TEMPORARY APPOINTMENTS

L. C. Saunders, Clerk, Lands Dept.; Miss L. Bowen, Typiste, Agricultural Dept.; F. Venning, Storeman, Treasury Dept.; Miss P. Waugh, Treasury Dept.; Miss A. Macnamara, Typiste, Treasury Dept.; Mrs. S. Best, Nurse, Public Health Dept.; A. Montgomery, Chainman, Lands Dept., transferred Rabaul to Madang.

Mr. and Mrs. A. W. James returned to Suva by the Menowai on September 20. Mr. James is Chief Landing Walter in the Fiji Customs Department.

Mr. R. J. Keegan, Assistant to the Commandant of Constabulary in the Condominium Government of New Hebrides, arrived in Sydney from Vila by the Morinda on October 2 on six months' leave of absence.

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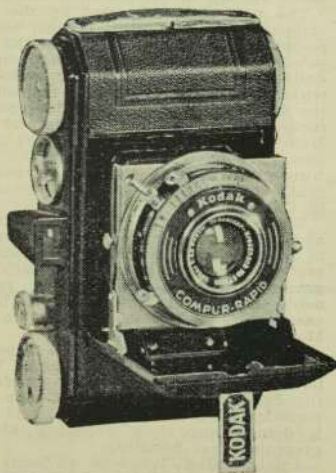
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HENRY DEXTER
SAMARAI, PAPUA

Warships Go off "Into the Blue"

Pacific Programmes Altered

THE somewhat tense situation in the Mediterranean had its repercussion in various Pacific Islands ports recently. Preparations had been made to give a welcome to certain important units of the Australian Fleet, which was making one of its leisurely periodical cruises in the South Sea Islands, but the ships did not appear.

The Australian warships *Sussex* and *Canberra*, with a number of smaller vessels, called at Darwin, and then they disappeared suddenly "into the blue," and there was a curt announcement that they would not be seen in the Islands ports. It was known subsequently that the *Sussex* was somewhere in the vicinity of Aden and it was reported on October 9 that the *Canberra* was at Fremantle. This apparently is all part of a quick

arrangement of British naval forces which took place when Italy displayed her determination to defy the League of Nations and proceed with her Abyssinian enterprise.

When John Bull led the League of Nations' protest against this development the Italians became very excited and hostile, and showed some inclination to attack British forces in the Mediterranean. Britain said very little; but Italy awoke one morning to find that a powerful section of the British Fleet was in the Mediterranean, ready to protect British interests in Malta, Crete, and Egypt. From that moment, the tune of the Italian song was considerably modified.

The despatch of a section of the British Home Fleet to the Mediterranean made new dispositions necessary, and that obviously is why a section of the Australian Fleet was moved rapidly and secretly to another part of the world.

Various worthy people, in Rabaul and other ports, were disappointed at the non-appearance of the Australian warships; but John Bull had serious business on hand, at the moment, and it was necessary to postpone mere pleasure cruises.

RADIO STATIONS FOR PACIFIC

Broadcasts From Suva and
Pt. Moresby

IT is expected that the new broadcasting station erected by Amalgamated Wireless (Australasia) Ltd. at Port Moresby, Papua, will be in operation by mid-October and that daily programmes thenceforward will be available to residents of Papua and at least the western portion of the Mandated Territory of New Guinea.

The Port Moresby station is not very powerful and it is not expected that its radius will be extensive; but it should be able to supply a very welcome service, not only to Papua, but also to the gold-fields section of New Guinea. In favourable circumstances its programmes may be picked up in the Solomon Islands.

The new station erected by the same company at Suva, Fiji, is also nearing completion. This will be one of the most powerful stations in the Pacific and its daily programmes should be picked up without difficulty by Islands residents in the whole of the South Pacific—probably including the Solomon Islands and New Hebrides, in the west, and Tahiti in the east. We have been informed that trial transmissions from the new station recently have been picked up very clearly in California.

There will not be much local talent available for the programme managers in these Islands towns. It is, therefore, probable that the bulk of the daily programmes will be provided by records made in Australia from material broadcast there, and sent regularly to Port Moresby and Suva.

This development marks an important step in the history of the Pacific Territories. Isolation has been for generations the handicap under which Islands communities have suffered most. And radio is doing more than anything else to overcome that handicap.

Amalgamated Wireless (A/asia) Ltd. are to be congratulated on their enterprise in providing these broadcasting stations—and particularly on the very fine equipment which has been placed in Fiji.

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11oz. jars	11d. jar, 10/9 doz.
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MEN WHO KNEW YESTERDAY

By JULIAN HILLAS

2. CHARLES JAMES WARD

FULL four-score years—and fifty-six of them spent in the Islands. Roman-nosed, moustached, a trifle shaky on those old legs which have carried him so far from his birthplace in Bolton, Lancs., and a little rheumy about the blue eyes that have seen so many changes, but with every faculty still keen and unimpaired—Charles James Ward, trader and one-time man of ships.

Adventure called early to Charlie Ward, and the age of fifteen found him as ship's boy aboard the "Zelita," outward bound from London to Burma in the jute trade. No sailor in those days considered himself fully weaned to the sea until he had made the Cape; and a year or so later Charlie rounded the Horn in the "Canova." Ever his wanderings led him further East to the lodestone of the Pacific; and, in 1878, having now risen to be second mate of the barque "Scottish Bard," he brought out immigrants to Queensland; there transferring to the "Maroon," in which he carried the first cargo of sugar from Java to the old Chelsea sugar works in Auckland, N.Z.

The spice-laden air of Java, drifting lazily offshore, crystallised his vague longings into definite form; and from then on his life was lit by the reflection of that light which never was on land or sea, and for over fifty years he followed its fitful gleam across the scattered islands and atolls of the South Seas.

In Auckland he was a ready listener to the glowing tales of one Captain Mincham, toss-pot skipper of the trading-schooner "Aurora." The outcome of those meetings was that he signed on as mate of the "Aurora" at £18 a month—a wage comparing more than favourably with that paid to-day. On the eleven-days voyage from Auckland to Rarotonga, Captain Mincham earned Charlie's undying respect by drinking, single-handed, three cases of gin, part of the schooner's cargo. The last we hear of this thirsty soul is his passing off the page of history some years later, headed for Australia in a stolen scow!

Leaving the "Aurora" he now entered the employ of Captain Harris—that man of multiple activities who afterwards sold out his Cook Islands interests for a substantial sum to the growing firm of A. B. Donald and Co. Trading, at first as

supercargo on the Captain's schooners, and then in the stores which were established throughout the group, Charlie commenced an association which lasted until Harris's death, forty years later.

In those days—20 years prior to the annexation of the Cook Islands—conditions were entirely different. The whole Group was then virtually under the control of the London Missionary Society, European pastors being stationed in Rarotonga, Aitutaki, and Mangaia. The shadow of Authority was around old Queen Makea; but the substance was vested in the powerful Society which controlled and advised her every action.

"Looking at Rarotonga to-day, you wouldn't think there was a Mission here at all," Charlie ruminated, when we touched on the subject, "but in those Goddam times you couldn't even sell a fowl without asking the missionary's permission."

To the present generation of Islands residents, accustomed to personal freedom and constitutional government, those days must seem incredibly remote and fantastic. Truth to tell, outsiders were not looked upon with favour by the Society and affairs had been so managed that no European was permitted to reside in any



Mr. C. J. Ward.



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Cook Island other than Rarotonga, and all trading, except in the latter, had to be done from visiting schooners, the supercargoes going ashore and conducting their business while the ship stood off and on the reef. The trader himself was prohibited from handling either his own goods or those of the natives; and, after he had stated the price of each article, the market-men, who were usually church deacons, acted as salesmen, depositing the money received in a large bowl which was turned over to the trader at the end of the day's business. The "market" lasted for two or three days, and the schooner then continued on her way.

In '85, acting on the advice of Johnny Endicott, Charlie went over to Mangaia with the intention of operating a store there. Endicott, whose real field was the Societies, traded out from Bora Bora periodically in his own schooner, and it was on one of these round trips that he ferried Charlie across from Rarotonga. But no sooner had the schooner left again than Charlie found himself under a special ban placed upon him by Mr. Harris, then resident missionary. The Mangaians were not only forbidden to trade, but were ordered not to sell him fowls, taro or other foodstuffs, with the result that he was

soon obliged to consume the edible portion of his own stock! A second trader, who arrived about the same time, was forcibly deported; and, following his complaints, a warship was despatched from Fiji to investigate matters under "Commodore's Law." Strong censure was now passed on Mr. Harris's conduct, and the unfortunate islanders who had obeyed him were collectively fined 3000 Chile dollars.

In Rarotonga the law—based, with little alteration, on the original code drawn up by John Williams in 1826—was particularly severe on moral offences. For those with any sense of humour the 80's and 90's must have provided no small amusement. No one was allowed out after dark without legitimate reason, and even those in possession of such were required to carry a lighted torch! A man was also liable to be punished if found mourning publicly over the grave of any woman not a close relation! In Rarotonga there were 300 policemen—approximately one "cop" to every eighteen inhabitants—and, since their only remuneration was a percentage of these fines imposed on the guilty, there was no lack of enthusiasm about pursuing offenders! Fornication was punished by fining both parties, and, where a case was suspected, police would unceremoniously enter and search a house. A smell of coconut oil on the bed-pillows was accepted by the court as evidence of guilt, and a fine of ten dollars followed automatically.

Speaking of the native population, Mr. Ward was emphatic.

"A great deal better then," he declared, "more honest and manly. Nowadays, you can't believe a word that's said—they'll steal the very buttons off your pants if they get half a chance."

With the Jubilee celebrations just concluded Rarotongans—and even those further afield—might do well to reflect that had it not been for old Charlie's patriotic initiative, over forty years ago, the flag flying to-day from the Government offices would very probably be that of the French Republic.

One afternoon, early in the 90's, a schooner approached the island, and, anchoring off Avarua, sent a boat hurriedly ashore. She had come down from Tahiti to warn the Rarotongans that a French vessel was on the point of leaving Papeete with the intention of officially annexing the Cook Islands—at that time still independent territory.

Eight Europeans—seven of them British subjects—listened gloomily to the news, and then informed Queen Makea, who refused to credit the report, although expressing her readiness to do anything in her power to avert such a proceeding.

It was next suggested that a Union Jack be flown above the Palace; but, unfortunately, there was not such an article in Rarotonga—and, meanwhile, the warship was expected hourly. For six of the eight whites that settled matters.

But not for Charlie Ward. Together with a Miss Frances Nicholas, he sat long into the night cutting out and stitching strips of red, white, and blue material, and, in the morning, hurried to the Palace with the completed flag.

But the Queen refused to have it flown. Charlie, however, induced her to let him bend it on the cord, and left with the assurance that in case of need she would break it out with her own hands.

The whole island now waited in a state of tension. Late that afternoon, the French vessel appeared; and Queen Makea, thoroughly alarmed, broke out the flag. Perplexed by this unexpected reception the ship, after standing off and on for a short time, shook out her sails and disappeared over the horizon. A month or so later H.M.S. Hyacinth visited the island, and Rarotonga was declared a

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British Protectorate by Captain Burke. Miss Nicholas, now an old lady living in Sydney, N.S.W., still maintains a sporadic correspondence with Mr. Ward.

And so, through the long corridors of the years, Charlie has wandered, staying first on one small island and then on another.

"But Time is fleet for those who play the rover,
And lengthy marches turn to weary whiles."

Almost imperceptibly, the seasons of youth and middle-life have merged into the winter of advanced age. For a number of years, he has lived quietly in Rarotonga, the recipient of a small Government pension, and his white-coated figure, crowned by a broad-brimmed Manihiki hat, is a familiar one to everybody in Avarua. Environment has stamped him deeply, and, unconsciously, he has acquired much of that easy attitude towards life which enables the Polynesian to pass to-day pleasantly without thought of tomorrow. In a restless world he has found time to grow old leisurely, without enemies, leaning ever more heavily on his memories and the trivial interests of the moment.

APIA'S PROTEST TO EASTERN SAMOA

B.P. Vessel Held Up At
Pago Pago

From Our Own Correspondent.

APIA, Sept. 20.

AN interesting incident which has assumed almost international importance has occurred in our sister colony, Eastern Samoa, which is under American naval jurisdiction.

An Indian tailor, Bukumbulla, after having worked for several years in Tonga, intended to return with his savings to his homeland. He chose a route from Tonga via Western Samoa, Pago Pago (Eastern Samoa) and thence by Matson liner to Fiji to connect with a steamer direct for India. Arriving in Apia, he had his British passport vised for India, via Sydney. He left by Burns Philp's motor vessel Makoa for Pago Pago, where he was allowed to stay for a month to complete some financial transactions.

In order to connect with a direct boat for India he applied to the Matson Line agent at Pago Pago for a passage to Suva. The passage, however, was refused to him, as his passport was vised for India via Sydney. Thereupon the American authorities informed the captain of the Makoa that the Indian would be deported by that vessel to Apia. The captain refused to take him; and the Americans then stated that the B.P. boat would not be allowed to leave without the man.

Messrs. Burns Philp's branch at Pago Pago now got into touch with Apia. The Apia Administration decided to allow the Indian, who had a considerable amount of money in his possession, to return to Apia and wait there for further developments.

The affair delayed the Makoa, which carried the European and American mail, a full day, thereby causing considerable inconvenience to Western Samoa residents. With tact and commonsense this undoubtedly could have been avoided; the American authorities had opportunity to communicate with the Apia Administration regarding the matter. Apparently the cause of the trouble was the passport vise being made out for Sydney in-

stead of for Suva, but this could have been rectified by the Apia police agreeing to a corresponding alteration.

The local authorities, as well as Messrs. Burns Philp, have lodged a protest to the American Naval Administration at Pago Pago and further developments are expected. Relations of the local Administration with the American Naval Administration in Eastern Samoa have been traditionally excellent and it would be

regrettable if the cordial feeling between Apia and Pago Pago should suffer in consequence of the unconsidered action of an official.

H.M.A.S. Canberra arrived in Port Moresby on September 12. She left Papua four days later, having curtailed her visit to rejoin the Australian Fleet at Darwin, Northern Australia.



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Fijian Killed in Apia Motor Accident

From Our Own Correspondent.
APIA, Sept. 27.

A SERIOUS motor accident occurred on September 21 on the Lotopa Road leading to the plantation district. Mr. K. Meyer, a prominent planter, was driving home in his car with Mr. W. Blennerhassett, manager of the Apia branch of the Bank of New Zealand. Turning a bend near the side road leading to Tual-namat plantation, the car struck with full force a horse and rider, coming from the opposite direction.

The horse was killed outright, while the rider, an elderly Fijian plantation labourer, named Sam, was shockingly mutilated, both legs and an arm being crushed and broken. The victim was taken to the Government Hospital in the car of Mr. J. Petersen, whose plantation is close to the scene of the accident, but he died shortly after.

Mr. A. M. Turnbull, plantation manager for Messrs. Burns, Philp and Co. Ltd., returned to Australia after a business visit to Rabaul by the Malaita on September 26.

FANATICISM IN NEW GUINEA

Buka Natives Wait for "Ship of the Millennium."

From Our Own Correspondent.
RABAU, September 20.

IN the December 1932 issue of the *Pacific Islands Monthly*, it was reported that a wave of religious fanaticism had swept over portion of Buka (Mandated New Guinea). Word has now been received, though not officially confirmed, that a fresh outbreak has occurred in the same district and is extending to the island of Bougainville.

As in the former instance certain natives are alleged to have received "word" in visions and dreams that large vessels will appear off the coast of the island and bring them supplies. The particular point in the present "prophecy" is that the whites resident on the island will be taken away and the natives left undisturbed.

The first "information" was to the effect that the vessel would be a B.P. steamer; this failing to run to the prophetic schedule other "advice" was received that it would be a Carpenter ship; and now the latest rumour is that it will be a German steamer.

Natives are kept constantly watching for the advent of this "ship of the Millennium," and at certain points along the coast masts have been erected, decorated with leaves and native garlands.

WHY HAS A PIG GOT FOUR TOES?

These Little Ones Have Five!

From Our Own Correspondent.
PT. MORESBY, Sept. 12.

MR. J. O'MALLEY, patrol officer, who accompanied Mr. Jack Hides on his recent famous patrol from the Strickland to the Purari, was interested to find that pigs presented to the party by the natives of the cultivated valleys of the headwaters of the Purari all had five toes. Further investigations proved that nearly all the pigs of the district were similar in this respect.

Five-toed pigs are not uncommon to Papua; already they have puzzled officials in the Delta Division, where they have been found in numbers in some villages. Mr. C. H. Rich, of the magisterial service, some time ago secured the feet of an adult pig and a piglet, which the Government forwarded to Mr. A. S. Le Souef, of the Taronga Park Zoo, Sydney, for examination.

Previously, five-toed pigs in Papua were reported to Mr. Le Souef, who was very interested in the discovery. He stated at the time that if the pigs were not freaks, they showed a reversion of evolution, and that if they were common in a certain district they might have evolved from a throwback, or might have been induced by animals living in swampy grounds extending over a long period.

From the reports of the Hides-O'Malley patrol, there seems to have been no swampy grounds in the cultivated valleys where the pigs were encountered, so it may be taken that they show some reversion of evolution.

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THE OLD TRACK IN

Memories of New Guinea Goldfield Prior to the Aeroplane Services

Specially written for "Pacific Islands Monthly" by M.G.

SOME months ago the "P.I.M." published an amusing article on the old Edie-Wau Road, "Flirting with Death and Derkert," which brought to my mind many of the incidents of the track from Salamaua to Edie Creek during the days of the 1926-27 rush. I have not the pen of the writer of that article, and things don't seem quite so humorous when they become a daily process. At the time, I found the eight days' tramp no joke; and it was then that I conceived the idea that if all the mountains of New Guinea were flattened out, they would easily cover the rest of the globe. The Goldfield is a land of "ups and downs" in more ways than one. It may be a great place for Highland Scots and mountain goats; but give me aeroplanes—God bless 'em!

Speaking of Highland Scots, I remember three who were there in the old days. "Scotty" was a raw-boned son of the heather, who put up a great record of successive trips to and from Salamaua, often humping a pack. He was rather sensitive about his bony knees and, therefore, shunned shorts. On his third trip, he came in by the Missim track, and arrived with ragged strips of trousers flapping around his lean thighs: "I couldn't stand they wet strides any longer, so I cut 'em off with a bush knife, and it was verra blunt!"

was his explanation. He had produced a kind of kilt, which was greatly admired by his carriers.

Another yarn is told of Scotty. He was doing his morning toilet on the Merri, when another miner came along and told him of some claim-jumping. Scotty, holding his false teeth in his hand, listened with a grave face. Then he remarked: "Aye, the scoondrels! I'd crush 'em!" And, closing his fist fiercely in emphasis, he crushed his dental plate to bits.

A straighter, whiter man than Scotty doesn't exist. Wherever he is, may his ounces be many!

Another of the same clan was Skipper McGuinness, of B.P.'s steamers fame. I once met him on the road at Wee Baining, wearing a sand-shoe on one foot and a hob-nail boot on the other. His hob-nails had hurt him, so he changed to the sand-shoes. But at "House Copper" the rats had eaten away the whole of one side of his sandshoes. Weighted, on one side like this, he must have had a great trip to the beach.

Don McGuinness was the third Scot. I never met him on the road, but I did in court, but that's another story.

Marny Blackford argued that he had the solution of the transport difficulty: Get a herd of goats, load each with a pack, and lead them in. Thus you would have your goods transported, milk en route, and meat on arrival!

Llama were strongly in favour, until someone discovered that the nearest obtainable were in South America.

Another chap had a real brain wave. His scheme was to inflate a number of small balloons sufficiently to lift 100 lbs. off the ground, tie them in line and lead them along. What he would do when going through the dense bush, or where

the gas was to come from for inflation, were questions he studiously avoided.

A syndicate of six, from North Queensland, arranged that two should work a claim, and four act as carriers. They actually did get in, and one died within a few days of arrival. Two syndicates unsuccessfully tried mule transport. But, until the planes arrived, the native carriers were the only success.

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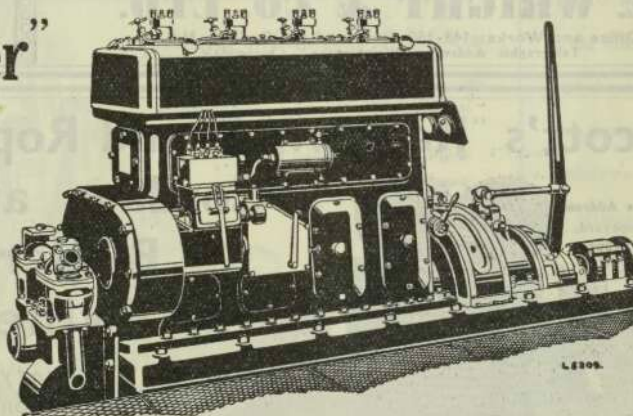
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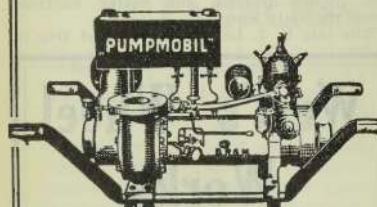
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the Field, presented the Wau Recreation Club with a trophy on which was to be engraved a native carrying a full pack: "The real hero of the Field." Many of us who had been working boys for a number of years had a poor opinion of their working capacity; but we found this opinion changing to admiration and pride at their achievements. To carry 50 pounds from Salamaua to Edie in a week was a meritorious feat. Scoffers who do not really know boys or the track will argue: "Oh, it is easy for them"—"physically built for it"—"no imagination," etc., etc. But more than a few boys died on the road; a few just collapsed—they went until their hearts gave out.

I agree that boys lack imagination to a certain extent; but nevertheless, after the first trip, the boys had sufficient imagination to speak with dread of certain stages of the road, especially Gadagado. Also, it must be remembered that in tribal life the women do all the carrying.

Certainly, hundreds of boys deserted—either dumping valuable cargo in the bush or stealing it—but, such deserters were mainly from employers quite new to the country and natives. Fortunately, the Administrator chose a District Officer (Major S. S. Skeets) for Salamaua who was big enough for the job and, but for his strength and his appreciation of the state of affairs on the Goldfields, hundreds who

eventually saw Edie Creek in the early days would have found it impossible to do so. Another sagacious act of the Administration was that, when they appointed the Warden, he was given the powers of a District Officer. This dual office allowed him to understand both the miners' and their natives' viewpoint. For the first few years, commonsense instead of law was used by the District Services on the Field. Employers gave their boys every possible consideration, and most of those who struck gold paid a high bonus to their natives when returning them home.

The spirit of comradeship was evident on the road—and not only amongst the Europeans. Everyone attended any sick boys they met en route; they carried them to the nearest shelter and left them medicines. This spirit of comradeship was akin to that of the A.I.F., which is not surprising, as more than 90 per cent. of the miners of 1926-7, and before, were returned men. Actually, the whole Goldfield had this spirit of friendliness and mutual helpfulness until 1930-1, when that small town feeling, parochialism and cliques, became noticeable. As one old miner remarked, "When the women and goats arrive, it's time for us to get out." The "come in and have a cup of tea spirit" is still extant in the outside areas.

During the rush, the newcomers to the Territory had a bad time. Recruiters charged £25 per boy. The over-anxious would-be miners, afraid all the country would be pegged, rushed things. 50 lbs. was (and still is) the recognised boy's load, but they could not resist adding another five pounds or so, instead of reducing it to 40 or 45 pounds for the first trip. Woe betide the employer who overloaded, if Major Skeets found him out.

These new-comers, instead of nursing their boys along, and making the first trip in nine days, would attempt to hustle, to do it in six; result, they would wake up one morning to find every boy had deserted them.

Another great mistake, made by nearly all of us, was in proportioning the loading. We invariably took an excess of tools, resulting in a shortage of foodstuffs. Insufficient, or poor quality, tent flies were responsible for much sickness; and it seemed impossible to obtain suitable boots. Often the bluchers lost their heels within the first two or three days, and the remainder of the journey, in heel-less boots, was simply agony. One was indeed lucky if a pair of boots lasted more than a return trip.

"Jockey" Jack, a very popular wag in those days, faced the road in dancing pumps, with a tin of porridge and mighty little else. He got there, and made good. Later, a fine old prospector, known as "Carbine," came in without a single boy, arriving with bags wrapped around his feet. Two or three Europeans died on the way in, and a number had to turn back.

Perhaps the worst trip on this road was that of the late Herb Wilson, of the Endeavour Lease, Koranga Creek. He was carried to the beach, ill and blood-poisoned. Another was a boy employed by Ernie Banks, who had his leg crushed at Edie, and was carried to Salamaua and attended by Cyril Lambert, mortification setting in en route. He survived, and his leg was saved, although he was 20 days on the trip.

To hear really good stories of the early days on the track, long before the rush I refer to, one should listen to Ernie Dover, now of Lower Edie Creek. He is a famous humourist.

Mr. Colin Marr, of the New Guinea Department of Agriculture, arrived in Sydney from Rabaul by the Tanda on September 18.

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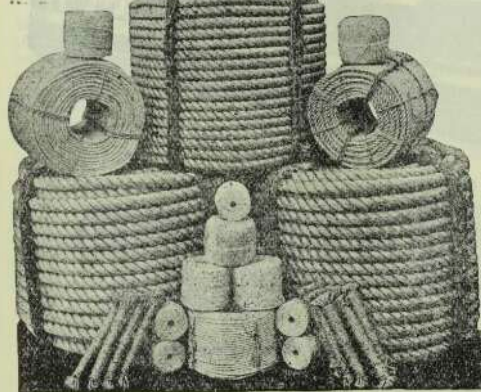
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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

35

LESE-MAJESTY IN FIJI

Appeal Case Dismissed

SUVA, September 14.

AN appeal in a case which received much prominence locally was dealt with at the Supreme Court, Suva, on Sept. 6. Harold J. V. Rice, a missionary who described himself as "one of Jehovah's witnesses," appealed to the Acting Chief Justice (Mr. R. S. Thacker) against his conviction and fine of £25 or three months in gaol by the Rewa District Commissioner on July 25 for acting in a manner prejudicial to the peace and good order of the Colony.

The Acting Attorney-General (Mr. A. Hallam Roberts) alleged that Rice had made certain statements to Esela Koroi, Bull of Dawasamu, and seven Fijians, including members of the Royal Family, the Fiji Governor, and District Commissioners. It was also alleged that he spoke badly of other missionaries and priests in Fiji. Angered by his remarks, the natives ordered him out their house and journeyed to Suva to complain to the authorities. Rice was convicted, explained Mr. Hallam Roberts, under an ordinance designed to prevent the natives from being disturbed by people passing through their midst.

The appellant, who conducted his own case, denied the statements and spoke at great length on the teachings of his religion and their relation to the rulers of subject people. He maintained that the statements alleged to have been made by him were no more than *bona fide* expressions of his religious faith—to be accepted or rejected as the hearers pleased. He also stated that the evidence given in the lower court had not been correctly taken down.

His Honour, in a long judgment, upheld the magistrate's finding and dismissed the appeal.

Mr. A. P. Cowie, of the South Sea Evangelical Mission, at Inakona, Guadalcanal, Solomon Islands, arrived in Sydney on leave by the Malalta on September 27. He departed for New Zealand by the Marama on October 11, and will spend six months' furlough at Gore, in the South Island, before returning to Melanesia.

Mrs. Edna May Stephen, of Matupi Farm, New Guinea, died at her home on September 13. Arriving in the Territory early in 1927, she became attached to the clerical staff of Messrs. W. R. Carpenter and Co., Ltd. After her marriage to Mr. R. J. Stephen, of Rabaul, she carried on her duties as confidential secretary at Carpenters' Rabaul office.

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H.M.S. LEITH AT TAHITI

From Our Own Correspondent.

PAPEETE, Sept. 7.

H.M.S. Leith, the new mine-sweeper attached to the New Zealand squadron of the Royal Navy, arrived in Papeete on August 27, making the third R.N. ship to visit this colony during the last two months. Owing to the illness of one of the officers the Leith had curtailed her visits to French outposts, and made direct for Papeete, arriving three days ahead of schedule.

Officers and men of H.M.S. Leith, as is always the case with British ships visiting Tahiti, were welcomed with true Tahitian hospitality, and accorded official facilities and courtesies.

GIANT CRUDE OIL ENGINE

CONSIDERABLE interest was shown at the Centenary Royal Show, Melbourne, in the exhibit of Messrs. Ruston and Hornsby (Aust.) Pty. Ltd., who had installed the largest crude oil engine ever assembled at the show-grounds. The machine was a four-cylinder vertical totally enclosed crude oil engine of 220 B.H.P., manufactured at Lincoln, England, by Messrs. Ruston and Hornsby, Ltd., who were the pioneers of the airless injection cold-starting crude oil engine. It was sold during the first few days of the show to a flour-milling firm.

In view of the interest aroused, the exhibitors have decided to make a similar display this year. The weight of this engine, when erected and running, will exceed 10 tons, and will certainly be an attractive feature of the show.

Engines of this type are already working and in course of installation throughout Australia and the Islands for electric lighting and power supply, mining, flour milling, refrigeration, etc., and those in service have given eminent satisfaction."

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Rabaul and District Electric Supply Co. Ltd. showed a net profit of £2,884 for the year ended June 30, compared with £2,124 for 1933-34. Dividend of 12 per cent. (6 interim and 6 final) accounted for £2,650 and, with £913 brought forward, £1,147 is carried forward. At a shareholders' meeting on September 13 the company's name was changed to Rabaul Electricity Limited.

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FEEDING BABIES IN THE TROPICS

Letter to the Editor.

IN your March issue a correspondent, "Christina," makes certain statements which if carried out may lead to considerable trouble in babies and young children. "Christina" speaks of giving a stronger food to babies in the tropics, but does not mention which to increase the sugar, fat or protein? Presumably, she advises to increase all, as she speaks of giving a "second bottle."

It is certainly an excellent idea to give as much water as baby will take, but to increase fats to a higher percentage than that ordered for a colder climate is out of all reason.

"Christina" speaks of her second child looking better and bonnier than her older child. That is quite often the case. Sometimes the first child has to pay for the mother's lack of experience. Also, the mother usually has less nervous anxiety over her second child.

I live in a very highly malarious locality and, like your correspondent, sometimes have to trust the native girls with the entire work of caring for numbers of artificially fed babies. If any reader is tempted to say "natives live through anything," let me tell you that such is not the case, as brown babies have less resistance than white ones and are more difficult to rear.

At no time would I suggest continuing with the use of the teat after baby is nine months old. In fact, as soon as baby shows his first teeth the bottle should be discontinued. It is very rarely that a properly handled baby will for long refuse to drink from a spoon or cup. The same food should be given as was given in

the bottle, and any necessary changes should be made when he has become accustomed to the new way of drinking.

Sit baby in his high chair, stand at his side or behind him and, with your arm around his head, hold a plate under his chin. Of course, baby will make a very poor attempt, at first, but with patience and practice he will soon improve. "Christina" speaks of "giving a baby up to eighteen months old a bottle." At eighteen months a baby should have forgotten all about his bottle; in fact, a well-managed baby can hold his own cup and delight in doing so by the time he is that age. Before baby is nine months old he should be given an occasional drink from a cup to accustom him gradually to the new way of drinking.

The tropics have many disadvantages for baby, but he is fortunate in that there is frequently more poultry on the adults' table than in some more moderate climates. When baby is six months, give him the well-scraped leg bone. This will not only amuse him but also teach him what his hands are intended for. The bone helps to cut his teeth.

To put perhaps the least important reason first, teats and feeding bottles are very expensive and should be discontinued as soon as possible. Then there is cleanliness. A domestic native, boy or girl, can be trusted to wash thoroughly a cup and spoon, but a rubber teat and glass feeding bottle are a much more complicated affair. Even the best native cannot always be trusted to wash his or her hands, and a cup needs much less handling than a teat and bottle.

I agree that there are times when it



BE SURE ITS

TOOHEYS PILSENER

is absolutely necessary to leave the care of your baby to a native; and, for that very reason, discontinue the use of the feeding bottle as soon as possible.

Another reason "Christina" gives for the long continued use of the bottle is "that it is an easy way to administer medicine." No medicine should ever be given in with baby's food. When baby is "off colour" he will frequently refuse portion of his food and, if the medicine has been put into the bottle, he will also then be refusing the necessary medicine. Medicine such as quinine should not be given near feeding time. Unless the need is very urgent, half an hour before the time for the bottle is a good time.

Of course, baby will at first object to this treatment, but it is effective. Quinine tablets are particularly easy to give by holding baby's jaws open with your thumb and finger and with the first finger of the other hand place the quinine on the back of his tongue, well back so that he cannot return it. As your child grows older make a little game of this and teach him to put his own quinine down "red lane."

Just one other remark regarding teats. "Christina" speaks of using a teat with a large hole. This is quite wrong and will very soon lead to indigestion, sleeplessness and loss of weight. This also causes him to gulp his food and, when you return to a good teat, baby will strongly object. Never give baby a teat with a large hole.

Be you the busy wife of a missionary, the wife of a struggling planter or the wife of the man who has left struggling days behind, the care of your own baby is a God-given privilege. If you care for that child yourself instead of leaving it to native labour, you will be well repaid. An active woman in the tropics is much healthier than one who has a "boy" at her beck and call. In event of sickness, it is wise to have an assistant who can be called on to do these things for baby, but let that one be a girl and there will be less likelihood of trouble. Even the girl with a brown or black skin has the mother instinct. Such work as that of nurse-girl is not suited to the dark skinned man.

If "Christina," or any other mother, would like to ask any questions regarding feeding or management of baby, information would be willingly sent by the Sister-in-charge at the Plunket Nurse Rooms, 283 Elizabeth Street, Sydney; or I would be willing to reply through the editor of this paper.

I am etc.,

PLUNKET NURSE.

Papua,
July 3, 1935.

Mr. Douglas Askew, who was for some time in the Banks Group, New Hebrides, as a member of an expedition exploring sulphur deposits there, has now settled down on a coconut plantation at Manaba on the coast of Malaita, Solomon Islands, in the service of the Malayta Co., Ltd. "This is a pretty lonely place," he says, in a cheery letter, "but it is a relief to be away from the smell of sulphur."

Pastor Thomas Adams, superintendent of the Methodist Mission on Norfolk Island, died in a private hospital on September 2. Known to young and old as "Uncle Tom," he had been connected with the N.I. Methodist Church for over 7 years. He was a direct descendant of John Adams (Alexander Smith, of H.M.S. Bounty), the last of the original band of mutineers who settled on lonely Pitcairn Island in 1790.

DISPLAY OF SAMOAN HANDICRAFTS

From Our Own Correspondent.

APIA, Sept. 27.

THE local branch of Messrs. Burns, Philp (S.S.) Co., Ltd., which recently exhibited interesting features of the local soap-making industry, shows at present in its window displays of two more branches of local industries.

One is an exhibition of drawings of landscapes and scenery of Samoa, Honolulu, Easter Island, etc., drawn on Tapa cloth, made by the Samoans from the bark of the mulberry tree. The work is by a well-known local artist, Mr. Charles

Reed, and should prove very attractive to tourists who desire characteristic souvenirs of Samoa.

There is also a display of various trinkets, pieces of furniture, bowls, wireless cabinets, wardrobes and utensils, made in Samoa, by Mr. C. Hall and an assistant, of Samoan bush trees, especially the Talle tree, the Fau tree, the Mamala tree, and other local timbers. There are also walking sticks, ash trays and various articles suitable for sale as souvenirs and curios. Mr. Hall has already received orders from overseas firms for his products.

Mr. H. Thew has been appointed secretary of Day Dawn South (New Guinea) Limited.

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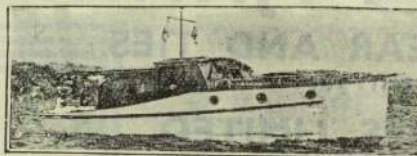
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NORFOLK ISLAND TRADE**IMPORTS**

Month.	From Aust.	From N.Z.
July, 1934	£3633 ..	Nil
July, 1935	£1868 ..	Nil
August, 1934	£1871 ..	Nil
August, 1935	£1319 ..	Nil

EXPORTS

Month.	To Aust.	To N.Z.
July, 1934	£314 ..	Nil
July, 1935	£1000 ..	Nil
August, 1934	£771 ..	Nil
August, 1935	£405 ..	Nil

**THE TAKING OF THE
KOMET****Men of 20 Years Ago**

By HENRY DEXTER

IN the September number of the P.I.M., "Auna-Auna" says that Tommy Powles was present during the dispute that ended, later, in the death of "Handsome Harry," at Port Moresby.

This is not correct; but it recalls an interesting story.

Tommy was in the employ of partner and self at the outbreak of war. We were all three employed on the destroyers for a period, but Tommy remained on board when the others left.

Thomas Mariner Powles, to give him his full name, had been on the coast for some years. He and a partner (Hector Wales) at one time owned the *Niue* and *Lotus*, two useful coasting ketches. This venture ended in the stores closing down on the vessels, caused by too-hospitable treatment of visitors and passengers.

Tommy took part in the capture of the small German war-vessel *Komet*. A store-keeper named Whitehead was also concerned in this adventure; though neither are mentioned in the very condensed record given of the capture in the *Government Gazette*, dated October 15, 1914. The paragraph runs as follows:—

CAPTURE OF THE "KOMET."

"The expedition, which was despatched by the Administrator, under the command of Lieut.-Commander J. M. Jackson, R.N., on board H.M.A.S. *Nusa* on the 8th of October, with instructions to search the North Coast (of New Guinea) and capture the *Komet*, which vessel was believed to be in that vicinity, returned to Rabaul on the 13th idem., having met with complete success. The *Komet* was located and surprised early on the morning of the 11th, and was captured without opposition, having on board one Q.F. gun, and a complete wireless outfit. The prisoners included the Captain, 4 German officers, and a native crew of 52 persons. A detachment of Infantry, with one machine gun, under Lieut.-Col. Paton, accompanied the expedition. The *Komet* is now in Simpsonhafen, flying the British Naval Ensign."

Doubtless, among the readers of the P.I.M., some can dot the i's and cross the t's of the story. At the time, we heard that the final discovery of the *Komet* was made by a few Europeans, in a small steam pinnace.

Suddenly rounding a bend in the river, they saw the German vessel close to them. There were a few native sailors on her deck. To turn the pinnace would mean that the German Commander would be aware that his hiding place had been discovered, and he would quickly scuttle the smaller boat.

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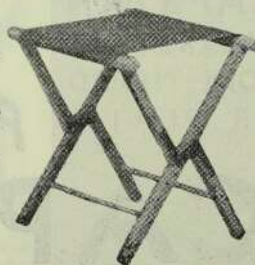
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It must have been a dramatic moment when the pinnace quietly ran alongside. The native crew were locked in the fort-castle and their caps were placed on the heads of the native crew of the pinnace.

The German Commander was found, standing in front of a mirror in his cabin, shaving. He turned, to find himself looking into the barrel of a revolver.

In answer to a question, he said his officers were ashore shooting pigeons. When they returned unsuspectingly, with empty guns on their shoulders, it was a simple matter to secure them.

Steam was raised, and the vessel brought down the river. A very filthy white ensign, taken from the pinnace, was flown at the masthead, over the German eagle.

Tommy's services were rewarded with a commission, and he was made second in command of the vessel, which was renamed the *Una*. I saw her recently; she is doing her bit in the pilot service at Melbourne.

With regard to Tommy's further adventures, one would like to write something on the lines of "From Powdermonkey to Admiral" but it would be fiction.

At Samarai, Tommy landed in all the glory of gold braid, with short naval sword. Lovey Clunn, who will be recalled by all oldtimers, asked him, "What he was doing with the scrub knife!"

In Samarai, Tommy engaged unwisely in festivities. He offended similarly at the next port. A third reprimand carried with it his retirement from the service.

Some time later, I had a letter from the late John MacDonald, who told me that Tommy was harbourmaster at one of the Queensland ports, and had settled down as a highly esteemed citizen.

The *Nusa* is now the property of Steam-

ships Trading Co., and is running on the N.E. coast of Papua.

Hector Wales found gold-digging in the Mandated Territory much more profitable than running the *Lotus*.

Lovey Clunn is the young lady who was shown a picture of Lord Nelson, portrayed with the empty sleeve. When asked if she knew who it was, she replied: "Oh, some silly old chap who has been shooting fish, I suppose."

"Auna-Auna" writes: "Those were the days! The men they've got now are not the men they had."

I wonder! Surely, while we have young men of the quality of those who have recently made Southern readers "Islands conscious," we need not fear to compare them with men of the past.

WRECK OF M.V. DRINA

From Our Own Correspondent.

RABAU, Sept. 12.

AN enquiry was held in Rabaul on August 22 into the stranding of the motor vessel, *Drina*, of the *Drina River* Company.

Evidence showed that the vessel went ashore near Cape Cunningham, on the night of July 26, the cause being exceptionally heavy weather and consistent rains. It was shown in the evidence that in the neighbourhood of the stranding at that time 4,930 points of rain were recorded from July 21 to 26.

The Board found that the ship had been handled with care and no blame could be attached to anyone concerned.

Senator Hattil Spencer Foll, of Queensland, has joined the directorate of New Guinea Goldfields, Ltd.

Coconut Planting in Eastern Papua

MRS. Elizabeth Mahony's fine coconut plantation on Moturina, south-east of Sudest, has been purchased by Mr. George Brett, well-known in that part of Eastern Papua. Mr. Brett intends to plant more coconut areas on Moturina, and also contemplates extending his plantations on Sudest itself. Mr. Brett, who is interested in goldmining in Eastern Papua, returned to Samarai by the *Montoro* on October 5.

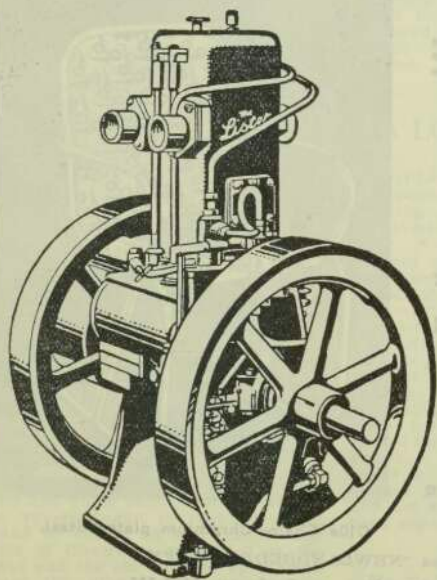
The purchase of the Bunting-Aumuller planting and desiccated coconut interests near Samarai by a Ceylon group has stirred up new hope among coconut planters in Eastern Papua, who believe that a better market for coconut and copra is about to open up.

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WRITE FOR CATALOGUE NO. 53

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Mr. John Albert Wilson, of Port Moresby, Papua, died at his home at Konidobu on September 4. He had been a resident of Papua for 16 years. Going to Papua in 1919, he joined the Papuan Administration as a boat-builder. After four years in the Public Service, he resigned to commence business on his own account.

COCOA INDUSTRY FOR NEW GUINEA

ONE of the most thorough jobs of work ever done in an Islands Department of Agriculture has been carried out by Mr. E. C. D. Green, the New Guinea agricultural officer who was sent, for a term, to the Imperial College of Tropical Agriculture, in Trinidad, West Indies.

Mr. Green made a special study of the industry of cocoa-production, and the result of his researches is seen in a pamphlet just issued by the Department of Agriculture, New Guinea, entitled "Possibility of Developing an Economic Cocoa Industry in New Guinea, after a study of the industry in Trinidad, and a suggested policy for that development." Into this compilation Mr. Green has put the result of his valuable researches, his actual experience and much careful thought. The possibility of successful cocoa-production in New Guinea is examined from every angle; and the pamphlet will be invaluable to the planters who are considering this particular crop.

Part IV. of the Pamphlet carries these sub-headings:—"Method of establishment; selection of land; clearing the forest; drainage; preparation of land; layout of estate; variety to plant; planting distance; wind breaks; methods of planting; estate management; pruning; picking and breaking; fermentation; drying and curing; grading and inspection."

Mr. and Mrs. C. H. Carne arrived in Auckland, New Zealand, by the Monterey, from Fiji, on September 6. Mr. Carne is manager of Messrs. Morris, Hedstrom, Ltd., at Ba.

The Spirit of a Great Chief Passes On

FOR many weeks old Chief Banice had been ill. His villagers waited for him to breathe his last—they would be able to work their gardens again, but while he lay ill nothing could be done. So sure were they of his impending death that they set to and built a great, long house wherein to lay his coffin.

Just as though arranged, old Banice died—three days after the house was completed. Amid much wailing, the old men of the village broke up one of the late Chief's chunuhais (canoes) and out of it constructed a coffin. At sundown they laid Banice in his coffin, arrayed in all his brightest clothes. Baskets of taro (native potato) were placed in the coffin with him in case he should be hungry on his way. After the sun had set the old men carried the coffin bearing the last of Banice—their most respected Chief and medicine man—to rest for a fortnight in the house they had built.

All the kukubeis (girls) about the age of 16 in the village of Cheerihoo (which is situated on Buka Island in the Northern Solomons) and the other nearby villages were gathered together and put into the Luma pun (Big house). There they were to remain for a fortnight to mourn over the Chief, who had left an only daughter, Inum, a kukubei of 16. Since she must mourn over her father, the other kukubeis were compelled to keep her company. They were not to put a foot outside the Luma until the fortnight was up, was the strict command of the old men. So for a fortnight the

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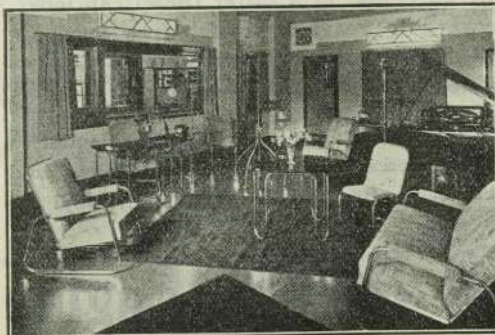
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THE PACIFIC ISLANDS MONTHLY

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PAPUANS MENDING THEIR NETS



Papuan natives are keen fishermen. They make their nets from a special twine manufactured from the roots of the Pandanus palm. The bottom of the net is weighted down with sea-shells.

Photo. by courtesy of Australian Board of Missions.

young girls mourned over their late Chief. Each night at sundown food was brought to Inum and her little band, and always a basket of taro for the old Chief, which they would burn alongside his coffin.

All the material used in the construction of the house was considered most sacred. Many months later, when the village of Cheerihoo was left desolate but for the "big house," the next Chief was approached by a trader, who asked him to sell some of the material. Old Tatsin was most indignant that such a request should be made when the house was so sacred. "No," he said, "the spirit of Banice is in that house, so there the building must remain until it falls to the ground—until then, the Chief's spirit watches over it."

The day approached at last, when the kukubeis were allowed out after mourning for a fortnight. The old men came and carried away the coffin to the mut-mut (cemetery) of olden times. No one had been buried there since the time when the kanakas of Cheerihoo had fought the Yepis—natives from a village on Northern Bougainville. There they laid the remains of Banice. Each day at sundown Inum visited the grave, to sit for hours waiting for the spirits to send her some message.

After four moons had risen and died again Inum, who had long before this given up visiting the mut-mut, had a dream. "E more!" she said ("No, it was not a dream").

"A matu e lam tera Luma tagolier, e bong, na e masaka go lier, 'Banice e bess, baku nen e kumitez na gnie en a ruoi te horpu na baku nen,'" she cried. ("The spirits visited my house last night and spoke to me saying, 'Banice is hungry and his head is paining; he wants his pillow to rest his head on.'")

So Inum told the old men, and they were up and doing early. All the women of the village began to cook pigs and taro, and by sunset all was ready. The villagers of Cheerihoo assembled at the mut-mut and the old men set up a small hut over the grave, all covered with coloured cloth. They laid all the Chief's belongings on the grave—his bows and arrows, his valuable tambo (native money made out of porpoise teeth), and many little bundles of dried leaves, the

magic charms of the medicine man. Most precious were these charms, and they must go with the Chief on his long journey. Then last came Inum, with her father's pillow—a carved piece of wood. This she placed on the head of the grave, at the same time putting baskets of taro alongside it, and at the foot they laid pigs, roasted whole.

Much wailing took place, and then Tatsin set fire to the calico hut, and all the belongings, whilst the natives stood around watching the last of Banice's possessions going to him. Inum called to the spirits, asking if anything else was wanted and no answer came. All was well—her father wanted for nothing; he would have his pillow on which to rest his head on his long journey. And so Banice passed away into the Great Beyond.

—A.G.E.

A LOST EARTHQUAKE

PEOPLE with New Guinea interests opened their newspapers on the morning of September 21 in fear and trembling—they expected details of a disaster. Newspapers on the previous evening had contained a report from the Observatory at Sydney to the effect that two shocks of earthquake of extreme violence had occurred during the day, and had been located—according to the reading of the instruments—as in the northern part of New Guinea. The earth tremors had been so extreme that they threw the recording instruments out of gear. The newspapers said that the disturbances were more severe than anything recorded for several years. However, someone had miscalculated somewhere, because at the moment of this writing New Guinea stands undamaged where it did, and not even a modest Rabaul guria has been reported.

Mr. C. F. Eales has been appointed to take charge of operations of East Reefs Consolidated, N.L., at Vanua Levu, Fiji, in succession to Mr. G. H. McMeeking, who resigned. Mr. Eales arrived in Suva by the Monterey on September 24.

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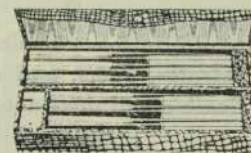
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"FIJI provides a remarkable illustration of the efficiency of British colonisation," commented Mr. V. Cornaga on his return to Auckland recently.

Commenting on the influence of the newly-established gold-mining industry, to be seen in Suva and the country districts, he said that business people reported increased trade, and every vessel from Australia and New Zealand was bringing

miners and other people connected with the industry to add to the general activity of Suva. From one mail vessel 140 people had recently landed at Suva.

Apart from gold mining, Fiji was also attracting increased numbers of tourists from New Zealand, Australia, America and Europe, and it was anticipated that when the Union Company's new inter-island vessel was placed on the run many American tourists would go to Suva to await the Island vessel, and the splendid opportunity it offered for a cruise which was almost without equal.

Mr. Cornaga pointed out that not only were the tourist figures for the first half of the present year almost up to the whole of last year's total, but also that imports and exports showed a considerable increase. The export of gold was adding considerably to those figures, which would show a further increase as other mines were brought into operation. Apart from that, there was a marked increase in the production of sugar. That had a very marked effect upon the spending capacity of the Ba and Lautoka districts.

Mr. Cornaga also remarked upon the fact that despite its mixed population, including 96,656 Fijians and 80,991 Indians, Fiji appeared to be a law-abiding country. All races and creeds lived together in harmony, and the colony appeared to be very well governed. For a small and practically undeveloped country it had a certain future. It was situated as it was on the main Pacific route, and an enterprising roading policy was opening up the interior to settlers and tourists.



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**TORRES STRAIT PEARLING
INDUSTRY****Domination of Japanese**

GIVING evidence before the Federal
Tariff Board at Brisbane recently,
Francis E. Hockings, a partner in the
Wanetta Pearl Co., Thursday Island,
declared that the pearling industry in the
Torres Strait region had become entirely
dominated by Japanese and foreign in-
terests which paid a lower wage scale.

Their operations, he said, were free of
license fees, customs duties and all forms
of taxation or restriction by fishing regu-
lations. He did not favour the payment
of a bounty to Australian vessels. The
real need was for a root and branch re-
organisation of the whole industry. Aus-
tralian boats had restricted production to
maintain the price. He did not think
there was any chance of working the in-
dustry with white labour. Japanese ran
the whole industry. Europeans had prac-
tically no say in their own business.

A patrol boat was needed to impress
both local Japanese and check law-break-
ing by visiting sampans, which broke
every law. Witness said a reorganisation
of the industry and more supervision was
needed to make the Japanese aware that
they were in British territory. They had
become very arrogant and domineering.

The acting chairman of the board (Mr.
Syman) said it seemed to him that the
first thing needed was concerted action
by members of the Torres Strait Pearl
Shellers' Association.

Donald Farquhar, of Farquhar's Pty.
Ltd., pearl shellers, at Thursday Island,
opposed a bounty on shell, and considered
that with proper organisation the indus-
try could stand on its own feet. It would
help a lot if the Japanese were put in
their place and business run by owners.
The industry paid when boats working
from the mother ship were under the eyes
of their owners.

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INCOME TAX ON FIJI FORTUNES

Collectors on the Warpath

THE subject of income tax in relation to Fiji mining transactions is likely to bulk large in the future and to give headaches to governments, taxation commissioners and investors.

Some huge profits have been made already by speculators in Fiji gold mines; and the Government of Fiji, as well as taxation authorities in six Australian States and one Commonwealth, are busily sharpening their carving knives.

Fiji extracts a five per cent. gold royalty; but only one Fiji gold mine on the Tavua field has yet reached production. In consequence, the public revenues have not benefited much from the new gold industry. Fortunes have been made out of Fiji gold, but they have been made by speculators in shares; and share speculators notoriously are gentlemen who show a curious shyness in sharing their gains with governments.

Fiji also imposes a modest rate of income tax; and one can imagine the Fiji Government biting its fingernails and deciding that, since it cannot yet get a royalty on Fiji gold, it will get a share of the profits by way of income tax.

Such startling stories of fortunes made out of the Tavua field have been published that one may be sure that every taxation department in Australia is on the alert, and one hears that already the net has been spread wide. It is said, for instance, that the hounds of taxation are in full cry after Messrs. Theodore, Wren, Packer and Co., who are supposed to have cleaned up phenomenal sums out of the Emperor enterprise.

Goldmines speculators are notoriously shrewd and downy birds and it can be taken as certain that, even as they were assembling their rich profits, they were making plans in regard to taxation. It is reported, for instance, that one of the leading figures of the Tavua developments, although for many years an Australian citizen, has made plans to escape punitive taxation by obtaining domicile in Fiji, and by registering his Fiji enterprise in an even more distant part of the Empire.

Some of the gentlemen in the Fiji gold-mining game are chuckling over the case of a young Englishman, who literally fell into a fortune and then decided to make a visit to London. He went off with the clear understanding that he was to return to Fiji and he took his fortune with him. He has not returned; and his address is uncertain; and the Fiji Government has not collected income tax on a mere £50,000 or so.

Incidentally, if and when the Tavua goldfield reaches big production, the question of whether there is to be a gold royalty only, or a gold royalty plus income tax, is likely to become a really live question. Under present conditions it looks as if *bona fide* Australian investors in Fiji goldmines will have to pay about four different taxes—namely, Fiji gold royalty, Fiji income tax, Australian State income tax, and Commonwealth income tax. Looking at it from that angle one is inclined to say that the investor in Fiji goldmines is entitled to every penny legitimate, or near-legitimate, that he can get out of the enterprise.

Mr. George Kenneth Kingston, an Englishman, who had been mining and prospecting for gold for many years on the Morobe field, died at Wau on September 3.

Matron A. S. Williamson left Sydney for Misima Island, Papua, by the September Macdhui, for the Methodist Missionary Society.

Mr. Cecil Henry Penrice died in Suva Colonial War Memorial Hospital on September 2, as the result of injuries sustained in a motor-cycle accident. He was 61 years of age. Going to Fiji from England in 1894, he took up banana planting at Samabula. Later he was plantation overseer for 10 years on Verata Estate. After the Great War Mr. Penrice engaged in the dairying industry at Rewa, until the 1932 floods destroyed his stock.

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AN ANCIENT TAPU IS ACTIVE

Murnau's House Destroyed By Fire

From Our Own Correspondent.

PAPEETE, Sept. 8.

THE main dwelling house of the establishment of the late F. W. Murnau, at Punaavia, was destroyed by fire on Sunday, August 25. The fire, of which the immediate cause is not yet clear, broke out in the kitchen where the Chinese cook was pre-

paring a meal for his master, Lord Beauchamp, who was in occupation of the residence at the time.

Owing to the strong wind, the extreme dryness of the house materials, and the failure of the water supply, all efforts to localise the blaze failed, and the flames quickly destroyed the main building. It was possible to rescue only a small percentage of the furniture. The loss is partially covered by insurance.

The late F. W. Murnau, who met his death in an automobile accident in California a few years ago, was the creator of the celebrated film "Tabu," a picture which still attracts full houses on account of its artistry and superb photography. Very few people, however, know the story interwoven with the making of this picture.



The residence of the late F. W. Murnau, in Tahiti, which was destroyed by fire on August 25.
Photo.: Paul Nordmann.

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The name "Tabu" (which really ought to be spelled "Tapu"), is a word which means in the Polynesian language "forbidden," or "sacred."

A large part of Murnau's picture was filmed on a small, low islet, one of many similar islets strung like a necklace along the outer reef of Borabora, in the Leeward group, and which make the enclosed lagoon such an attractive place for yachtsmen and visiting warships.

But Murnau's particular islet has a sinister reputation among the natives. It is a place strewn with the remains of ancient *marae* (temples), and haunted by the ghosts of those who were brought hither to be sacrificed on the altars of the old-time heathen gods. Unearthly voices are said to sigh and whisper through the pendant fronds of the Casuarina trees lining the beach. It is *tapu* in the real Polynesian meaning of the word.

Murnau was warned of misfortune; but his artistic and romantic soul would not be denied—in fact, the stories connected with this islet made a strong appeal to him, as the most suitable place in which to film the story he had planned. In due time the picture was finished, and his luxurious home in Punaava was well on the way to completion. Here he intended to spend the remainder of his days, among the natives he had grown to love. When he left for California, to put sound into the picture, the presage of disaster was strong upon him. So overwhelming was his emotion that he could not meet his friends to bid them good-bye. He was killed soon after his arrival in America.

Later on, it is said, a wealthy lady of San Francisco, tenant of the Punaava establishment, committed suicide therein. And there have been other incidents which would take too much space to recount here, but all tending to show that the old *tapu* is still exercising its malevolent influence. Such at least is the native interpretation of events. Now comes the fire!

Lord Beauchamp removed to the Blue Lagoon Hotel, and later departed from Tahiti for Australia by the Makura on September 7. It is much regretted that he should have been obliged to curtail his visit owing to the unfortunate circumstances of the fire. Much sympathy is felt here for Mr. R. Murnau, brother of the late film director, in the financial and sentimental loss he sustains.

FIJI'S GOLD BOOM

The Governor's Problem

From Our Own Correspondent.

SUVA, October 2.

SINCE his return from England, the Governor of Fiji, Sir Murchison Fletcher, has been much engaged in studying the problem presented by the gold-mining activities of various Australian Companies. It is known that he is particularly concerned with the speculation which is rife in Fiji gold-mining shares in Australia, and more particularly in the case of those companies who have not so far acquired titles in Fiji.

The Nasivi affair has demonstrated the need for prompt action in regard to denying statements made regarding alleged concessions obtained in Fiji.

The "Fiji Times and Herald" has commented recently upon the need for releasing in Fiji information given to the Stock Exchanges of Melbourne and Sydney by the various Companies engaged in prospecting operations. As it is, it takes some

weeks before the statements published in the Australian Press are available at Suva, and when inaccuracies are noticed, the mischief has already been done.

All Companies operating in Fiji are compelled to register, and steps, therefore, could be taken to enforce upon them the necessity of making full information available in Fiji as it is made in Sydney or Melbourne.

In view of the discretionary powers invested in the Governor under the Mining Ordinance, a prospecting company would be well advised to comply, not merely with the letter of the law, but with the spirit thereof.

Mr. J. C. Barley (Resident Commissioner in the Gilbert and Ellice Islands Colony), accompanied by Mrs. Barley, passed through Sydney early in October, on their way from Queensland, to catch a steamer for Ocean Island. Mr. Barley has suffered a severe illness, the result of malaria, contracted in the Solomons, and has been recuperating for some months in South Queensland.

Mr. D. R. A. Eden, of Vailala plantation, Samoa, has been appointed general manager of the N.Z. Reparation Estates, in Western Samoa, in succession to Mr. F. L. A. Gotz.

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Survey of Misima Goldfield

WE arrived at Bwagaia, the port at Misima (Eastern Papua) at 10 a.m. after a two-days run from Samarai. We could see the island for hours before we arrived, looking huge and forbidding after the small coral islands we had passed, and with rain shrouding its lofty peaks.

The harbour is small but well sheltered, with an ample depth of water. On the left of the wharf several buildings appeared among the coconut palms on the fore-shore, while on the right Burns Philp's store stood. We were lucky enough to have arrived while the motor truck from New Misima Gold Mines was at the wharf.

We got a lift to the mines. It is not a trip recommended for pleasure or comfort, but it is full of interest.

In about an hour's time we came to the

top and saw the prospecting drives of the Misima United Co. This company has a number of leases which it is prospecting at present. As far as we could ascertain their results, so far, have warranted further work. There was a staff of seven Europeans and 40 natives.

We then descended around more curves to New Misima Goldmines property. Our first view of this dividend-paying company's show was the saw-house, where piles of timber were stacked for use in the mine. From a view of the timber-denuded slopes, we came to the conclusion that the timber supply is a problem which merits a deal of thought on the part of companies intending to operate on the island of Misima.

A little further on we came to the mill—a ten head stamper battery and cyanide plant, which treats twelve hundred tons of ore per month for a value, in Australian currency, of £3000. This company is paying a 10 per cent. dividend every month, the highest in the Commonwealth. Fred

W. Cuthbert is managing director, P. R. Osborne (late of Port Moresby) is the cyanide manager, and James Quintrell the underground manager. Sixteen Europeans and 200 natives are employed. Later, we were shown through the mine and the miles of levels, the large stopes, the heat and other things all impressed us.

After leaving Umuna, as the place is locally known, we proceeded by hiking to Mt. Sisa, where Gold Mines of Papua are carrying out prospecting and development work. This company certainly deserves to succeed, as a great amount of work has been done. We understood that a pilot plant was to be erected shortly.

Beyond Mt. Sisa are numerous leases belonging to Misima United, on which no work has been done as yet. An area belonging to Misima Central is also out there, but as no one was there we could not see through the extensive workings.

Further on, we came to the St. Patrick lease, owned by Jack Smith. He and party have done a lot of prospecting and are at present waiting the arrival of an engineer to report on the show for a party that have an option over the area.

On our way back we called in at Misima Reefs where the Oroville Co. has an option. Major S. Love is in charge of their work which has been going on now for sixteen months. We declined an invitation to view their underground workings, but saw quite a lot of ore, very much similar to Umuna ore, at the mouths of several of their adits. The position of the Ginisia leases was pointed out to us, but as no one was there we did not go over.

We still had sufficient time left to make a short visit to Quartz Mountain and were shown over their most up-to-date plant.

The next time we visit Misima there probably will be several mines at the producing stage. We cannot verify Mark Twain's definition of a mine as "a hole in the ground owned by a liar," but would not care to dispute the Misima definition of a liar as "a man who has a mining lease for sale." We were given to understand that there is still a large area of the island not covered by mining leases yet.

—DAIKA.

Mr. C. H. Karius, Assistant Resident Magistrate at Rigo, Central Division, Papua, arrived in Sydney from Port Moresby by the Macdhuil in October, on seven months' furlough. During his absence Mr. W. H. Robinson, of the Native Taxation Department, is taking charge of affairs at Rigo.

Mr. and Mrs. Norman Brown arrived in Sydney from Fiji by the Monterey on September 9. Married at Suva on September 3, they will spend their honeymoon in Australia. Before her marriage the bride was Miss Enid Walcot, of Suva.



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THE PACIFIC ISLANDS MONTHLY

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Safety Last in New Guinea

Letter to the Editor.

SALAMAUA aerodrome, at the very front door of the goldfields, is in a shocking state of disrepair and is unsafe for humans or aeroplanes. It seems that a fatal accident or two is necessary before the Administration authorities will put the 'drome in order, and provide at least some reasonable measure of safety to those who are obliged to pilot or travel as passengers in aeroplanes.

The following notice, signed by the Acting Warden, appears on the notice board of the Warden's office at Wau: "The attention of miners is drawn to the minute of the Government Secretary as set out hereunder:—I am directed to request you to draw the attention of the mining community in the Morobe district to the necessity of great care where human life is endangered. There have been three fatal accidents very recently, and during the examination of the Annual Report for 1933-34, members of the Mandates Commission referred to the matter of accidents on the Goldfields."

Ye gods! The Mandates Commission! What about the Administration doing its job, and keeping first-class inspectors of mines on the Goldfield? During the past twelve months, three mining engineers of varied experience have thrown in their jobs with the New Guinea Mines Department. Why? At the present time it is questionable if there is one man in the New Guinea service capable of acting as inspector of mines. Although the Goldfield is producing gold to the value of £2,000,000 per year, the control of the Department is in the hands of men

who would not know a mine if they fell down the shaft of one!

As one who has to earn his bread and butter as a surface or underground miner, I have seen mining malpractices during the past few months on the Morobe Goldfield that would cause strikes in other countries. This would not happen with proper supervision of mining work by the Government. Anyone can manage a mine under the New Guinea mining law, certificated managers not being necessary as in Australia and elsewhere. In New Guinea, hundreds of white men and thousands of natives are engaged in the mining industry, and their safety is something that the Government apparently winks at, with the blind eye, and gazes steadfastly at the Mandates Commission with the one that is not so blind.

If a little of the money now being lavished at Wau on painted palaces (costing over £1,300 each!) for pen-pushers of a pampered Public Service (pardon the alliteration), were spent on safeguarding the lives of black and white in the Morobe District, and in assisting mining, the country would be worth fighting for. During the past twelve months I've been eking out a precarious crust as a miner, but I'm off to the Abyssinian war, Mr. Editor. It will be just as safe as mining in New Guinea.

I am etc.,

SAFETY FIRST AND LAST.

Edlie Creek, T.N.G.

20/8/35.

Mr. Harvey George Morton, of Doa, Papua, married Miss Vera Harriet Leinster, of Atherton, North Queensland, at St. John's Anglican Church, Port Moresby, on September 19.

The British Phosphate Commissioners' vessel *Nauru Chief*, which has been engaged for several years in the phosphate trade between Nauru, Ocean Island, and Melbourne, has been sold to William Crosby and Co. Pty. Ltd., a Melbourne shipping firm, for trade in the East.

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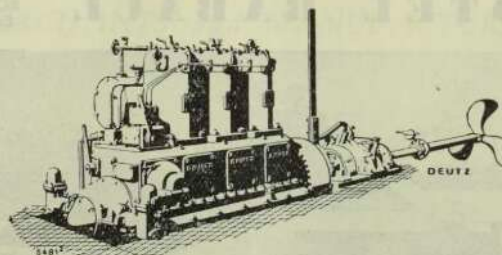
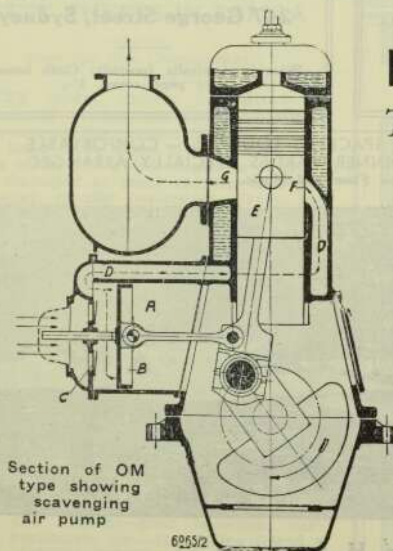
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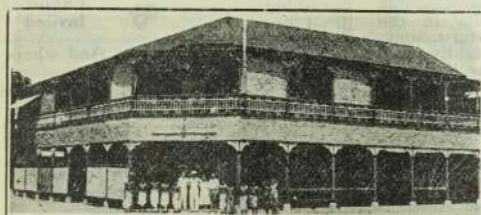
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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

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THE ROYAL MOLARS

How a Calamity Was Averted
at Rarotonga

From Our Own Correspondent.

RAROTONGA, Sept. 2.

LORING ANDREWS, the American writer and novelist, who recently returned from California to take up permanent residence here, had an amusing experience whilst fishing last month.

The author favours the native method of getting his dinner and is highly proficient underwater with diving glasses and a 12ft. barbless spear, with which he thinks nothing of spending three or four hours exploring coral caverns on the ocean side of the reef.

A short time before this incident occurred, Tinirau Makea Ariki, Paramount Chief of Rarotonga and also an enthusiastic fisherman, had gone out at Aorangi to seek the wily kingfish. There was a choppy sea running and, coming back, the royal canoe capsized at the entrance to the narrow passage. The Chief, who was alone, scrambled ashore with difficulty, minus canoe, fishing tackle, fish and—his false teeth. The loss of the latter was serious. Two visiting warships were due shortly and there were to be feasts and junketings at which he would be prominent.

Young bloods were sent to Arorangi and there spent hours unsuccessfully searching for the missing plates. Days passed and soft foods continued to be served at the Palace.

A week later, Loring Andrews, swimming about outside the passage, saw, 10 feet below, a strange twin marine growth, pearly white and apparently growing on a pale pink crescent base. Intrigued, he dived down and to his astonishment found a perfectly good set of false teeth.

Enquiry revealed their ownership and the royal molars were restored to the royal mouth, social calamity was averted, and gastronomic equanimity re-established in the Palace.

PETTY THEFTS IN SAMOA

From Our Own Correspondent.

APIA, Sept. 26.

PETTY thefts, mostly committed by Samoan youngsters, are of common occurrence at the present time in Samoa. In at least three cases lately, young Samoans under the guise of sellers of fruit, have managed to steal varying amounts of money, mostly banknotes, from the offices and residences of Europeans in Apia. Thefts of fowls, ducks and pigs are of common occurrence. The police are energetically hunting after the offenders, and in some cases severe birchings have been administered to the culprits.

The Harbourmaster's house was invaded recently by thieves, who got away with the contents of the ice chest and various household utensils, while Mr. Syddall's store was broken into and a quantity of cigarettes and tobacco stolen.

Before the Apia High Court early in September Faanuna, a Samoan woman of Apia, was found guilty of having stolen trinkets and jewellery worth £12 from the house of a European resident. When searching Faanuna's house to recover the articles—gold brooches, earrings, necklaces, etc.—the police found a silver wristlet watch stolen previously from one of the Marist Brothers.

DISTINGUISHED VISITORS AT
COOK ISLANDS

From Our Own Correspondent.

RAROTONGA, Sept. 5.

CAPTAIN MICHAEL GREAVES and the Baroness von Bruckner, who are en route to Honolulu via New Zealand, have been staying here for the past month. Whereas Hawaii and Tahiti are consistently favoured by the decorative and amusing, people of this type are infrequent visitors to Rarotonga where their clothes and whole manner have a distressing habit of reminding us that the world is still turning and that our own particular speed is a lap or two behind the rest.

The Baroness is typical of that smart post-war Germany which made a cult of health and a fetish of physical perfection.

Captain Greaves has a distinguished military record. Attached for several years to the Allied Police Commission in Constantinople, he later, as a member of the British Secret Service, played no small part during those turbulent days which preceded the forming of the Irish Free State. Fired at and wounded in a Dublin hotel, he exchanged shots with his attacker, a brother of the notorious rebel leader, Daniel Breen, and both men were subsequently driven to the hospital in the same ambulance!

Suva residents will remember Captain Greaves as Government fruit inspector, a position which he held for five years.

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Fashion Hints for Islands Women

By Therese

WITH greater enthusiasm than ever before we turn our thoughts to sports, since clothes for such occasions are so full of charm—athletic, workman-

like, faultless in cut and design, but enchantingly feminine even when poaching on man's preserves. Trouser skirts, the ingenious and delightful compromise between shorts and skirts make ideal tennis wear. Made in pique there is a little bolero jacket to play a fitting accompaniment.

The call of the sea finds answer in the intriguing swim-suits presented to us in this year of grace. The modern maid, beautiful as Aphrodite, covers her lissom body with a brief net swim-suit lined with flesh tinted milanese—a paradox in modesty that is irresistible as it is paradoxical. Rubber bathing suits cling lovingly to the figure and fascinating little knee-length matching skirts cover their briefness for the beach.

Printed cotton play-suits, high of collar but guiltless of back have a little girl air about them and are ideal for idling on sunlit beaches. Well cut shorts with tailored turn ups and knife edge creases call for short sleeved tailored shirts. French sandals with string soles lashed together with white and scarlet are gay and attractive as indeed are all the beach accessories.

Enveloping gay spotted towelling capes with burnouse hood offer protection from a too ardent sun. The good old onion bag lined with bright coloured oiled silk accepts its new role as the perfect hold-all for our thousand and one beach needs with a most nonchalant air. Rope belts, brilliantly dyed, encircle slim waists of knee-length jackets. Basque halter tops of scarlet navy and white bare one's back to the sun. Beach hats of tremendous proportions vie with the demure sun bonnets and turbans to make the beach scene one of infinite variety.

Tailored suits of impeccable cut are ideal all day wear. A natural linen suit with wide revers heavily stitched and short well fitting skirt, gaily dons a red and white spotted blouse which ties at the throat with jaunty bow. Jumper suits of tailored simplicity add a frivolous note by fringing the edges of their workmanlike pockets.

The spectator sports frock with variations of neck and skirt retains its well merited popularity. Bright scarves tied in bows or worn sling fashion lend them a new and distinctive air. A dull pink linen frock tucked of bodice and pocket buttons down the front shirt-maker style. A tri-colour scarf knots at the throat. Low heeled shoes of suede give dash.

Clothes are full of movement—happy carefree movement, indicative of Spring, young and daring, flaunting their modernity with pride. Short and flaring for day, calling for good poise and a boyish stride.—no mincing simpering maidens here. Floor length for evening, floating, glamorous things brimful of romance and lovely as a starlit sky.

Tulle, wherever possible is fashion's decree, so clouds of this misty, swirling, floating dream stuff attaches itself to frocks already charming. It drifts over a slim gown of Parma satin. A huge cluster of violets nestles in its lovely folds, making a picture of glamour and sophistication. Lace stiffened or softly clinging is youthful in the extreme and makes the most charming of formal and informal evening gowns. Wide sashes of taffeta encircle them, tying in bustle bow with ends trailing floorward.

Floral materials are much in vogue—gay exotic flowers on light and dark grounds. They are made with wide swirl-

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ing skirts, ruffled at neck and hem line in Edwardian fashion. Festive dresses that frisk lightly through the summer night are made of seersuckers, *broderie anglaise*, starched cotton, lace, pique, and linen. A white pique evening frock with spotted halter collar at back tying in a huge bow at the front décolletage boasts a distinctive difference.

Evening capes are dramatic in design. A chiffon cape with shirred yoke and gathered frill makes a delightful wrap for a tropical night. A circular taffeta cape carries an air of sophistication, its sole adornment a huge paste clip glittering gleefully at its neck line. A lame jacket gives dual service as a top for a well-cut skirt and again as a wrap for another frock. Tulle jackets, floral, tartan, or plain are dramatic moments in our lives. Fans of lace, tulle, chiffon or flowers are the *dernier cri* and add an old world charm to our toilette.

East meets West, gorgeously and exotically in the adaptation of saris, dhotis, etc., to modern evening wear. Classical draperies carry infinite glamour. Lovely folds of clinging satin are draped to form an evening gown and all the glory that was Greece returns.

Flowers brighten everything. Huge clusters or individual blooms add greater levelness to an already lovely season. Quaint little vegetable posies, as unexpected as they are charming, brighten our tailored suits.

Shoes are interesting and unusual. Low heeled sandals are for both day and evening wear. Especially are these in keeping with the Indian and Turkish influence in evening gowns. Jewelled and beribboned, they are intriguing, amusing and very fascinating.

Hats surely were designed for dwellers in the sun. Ruddy bamboo straws are charming and nothing could be more delightful for tropic climes. Cartwheel in size with flat crowns rising to tiny peaks they leave nothing to be desired in the scheme of things. Paper panamas come in lovely shades, and are light weight, attractive and comfortable to wear. Linen, pique and taffeta stitched and restitched are the beloved of our hearts, useful as they are for divers occasions.

Lingerie is more alluring than ever. Dainty and effeminate it is beauty incarnate. A pink satin nightie, bias cut and trimmed with real lace, is something to dream about, and in o' nights. Charming floral nighties on Empire lines look like informal evening gowns. Panties are delightful froths of chiffon and lace, and slips with adjustable straps and lace hems, meet the need of the shorter informal all day frock and the longer formal afternoon gown with gracious adaptability.

THREE MORE CADETS FOR N.G. SERVICE

IT seems that New Guinea in the eyes of young Australians is a land brimful of opportunity and adventure. In 1932 the Federal Government called for applications for six cadetships in the New Guinea District Service. The response was overwhelming—2700 replies were received.

In August last applications were invited for 16 further appointments. Three appointees were required urgently by the N.G. Administration and from 1370 applicants Messrs. N. D. McWilliam (Lindfield), C. R. Croft (Newcastle), and R. O. Ormsby (Bellevue Hill) were chosen. The young men, who are of good appearance and education, left Sydney for Rabaul by the Montoro on October 5.

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■ The massage-like action of the Slimform Garments takes the place of months of tiring, back-breaking exercises. It removes surplus fat and stimulates the body once more into energetic health.

■ The Slimform Girdle kneads away the fat at only those places where you want to reduce. Beware of reducing methods which take weight off where not desired... for a scawny neck and face are as unattractive as an over-fat figure.

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■ You can prove to yourself quickly and definitely whether or not this efficient Slimform Girdle will reduce your Waist-Line and Hips. You need not risk one penny, try it for 10 Days... then send it back if not completely astonished at results.

■ The Trial Offer is for a limited time... therefore, Do Not Delay. Send 2d. stamp for postage of literature illustrating and describing the Slimform Girdle and Brassiere... and full particulars of the 10 Days' Trial Offer.

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Mr. George Hoffman, Government Road-master in the N.G. Administration, returned to Salamaua after furlough in Australia by the Montoro from Sydney on October 5.

JACK HIDES AND THE MISSIONS

How Some of the Organisations Dealt With a Thorny Subject

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MISSIONARY bodies of modern vintage are more tolerant than the stovepipe-hat variety of sixty or eighty years ago; and the manner in which some of the Australian mission organisations composed their differences with Mr. Jack Hides is a model worthy of study by argumentative people in secular life.

The following circular, distributed among the Missionary Societies, etc., early in October, is self-explanatory.

SOME of our people have been perturbed by the statements that have appeared in the daily press, from which it would seem that Mr. Jack Hides, who conducted such a remarkable and heroic expedition to the interior of Papua, discovering a large and hitherto unknown tribe, had suggested that this new-found people should be left alone, and that missionaries and others should not be permitted to enter their territory.

Most of us felt that he must have been, as so many of us have been, misreported in the press, and that a frank talk with him might clear up some misunderstandings.

The Rev. J. W. Burton, as Chairman of the National Missionary Council of Australia, wrote to Mr. Hides, and invited him to meet some of the executive officers of the major missionary societies. In accepting this invitation Mr. Hides wrote as follows:

"Firstly, I wish you to understand clearly that I have not, at any time, made any criticism, or reference to Papuan

missions or missionaries—or any influence of missions on native peoples. Whatever I have said has been upon these new people, among whom, of course, no missions have yet been. I think I raised a point on Christianity. I asked 'Was Christianity alone sufficient for these people (the new race)?' and when I did so I had in mind various American and English peoples who seem to get the idea that this newly discovered tableland, with its dense population, is just a modern Jerusalem, and all they would have to do would be to enter it. It is, of course, a bigger problem than that.

"What I would not like to see, personally, is outside missions in an unholy scramble to be first among these new people. I think we have better and more experienced missionaries in Papua.

"What is to be the future of these people I do not know; for Sir Hubert Murray controls the destiny of Papua's people, and he has not told me. But I think you may rest assured that there will be no interference with them from other sources than the Government and missions. I have a great love and a great interest for my country, and it was a relief to me to learn that there was no fold, or indications of it, in this area in question.

"I hope I have made myself clear. It seems absurd to suggest that I, born in Papua, my greatest friend and guide a missionary, should try to condemn something that has withstood so many difficulties for so long. I should be grateful if you would clarify my idea to your con-

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nections, and clear away any misunderstanding."

Mr. Hides was met at luncheon by the Rev. Canon Needham (chairman of the Australian Board of Missions), Rev. A. Fleming (secretary of the Presbyterian Foreign Mission Committee), Mr. R. Hickin (Secretary of the National Missionary Council), and Rev. J. W. Burton, M.A. (general secretary of the Methodist Board of Missions). The Rev. L. Hurst (secretary of the London Missionary Society) and Rev. R. J. Hewett (secretary of the New South Wales branch of the Church Missionary Society) were unable to be present.

In a very frank and manly way, Mr. Hides amplified what he had written in his letter to Mr. Burton, and pointed out that he was merely expressing the fear that a type of inexperienced missionaries might go amongst these people, disrupt their social system, and cause such disintegration of native life as would bring in its train disaster. He had in mind reports that had come to him which suggested that there would be an unholy rush on the part of some bodies to occupy this territory; and he did not wish to see any such competition and consequent confusion to the people.

He had nothing but appreciation of the work of the missionaries at present engaged in Papua, and stated that he numbered some of the missionaries among his best friends. Emphatically, his remarks did not apply to the major societies at present in Papua.

The real question at issue seemed to be, "What is meant by Christianity?" If by that elastic term is understood a mere method of "saving souls only" without any care for the whole life of the people, then we are at one with Mr. Hides. Christianity, however, has wider implications and a vaster programme than that. The mission of Jesus was to human life in its totality—embracing moral, physical, and economic good as well as spiritual emancipation. Nor can they be separated.

We were all impressed by Mr. Hides' sincerity and frankness, and more than once, as he evidenced his love for these people, we were touched by his enthusiasm and devotion. And he has earned the right to speak on their behalf.

We found that in the main we were in harmony with his objective—a sane missionary policy working in conjunction with a sane civil administration. All this points the moral that missionaries who go to these primitive peoples should be thoroughly equipped for their delicate task and should be aware of the danger of breaking down a long-organised past without having carefully thought out plans for future development. For old interests, if a change has to be made, there must be substituted new and worthier ones.

It was a happy gathering and we confidently assure our people that Mr. Jack Hides and the Papuan Government staff, of which he is so illustrious a member, are in complete sympathy with the missionary objective which is the well-being—in the widest and best sense—of native races.

THE DOG HILL LIGHT

THE old light—the only one on Papua's East coast—erected by the Anglican Mission on Cape Vogel, near Mukawa, blessed and lit by Bishop Stone-Wigg on July 24, 1899, is to be replaced in a few weeks' time by an AGA light, with a flash of one second in two seconds.

The light has been in the hands of the Government for some time and is lit each night by a boy, under the supervision of the mission priest at Mukawa.

ILLICIT GOLD BUYERS SENTENCED

From Our Own Correspondent.

EDIE CK., Sept. 2.

ON remand from the District Court, R. Hall-Best, miner, J. H. Nicholls, store manager, and U. Cavalleri, mill-hand, appeared before Judge Phillips in Circuit Court on charges under the Gold Buyers Ordinance. Best pleaded guilty, Mr. V. Florance appearing on his behalf, and was sentenced to three years' imprisonment. Nicholls, who also pleaded guilty, received three years on the first charge and 18 months on the second, to be served concurrent. Mr. Basil H. Hill

appeared for Cavalleri, who was sentenced to two years.

Later in August a Chinese employed as a cook at N.G.G. mess was arrested for alleged gold buying from a native and appeared before the District Court. Mr. D. M. Cook (Messrs. Ollenshaw and Macgregor) defended. The accused was remanded to the Criminal Court.

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Are They New Racial Types in Papua?

Anthropologist Makes Some Biting Comment

WHEN Messrs. Hides and O'Malley, returning from their recent expedition in Central New Guinea, announced the discovery of a numerous native people of unusual appearance and habits, every silly newspaper commentator in two hemispheres let himself go in the field of ethnographical speculation, and some rather dreadful rubbish was published.

Everyone who knows anything about the Pacific Islands races will endorse heartily a letter which the Papuan Government anthropologist, Mr. F. E. Williams, sent to the Australian newspapers, and which was in the following terms:

The Strickland-Purari patrol carried out by Messrs. Hides and O'Malley has naturally attracted wide publicity. While joining heartily in the general chorus of praise, I determined to abstain entirely from any premature discussion or comment on the anthropological aspect of Hides and O'Malley's discoveries. I was, however, rudely startled out of this resolve by seeing a statement (attributed to Mr. O'Malley) in the "Sydney Morning Herald" of August 16, to the effect that the Government Anthropologist had said the new people "were of a Polynesian rather than a Melanesian type."

Let me assure you that there has been

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A recent snapshot of Mr. F. E. Williams, Government Anthropologist of Papua.

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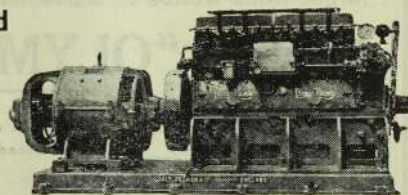
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some mistake. So far from having expressed any opinion to Mr. O'Malley on the racial affinities of the new people, I have never discussed the subject with him at all.

I take this opportunity of denying with all possible emphasis (if it is really necessary) that I think these people to be of Polynesian type, and of asserting with equal emphasis that for the time being I would not be so rash as to offer, or even to form, any opinion on the subject whatever. Incidentally, if one were forced to make a guess, I think "Polynesians" would be a lamentably bad one.

The determination of this people's racial type is work for the physical anthropologist, i.e., the student of comparative human anatomy; and on the peculiarly baffling subject of race there are at most a handful of men in Australia who can speak with authority. These men know that the question cannot be answered until, in time to come, full and accurate observations have been made and measurements taken.

Yet, in the meantime, all manner of amateurs and pseudo-anthropologists are freely expressing their opinions and promulgating their guesses through the newspapers. Pursuing the subject through a mass of press-cuttings one reads, first of all, that these people are "not Papuans"; then that they are "Asiatic"; in another place that they have affinities with the Mongols; in another with the Malays, and so on.

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One of the most prominent of Australian dailies refers (editorially) to the appearance of the new people as "highly suggestive of ancient Greek or Assyrian types, yet suggestive, too, of the Semitic." And one writer actually asks the question whether they can be "an independent survival of an almost pure early migration from the cradle of humanity"; and, again, whether "the resemblance to the Wise Men of the East" is merely a coincidence.

You will appreciate my feelings when I found it written down in the papers that I had added to this strange medley by comparing them to Polynesians.

I do not know to what extent the Press itself may be responsible for this balderdash. But there is one especially ridiculous feature of it for which the Press must surely be to blame. That is the recurrence of the phrase "White Race" in the headlines.

If we examine the letterpress of Mr. Hides' own contributions, or of the statements quoted beneath these very headlines, we find that he refers to the people at most as light-skinned, by which he obviously means that they are of a lighter brown than some others whom he has met with in Papua. Mr. Hides did not describe them as white to me, and I do not believe that he has described them as white to anybody. I can only attribute these misleading headlines to an uncritical enthusiasm on the part of certain Pressmen, or else to a deliberate intention to catch the eye of a credulous public.

Whether the newly-discovered people—whatever their skin colour—can be properly called a new race seems to me wholly questionable. Most of us, even the handful of competent physical anthropologists themselves, are still somewhat uncertain as to the meaning of the word. But we might be discreet enough to leave the matter to them; for even if they disagree, as they probably will, they still have a good idea of what they are talking about.

In the meantime, it may be pointed out that the manners and customs of the people, their dress, weapons, houses, agriculture, etc., are simply not relevant to the question of race. Nothing is so cold, we are informed, as yesterday's news, and, probably, by the time this letter reaches you, popular attention will have swerved in some different direction. And by the time we are able to say anything of real reliability and value about the anthropology of the new people, public interest in the subject may be entirely dead. This, however, will not matter greatly. Those who care to follow up the inquiry will have to delve in the pages of some scientific journal, where writers are more cautious and less excitable.

Mr. C. T. Halstead, who was recently appointed Suva manager of Messrs. Cable and Wireless Ltd., arrived in Fiji by the Monowai in September. Mr. H. Lanyon, whom he replaced, left for New Zealand by the Niagara on September 27.

Mr. F. E. Smith, of Clevedon, New Zealand, married Miss Cora Ray Edwards, of Suva, at the Holy Trinity Pro-Cathedral, Suva, on September 27. They left Fiji by the Niagara the same day for Auckland, where they will make their new home.

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TORPEDO PRACTICE INTERESTS RAROTONGANS

From Our Own Correspondent.

RAROTONGA, September 4.

ON August 15, H.M.N.Z.S. Dunedin, flying the broad pennant of Commodore the Hon. E. R. Drummond, M.V.O., dropped anchor off Avarua, Rarotonga. As the vessel was scheduled to remain five days a comprehensive programme had been arranged for the entertainment of officers and men. Lorry-loads of sailors were driven round the island, sports competitions were held in the various villages and a number of dances given.

On Saturday, the 17th, Tinirau Makea Ariki organised a small fish-drive at Titikaveka followed by a native *umukai* for the officers. Before leaving for Nukualofa on August 19 the Dunedin fired two practice torpedoes, an evolution which created great interest among the native who lined the waterfront to watch this unusual sight.

Miss H. Baker, who has been a mission worker for 30 years among the Australian aboriginals at La Perouse, Sydney, left on October 5 by the Katoomba to attend the centenary celebrations of the Methodist Church in Fiji. Her father was Rev. Thomas Baker, the first white missionary martyred in Fiji.

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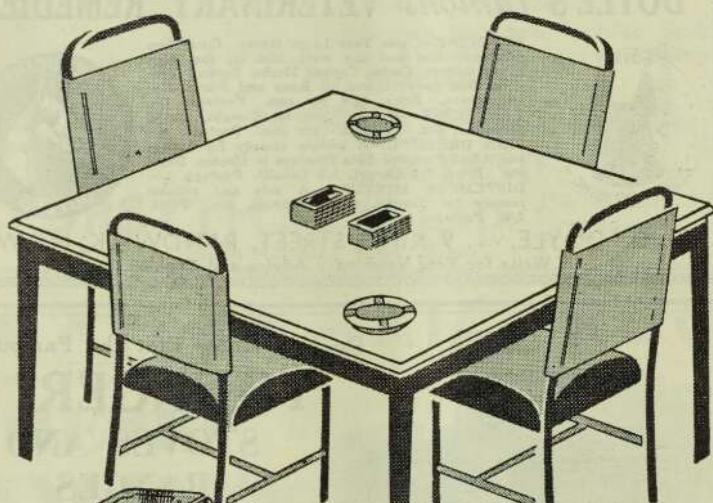
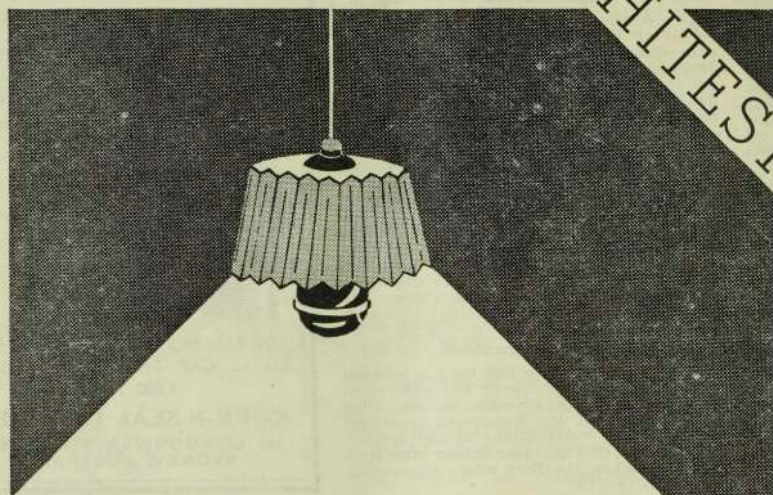
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MINERS' STRIKE

Ugly Situation in New Guinea

A STRIKE, involving about 100 European miners and artisans, which for a time had a very ugly appearance, occurred on the Morobe goldfield, New Guinea, between September 7 and 11. It was eventually settled.

The trouble commenced at New Guinea Goldfields Ltd.'s Golden Ridges mill and cyanide plant, near Wau. Fifteen miners were informed that their wages were to be reduced 1/ per day. They promptly ceased work; and they said they would not resume until they received higher, instead of lower wages. They were then discharged by the mine manager. Winchmen and scraper men ceased work in sympathy.

On Monday, September 9, the miners employed by New Guinea Goldfields Ltd. at Edie Creek came out on strike, in sympathy with the Golden Ridges men, and all were immediately paid off. All the unemployed men were thus without quarters; and proceeded to Wau, where lack of accommodation led to a good deal of discomfort.

Meetings were held during Monday and Tuesday and, eventually, an agreement was reached whereby all the men from both mines returned to work on Wednesday, on the same terms as were in operation prior to the dispute.

BRONZE MEDAL FOR BRAVE PAPUAN

From Our Own Correspondent.

PORT MORESBY, September 24. TABUA, a Papuan native of Mabaduan, west of the Fly River, in the Western Division, and formerly an employee of the pearling fleet at Thursday Island, has been awarded the Royal Humane Society's bronze medal for his heroic efforts to save the lives of members of the crew of the pearling lugger Rhodopis.

On March 12, 1934, a cyclone swept the northern coast of Queensland and the Rhodopis, with six other luggers, Waikato, Mossman, Quest, Lotus, Mildred and Waywego, overturned off Melville Island. Over 60 lives were lost, three of whom were Europeans. Only three members of the Rhodopis's crew of 14 survived—three natives of Mabaduan, one being Tabua, who received the medal.

EDUCATING ISLANDS CHILDREN

LIFE in the Islands entails no greater sacrifice than the separation from one's children when once they arrive at school age, and the problem of finding schools that offer the assurance that parents living at great distances look for, is not always easy of solution. In this connection, the announcement of Mowbray House School, Chatswood, N.S.W., appearing in this issue will be of interest to readers who are contemplating placing their boys at boarding school.

Mowbray House is one of the largest and best known privately conducted boarding schools in N.S.W. It was established by the present headmaster, Mr. L. Bavin, 30 years ago, and receives the support of Old Boys and ex-parents of the school, who may be found in almost every part of the Pacific. The school has won a high reputation for the soundness of its work, and boasts of a fine record of school sport. A most attractive feature from the point of view of the parent domiciled in the Islands is the home-like atmosphere brought into the boys' lives, and the attention paid to their health and comfort.

The disabilities confronting Islands residents in making a choice of schools for their sons are lessened by the special provisions made at Mowbray House for boys from the tropics, which include facilities for spending school vacations at the school country house in the bracing climate of the Southern Highlands.

TORRES STRAIT NOTES

From Our Own Correspondent.

THURSDAY IS., Oct. 3.

OUR cable has been broken for some weeks between Horn Island and Cape York in the Endeavour Strait through constant chafing on the coral reefs. A spell of calm weather enabled the mechanic to effect repairs, though for a while T.I. was dependent entirely upon the radio station.

Several local pearlshellers have been giving evidence in Brisbane before the Tariff Board committee of enquiry, which has been investigating the question of a Government bounty to assist the Australian marine industry. Objections have been raised to a bounty, as it would doubtless involve irksome Government control. It is still hoped that the local M.O.P. business will see better days, when some of the existing handicaps are removed.

Mr. Cecil Done, T.I. Town Clerk, is in Brisbane on town council business. Amongst other matters he arranged a deputation to the Government relating to additional unemployment relief money for the benefit of local men, who are awaiting an improvement in the marine industry.

Mr. Stoyles, officer-in-charge of the radio station, has left on transfer, and Mr. Baker has taken his position.

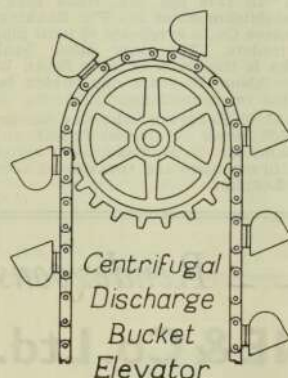
Mr. Goforth, of the T.I. State School, had to journey hurriedly to Australia for an internal operation. Mr. Ross, of Herberton, has arrived as the relieving teacher.

Mr. Provis has come from Sydney to take charge of the shipping department at the local branch of Messrs. Burns, Philp & Co.

Mr. Ernest Stephens, another victim of the Great War, has been laid to rest in our local cemetery. He had been ill for many months. The pall-bearers were members of the Returned Soldiers' Association, which was strongly represented at the funeral.

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"INDECENT" PAREU**A Quaint Story From London**

(From the Sunday Dispatch, London)
SOME months ago, the French Minister for the Colonies, Louis Rollin, rescinded the rule banning *pareus* in Tahiti.

The development occurred in rather an amusing way.

Recently, the women on the French Riviera have taken to wearing the new beach wear of flowered cotton brassiere, with scanty knee-length wrap-around skirt, copied from the one-piece *pareus* of the Tahitian girls.

Tahiti was in the boom, and the fashion spread to America. United States manu-

facturers started featuring Tahiti *pareus*, and socially-minded American women at Miami and other social resorts soon followed the fashions of Nice and Cannes.

At the French Ottawa conference, Monsieur Rollin learned with amazement the irony of the situation. For many years the native girls of Tahiti have been forbidden to wear the "indecent" *pareu*, and have always worn the short-sleeved long cotton dresses. The costumes of the women on the beaches of Cannes, Nice, and Miami could not look much different on Polynesians, and against the background which they were really made for. In consequence, the rule was rescinded, and the Tahitian girls are now smiling.

BANK OF N.Z. CLOSED DOWN AT LEVUKA

SUVA, Sept. 27.

AFTER having operated at Ovalau Island for 59 years, the Levuka branch of the Bank of New Zealand has been shut down. In 1876 the N.Z. Bank took over the establishment of the Fiji Banking and Commerce Co., a syndicate of local planters and traders. The only other bank at Levuka is the Bank of New South Wales, opened about 30 years ago, which is still carrying on operations.

Mr. C. E. Redgrave, who was manager of the N.Z. Bank on Ovalau Island, and his assistant, Mr. R. H. Page, have arrived in Suva to complete the transfer of accounts from Levuka.

SPECULATIVE FIJIAN SHARES**Indications of a Slump**

THE gold industry in Fiji is not going so well—for the speculators, that is. The following appeared in the Sydney Bulletin of October 9:—

Fiji gold shares continue speculative, a pronounced weakening in market support being noticeable last week. Emperors, which had been up to around 30/-, fell back to 22/-, recovering to 24/- on Friday; and Lolomas, selling at 50/- two or three weeks ago, were weak at 38/-.

Kororeres have also seen much higher than last Friday's 18/-; Nasivis, at £57 some time ago, were changing hands at 15/-.

Tavua Developments, selling at 15/6 a month ago, are down to 6/8, and Vees United, which went to 2/- a little while back, are around 9d. Speculators who have a fancy for a particular show don't like being put off it; but the prices paid for some Fiji propositions over the past few months have been ridiculous, considering the amount of development work towards proving ore-bodies.

Mount Kasi, on the other large island (Vanua Levu) in the Fiji group, at this stage is the safest mining proposition in Fiji. It has been working unobtrusively for two or three years, and a large body of about 10dwt. ore seems to have been definitely established. It is free-milling ore, and extraction of the metal is turning out to be inexpensive, with small losses in the tailings. The 3/- (paid) shares are around 18/6, giving the undertaking a valuation of £300,000. That figure seems to be well covered by ore reserves.

This development is merely a confirmation of what this journal has been urging for many months—namely, that there may be and probably is a body of gold-bearing ore in Tavua, sufficiently rich to justify the establishment of a gold industry, but that the enterprise has been surrounded by so much lunatic speculation and semi-roguery that the infant industry may be smothered before it begins properly to breathe.

The fault does not lie with the Government of Fiji. That wise institution has done everything possible to discourage speculation and encourage legitimate enterprise. Grave fault, however, does lie with the Australian authorities, who have permitted the most outrageous things to be done in Pitt Street and Collins Street in the name of Fiji goldmining.

The Australian Stock Exchange speculators who eventually are left with the scrip probably will be heavy losers; but as we look over the record of stock exchange transactions during the past six months we can only reflect that they will receive no more than they deserve. The genuine mining men—the prospectors and the mining engineers—have done their duty properly and legitimately, and for the most part all of what has been written has been justified.

Most of the trouble, and all of the bad smell, have been caused by greedy people in Sydney and Melbourne who have been trying to get something for nothing.

Mr. R. Lane, of Lami, Fiji, returned to the Colony from a visit to Australia by the September Monowai.

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NUMEROUS BRANCHES THROUGHOUT THE COLONY

October 24, 1935

THE PACIFIC ISLANDS MONTHLY

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SUDEST GOLD**Exploring Co. Formed**

A COMPANY to exploit the gold on the large island of Sudest, Eastern Papua, was formed in Sydney at the end of September. It is called Louisiade Gold, N.L., and the syndicate at the back of it includes Messrs. George Brett, K. Craig, Roy Smith, and J. B. (Sam) Roche. It is a company of £10,000, divided into 100,000 shares of 2/- . Some 40,000 of the shares were made available to the public and taken up within a few hours. The company will explore ground on Sudest which is reported to contain remarkably rich prospects, and will then merge into a big operating company, which is said to be all ready to take hold. It is understood that the company also has some leases on Misima Island.

This development on Sudest completes the trio—important operations are now afoot on Misima, Woodlark, and Sudest; and if something really worthwhile, in the way of an established mining industry in Eastern Papua, does not come of it all, many hitherto sound prophets will be sadly confounded.

Fiji Indian Sentenced to Death

SUVA, September 21.

AT the Supreme Court, Suva, on September 12, Gurditta, an Indian sugarcane farmer, was found guilty of murdering a compatriot, Indar Singh, at Burebasaga, Fiji, in August.

His Honour, the Acting Chief Justice, Mr. R. S. Thacker, passed sentence of death upon Gurditta.

Malekula Cannibals Captured in New Hebrides

A NATIVE missionary, Apok, was recently reported to have been killed and eaten by cannibals at Malekula, New Hebrides, in a remote part of the island, never previously visited by a white man.

During August, H.M.N.Z.S. Wellington was despatched from Vila to capture the natives alleged to be responsible.

A punitive expedition of 15 native policemen was landed under the command of District Officer C. G. Adams and, making its way inland, surrounded a village. Before the surprised tribe had opportunity to resist, the leading chiefs were seized. Using these men as hostages, the party secured the alleged murderers and safely returned to the vessel.

The accused natives were taken to Vila on board H.M.N.Z.S. Wellington. They will be tried on a charge of murder.

NEW BRIDGE OPENED IN SAMOA

From Our Own Correspondent.

APIA, Sept. 26.

A PLEASING little ceremony was performed on September 23, when the new Leilata Bridge over the Valsagano River was officially opened by the Acting Administrator, Mr. A. C. Turnbull, in the presence of a representative gathering of residents.

The bridge replaces an old wooden bridge, built during the German regime, and is the first bridge of modern construc-

tion built in Samoa. The structure is wholly concrete, with steel posts bedded in concrete, and steel girders. The bridge is in one span, and the total length is 64 feet. The four corner posts carry four high electric lamp posts, crowned with white globe lights.

The gathering was addressed by the Acting Administrator, who paid a tribute to Mr. A. Schaaffhausen, officer-in-charge of the Public Works Department, for the very creditable work shown in the construction. The work was performed entirely by native artisans and labour, at the very economical cost of £1,200.

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THE KIRKE FARM AT WAU

IN connection with the success of Mr. Hunter Kirke's farm at Wau, New Guinea, it is interesting to note that representations have been made to the Commonwealth Government to settle unemployed ex-soldiers in Morobe to cultivate produce for the goldfields.

"Bukit Bharn" (Malay for New Garden) as the Kirke farm is known, is attracting considerable attention in the district. The 10 acres of passionfruit and grape vines have all been trellised and are thriving wonderfully, as are the bananas, lettuce and granadillas.

Hunter Kirke, who had a distinguished war career, gaining the Military Cross, has been in the Mandated Territory for some six years. Before going to Wau he was a surveyor in the N.G. Administration. His brother, Clem, who is associated with him in the agricultural venture, is at present doing recruiting work in Northern New Guinea. He also was for some years a Government surveyor, having previously been connected with the Papuan Administration.

Captain E. N. Turner, Officer in Charge of Constabulary and Superintendent of Prisons in the Solomon Islands, returned to Tulagi with his wife by the October Malaita.

COLLECTOR of shells desires to make reciprocal arrangement with collectors of shells (marine, land and fresh water) in Pacific Islands, with view to exchanging specimens.

Write H. Bernhard, 92 Derby Street, Rockhampton, Queensland.

AVIATION PROGRESS IN PAPUA

New Landing Ground at Ioma, Northern Division

From Our Own Correspondent.

PT. MORESBY, Sept. 26.

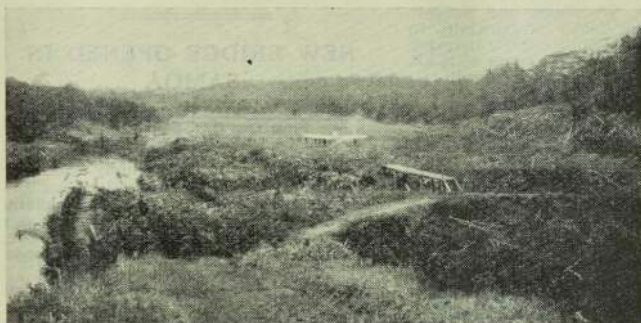
A NEW landing ground for Guinea Airways Ltd. has been completed at Ioma, in the Northern Division, a short distance from the Government station there. It is situated to the north of Kokoda, where a landing stage has been established for some time past at Ebel on the Yodda River for the convenience of Yodda Goldfields Ltd.

On August 30 the first flight was made by Orme Denny, Guinea Airways' well-known pilot, in a Junkers machine, flying from Port Moresby to the Yodda for purposes of inspection. A successful

landing was made and the 'drome was found to be in excellent condition. In future it will be used as an emergency landing ground on the Port Moresby-Wau air route.

The usual journey overland from the Yodda field to Ioma takes just over five days. The Junkers covered the distance in less than half an hour.

It is understood that, besides the new aerodrome at Ioma, another landing ground will shortly be constructed at Daru, the Government centre in the Western Division. This new 'drome will be used as an emergency landing ground for



Guinea Airways' Junkers machine on the new Ioma landing ground in the northern division of Papua. The photo. gives a good indication of the wild country surrounding the aerodrome.



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THE PACIFIC ISLANDS MONTHLY

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'planes flying from Somerset (at the tip of Cape York Peninsula, North Queensland) and Thursday Island to Port Moresby.

On September 18 Guinea Airways' Ford 'plane, with Orme Denny as pilot, made its first landing on the Bulldog 'drome, the landing ground on the Lakekamu goldfields constructed by Guinea Gold N.L. Owing to excessive rains the ground was not in its best condition; in spite of this a successful landing was made and the 'plane took off for Port Moresby and returned to Wau the following day with passengers from the Macdhui for the goldfields.

The R.A.A.F. Southampton flying boat, in charge of Squadron-Leader A. E. Hempel, Pilot-Officer L. E. Burt and a crew of three, arrived in Port Moresby from Yule Island on September 5. En route they examined the coastline from Daru for possible landing grounds, calling in at Kikori, Kerema and Yule Island.

On September 13, Squadron-Leader Hempel made a flight to Bulldog and Wau in Guinea Airways' 'plane, returning to Port Moresby on September 18. The Southampton will proceed shortly to Darwin via Daru after the arrival of engine parts from Australia.

GOVERNOR OF N. CALEDONIA VISITS SUVA

SUVA, September 23.

CALLING at Fiji on his return from Futuna and Wallis Islands, His Excellency M. Siadoux, Governor of New Caledonia and French High Commissioner for the Western Pacific, arrived at Suva on September 13, on board the Amiral Charner.

Courtesy calls were exchanged between M. Siadoux and Sir Murchison Fletcher (Governor of Fiji and British High Commissioner for the Western Pacific), and the Hon. Alport Barker (Mayor of Suva) and the Commander of the French sloop, Capitaine de F. P. Aldus. The French Governor was entertained at Suva by Major C. B. Joske, O.B.E., M.C., Consul for France.

The Amiral Charner departed for Noumea, New Caledonia, the same evening.

RAROTONGAN PRODUCE "VISITS FRIENDS" AT MAUKE

From Our Own Correspondent.

RAROTONGA, September 13.

SS. SHEAPHOLME, bound from American ports to New Zealand, was diverted to pick up a mixed shipment of tomatoes and oranges from Rarotonga and Mauke respectively. The vessel arrived here in mid-August, and, having taken on board approximately 4,000 cases of tomatoes, proceeded to Mauke to load oranges, returning again to Rarotonga for clearance two days later.

The Sheapholme is a slow ship and considerable anxiety was felt by local tomato shippers as to the condition of their produce on arrival at Auckland. The fact that the whole shipment was on consignment added greatly to this anxiety.

Surprise was also expressed that the tomatoes should have been, as the natives say, "taken to visit their friends" in Mauke when the ship might easily have loaded them on her return from that island, thus giving the fruit a far better chance of reaching New Zealand in good condition.

MODERN MARKET IN PAPEETE

From Our Own Correspondent.

PAPEETE, Sept. 3.

A USEFUL innovation for Tahiti is the new establishment known as the Oceanic Market, which opened recently opposite the Banque de l'Indo Chine in Papeete.

Housewives who are averse to leaving their beds at the first streak of dawn in order to make the day's purchases of fresh provisions may now obtain supplies from the Oceanic at any hour of the day or night. There is also an immediately available supply of delicacies not usually obtainable except by special order, such as poultry, fresh milk, pastry, imported game birds, and sausages. Ice is delivered daily to regular clients.

Run in conjunction with the Oceanic Market is the "Taverne," which comprises a coffee shop, grill room, ice cream parlor, and general refreshment catering. The refrigerating equipment for this establishment is operated by electricity, and provides storage space consisting of three chambers, each of 100 cubic metres capacity.

On a world cruise, the N.Z. yacht 'Te Rapunga' arrived at Rarotonga, Cook Is., early in October.

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N.G. GOLDFIELDS NOTES

Wau, September 26.

MR. and Mrs. Kevin Parer are on their way South from Wau and will spend a few weeks in Sydney before going on to relatives in Melbourne.

Miss Dot Blackley, who has been in the Government Service at Rabaul for two years, has enjoyed her holiday out in the Watut area and is, prior to leaving for Sydney, staying with her popular brother, "Snow" Blackley, at Golden Ridges.

The newly-formed Dramatic Society at Wau is busy with rehearsals; and, for Christmas, they are putting on an amusing show called "Respectability."

Mr. Clem Kirke, who has been recruiting

in New Ireland for the past two moons, returned to Wau this week after a very successful expedition.

Profound regret is felt here at the passing of "Rusty" Richards, at Brisbane. Tom Richards (Lieut., M.C.) has paid the price of the Great Tragedy of 1914. He was badly gassed and, after suffering much for the past two years, was ordered to Brisbane, and died there at the end of the month. He had many interests up here. He was greatly loved, and his articles in the Sydney Mail were among the finest ever written on New Guinea. His remains (cremated) were buried in the family vault at Manly, N.S.W., in the presence of many old A.I.F. men, the Last Post being sounded by one of his comrades of the 18th Battalion.

EDIE CREEK NEWS

From Our Own Correspondent.

EDIE CREEK, September 2.

PEOPLE who do not like our climate, say there are only two seasons at Edie Creek; the rainy season and the wet season. Local residents think August must be the wet season for the whole month has been drizzly with leaden skies, but the rainfall has not been great. Bad influenza colds, locally known as "Kus," have affected both European and natives.

On August 11, the annual meeting of the Edie Sports Club was held at the hotel. Officers elected: President, Cyril Eldred; secretary, J. Scarrah; treasurer, C. Budden.

Day Dawn have let all their alluvial ground on tribute. Mrs. Bowring, Robert Symes (who recently returned from a much-deserved holiday in Australia, Fiji and New Zealand), Arch Lyall (who has returned from Rabaul), and George Cooper are the lucky tributaries. As all Day Dawn alluvials are on the Merri, and its tributaries, this stream will have a new lease of life.

Mr. L. C. Shoppee was the successful tenderer for the famous El Dorado properties sold by the Lyall deceased estate.

Rumour has it that N.G.G. have struck a rich lode on the Maori Creek fall of the Kaindi Mountain. It means longer life and greater activities to these parts, if this is true.

On August 7, N.G.G. Athletic Club gave a send-off to the popular Kingsbury couple and Mrs. Gillis at the N.G.G. Mess, Edie Creek. The function was well attended and dancing was enjoyed to the small hours.

Mr. C. Marshall has arrived at Edie Creek to fill the office of Mines Superintendent, vacated by Mr. Kingsbury. Mrs. Marshall is a welcome addition to our few local ladies.

Monday, the 19th, saw another farewell party, this time to Mr. and Mrs. R. G. (Dick) Courtney, who are moving to a claim recently discovered in the Bulwa area. Held in the N.G.G. European Hospital, the party was a great success.

Mr. Russ Wild finished up on his N.G.G. tribute on the Royal Lease on August 20. As usual, his "wash-up" was good.

Mr. H. L. (Bill) Stower, of the Glasdon Lease, has been granted an extension of tribute. Shortly he will proceed to England for further medical treatment. Mrs. Stower has undergone an operation in Sydney and is rapidly recovering. Meanwhile Mr. Les. Hardman, Mrs. Stower's brother, is keeping the boxes filled.

Mr. Harold Strong, who relieved Mr. George Hoffman as road-master, has now left us to resume duties in Wau. He has been replaced by Mr. A. Cameron.

Mr. Ivan Clark, Government Medical Assistant, has been transferred to Rabaul. Mr. Collins, a new-comer to T.N.G., has relieved him.

Mr. "Doc" Davies has left the employ of N.G.G. Ltd., and is now tributary on the "Wattle Lease," Edie Creek.

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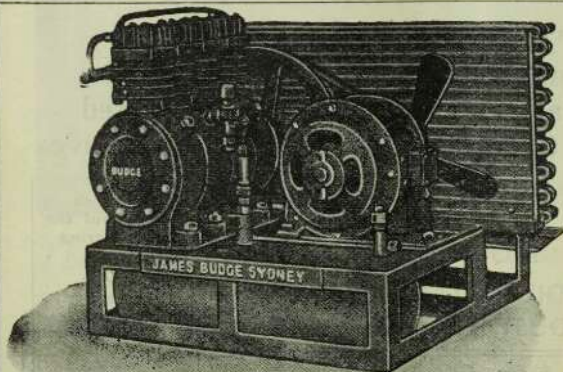
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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

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SAMOA NEWS

From Our Own Correspondent.

APIA, Sept. 26.

COMMENCING in October, the Union Co. steamers running from Vancouver to Auckland, are to call at Apia again every four weeks to take shipments of bananas offering at the present time, but it is doubtful whether there will be an ample quantity offering to provide full shipments. The Administration intends, however, to accept bananas in future from the more remote districts of Upolu and Savaii and furthermore to lease suitable Crown land at reasonable rates, and build a road inland parallel to the beach road, which will open up thousands of acres of good land suitable for banana and cocoa planting.

After the completion of the third annual boxing tournament of the Marist Brothers' School, which attracted a large audience to the Tivoli Theatre, Mr. F. L. A. Goetz, general manager of the N.Z. Reparation Estates, who is leaving Samoa shortly, was presented with an illuminated address, on behalf of the director, teaching staff, and pupils of the Marist Brothers' School.

The Swedish steamer Anten called at Apia recently to load 1800 tons of copra. Copra is still coming in very freely from the outside districts and export figures should be considerably higher than for the last few years.

The Maui Pomare took away a capacity cargo of bananas—over 7600 cases. The fruit was of excellent quality and should reach New Zealand in perfect condition.

Among arrivals by the Maui Pomare were Lance-Corporal J. M. H. Bower, of the Samoan Constabulary, and his wife, and Mr. Adkins (Bank of New Zealand), who returned to Samoa after several years' absence.

Rev. and Mrs. Conrad G. Stallan left Samoa recently for a vacation in England. On his return, Rev. Stallan will be transferred to American Samoa.

Rev. H. S. Perkins is expected back in December, when he will resume charge of the London Missionary Society's activities. Meantime, Rev. S. H. F. Phillips, head of the Malua Schools, is acting in his place.

The Hon. I. H. Carruthers, M.L.C., has received a communication from the New Zealand Government acknowledging receipt of the residents' petition asking for the appointment of Mr. A. C. Turnbull as Administrator of Samoa. The N.Z. authorities state that full consideration will be given to the petition.

Mr. J. A. Norrie, Commissioner of the High Court, Labour Commissioner, Crown Solicitor and Crown Prosecutor, is leaving Samoa in December. Mr. R. V. Kay, of the New Zealand Mortgage Corporation, has been appointed to fill the various positions.

Chief Judge J. H. Luxford is at present presiding at a session of the Lands and Titles Commission, where a lengthy calendar of native cases is being heard. He will return to New Zealand by the next Maui Pomare.

Rev. Father O'Reilly, of Paris, France, has been paying a short visit to Samoa. Father O'Reilly has done much scientific research work of an ethnological and anthropological character in the Solomon Islands, which he intends to continue in other groups, in the interest of the French Government, the Paris Ethnological Museum and Vatican Museum at Rome.

MARKETING PACIFIC ISLANDS GOLD

GOLD companies and miners in the Pacific Islands should, for their own protection, market their ore through a well-known established organisation which can be relied upon to give prompt settlement. By so doing, delays and inconvenience are avoided and full payment is assured. The Electrolytic Refining and Smelting Co., whose works are at Port Kembla, N.S.W., and Sydney office at 25 O'Connell St., is actively engaged in purchasing and refining gold and silver and has a good record of satisfaction with a large circle of clients. The Co.'s production of refined gold is at the rate of over £1,000,000 annually.

The Electrolytic R. and S. Co. has established facilities for the receiving and handling of bullion making for absolute safety and confidence. Assaying and refining are in charge of technicians of wide experience and the Co. has good market con-

tacts in London; for example, the record price of gold in Australia—£9/4/6 net per fine oz.—was paid by the Co. in March, 1935. Gold-sellers in the Pacific Islands and New Zealand should consign their parcels to the Co.'s Sydney office, thus expediting settlement. With New Guinea and Papua, except in very unusual circumstances, settlement cheque is forwarded by outgoing mail of the same vessel. As well as unrefined gold, the company purchases slags, ashes, crucibles, etc., containing gold.

The Electrolytic Refining and Smelting Co. of Australia Ltd., was formed in 1908, primarily for the purpose of refining by an electrolytic process the blister copper produced by Mt. Morgan G.M. Co., Queensland. The plant was later extended to handle the blister from Mt. Lyell, Hamp-

den, Cloncurry, and Cobar, and became the largest refinery in the British Empire.

In 1928 the works were purchased by the Broken Hill Associated Smelters Pty. Ltd., whose lead smelting plant at Port Pirie, S.A., is one of the most efficient in the world. Islands visitors to Australia are invited to inspect the Port Kembla works and witness the interesting processes involved in producing refined gold, silver and copper from bullion, mattes and ores.—**

Rev. and Mrs. H. Boettger, of the Neuendettelsau (Lutheran) Mission Society at Logaweng, New Guinea, returned to Finschhafen, after furlough, by the Montoro early in October.

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LAKES CREEK - ROCKHAMPTON

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PAPUANS GET £900 INSURANCE

From Our Own Correspondent.
PT. MORESBY, Sept. 26.

FIVE Papuans employed on a T.I. pearling lugger perished in a cyclone in Torres Strait last year and the Protector of Aborigines at Thursday Island made insurance claims on behalf of their dependents. As a result a sum of £300 was awarded to relatives of three of the deceased. The £900 was forwarded to the Papuan Administration by the T.I. authorities.

In view of the large sum of money available to natives who obviously have not advanced sufficiently to be able to make use

of it to the best advantage, the Papuan Government passed in the Legislative Council last July an amendment to the Native Ordinance (1893-35) whereby a trustee may be appointed by the Central Court for money or property of the value of £50 and upwards. This, of course, applies to natives who appear to be unable to utilise large sums of money, etc., to their best ability.

On September 4 His Honour, Mr. Justice Gore, in Chamber upon application by the Commissioner for Native Affairs (Mr. J. T. O'Malley) appointed the Treasurer of the Territory (Mr. E. C. Harris) as trustee in each of the three cases. He ordered that the sum of £900 be applied, capital and interest, for the benefit of the dependents at the discretion of the trustee.

NO SKIRMISH

S.I. "Amazons" Story is Denied

Letter to the Editor.

WITH reference to an article published in *The Pacific Islands Monthly* of July, under the heading of "Amazons to the Rescue on Shortland Island," I would be obliged if you would print this denial of the statements.

The Jubilee Celebrations held in the Shortlands were organised by the District Officer and the Right Reverend Father Boch and went off most happily in every way.

After Divine Service at the Marist Mission all residents of the district (Europeans, natives and Asiatics) were invited to attend the "Breaking of the Flag" at the Government Station, and after this ceremony was completed everyone joined in singing "God Save the King." In the afternoon dances were arranged by the various natives in the district and, in addition to the local natives, the Malaitamen employed on various plantations and on the steamer gang gave displays.

Never for one moment were relations between the Malaitamen and the Shortland Islands natives in the least bit strained and the so-called "promising scrap" quoted by your correspondent existed only in his imagination.

Your correspondent wrote from Tulagi, which is about 300 miles from Shortlands. Three Tulagi residents were present at the Celebrations, but it seems incredible that any one of them would have distorted the history of a very happy day for the sake of "a good story." A distorted account has been published, however, and residents of this district feel indignant about it.

It is untrue articles like this that put ideas into the minds of natives, many of whom can now read. There is no doubt that, to their primitive minds, the "wish is father to the thought"; and who can blame them for thinking that the white people present were disappointed that there was not a "promising scrap" at the termination of the dancing.

I am, etc.,
C. W. SETON.

Shortlands,
S.I., 16/8/35.

Miss Molly Swinbourne, of Wahroonga, N.S.W., sailed by the Malaita on October 5 for Tulagi. On her arrival there she was to be married to Mr. J. Menzies, of Talena, Solomon Islands. The bride's new home will be at the copra plantation on Talena Island, where she will be the only white woman.



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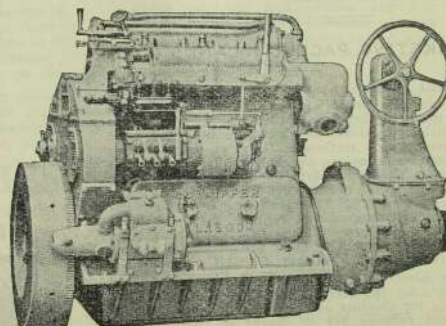
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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

65

PILOT FERGUSON KILLED

Carpenters' Dragon Moth Crashes at Bitoi Creek, N.G.

CRASHING in the jungle near Black Cat mining camp, New Guinea, Carpenters' D.H. Dragon Moth was completely wrecked on September 30 and the pilot, Colin R. Ferguson, 30, was killed. The plane was found wedged in trees, 30ft. above the ground. Ferguson had been hurled with terrific force from the cockpit.

The Black Cat mining camp, on Bitoi Creek, between Salamaua and Wau, is one of the most dangerous areas on the route. There is no aerodrome at the camp and the pass through the ranges at Black Cat is some 6,000ft. above sea level. On each side the mountains are at least 10,000ft. high and it is extremely difficult to find the pass when clouds obscure the mountains.

During the past two months the weather over the route had been particularly bad and little flying had been done. It is presumed that Pilot Ferguson, who was freighting supplies to the mining community at Black Cat, ran into heavy weather when crossing the pass and was forced down into the gorge.

A competent and careful aviator, Colin Ferguson was most popular in New Guinea. He was held in high regard by the Administrator (Brigadier-General W. R. McNicoll), whom he piloted on inspection visits to the Morobe goldfields area. Trained as an aviator and engineer by the New South Wales Aero Club in 1927, Ferguson was for a time assistant pilot in the Sydney-Melbourne service operated by Sir Charles Kingsford Smith and the late Charlie Ulm. In December, 1932, he joined Messrs. W. R. Carpenter and Co.'s service in New Guinea.

The plane in which Ferguson crashed was a twin-engined Dragon, purchased from a Western Australian company in December last year. Accompanied by his wife, who was the first woman to fly to New Guinea, Ferguson piloted it to Wau, via Port Moresby, Papua.

It is a remarkable coincidence that Ferguson's fellow-pilot, Donald Crisp, crashed in similar circumstances in the same vicinity on December 16, 1934. Though the Carpenter plane also crashed on the treetops on that occasion, Crisp's safety belt held him to the rear portion of the machine, which was suspended 70ft. in the air. Crisp escaped with only a few scratches.

MOROKA CO. AND PAPUAN CONCESSIONS

THERE have been changes in the condition of the Moroka Dredging and Exploration Co. Ltd., which was formed in Sydney in July to exploit a large tract of country in central Papua—roughly, the region lying around Port Moresby.

The Company was formed as the result of information submitted by Captain A. J. Kenrick, and its main object was "to acquire from the Moroka Alluvial Gold Syndicate certain rights and information, and, . . . to apply for a reservation with mineral rights over an area comprising approximately 5000 square miles."

In a report embodied in the prospectus, Captain Kenrick said: "I understand that the Papuan Government will consider an

application for the areas referred to from a company which deposits with a bank in Port Moresby a sum of £30,000, this amount to be held by the Company, but expended by it through the Government over a period of 5 years in prospecting and towards development."

The first directors were Captain Kenrick, Dr. A. E. M. Moir and Mr. J. H. Couch. It was stated in the newspapers, however, that the Company definitely had certain concessions in Papua, whereupon the Lt.-Governor of Papua announced that no promises of concessions had been made.

It appears that there was then some reorganisation of the company, and it was announced that the new directorate was Mr. H. E. Ross (chairman), Sir Arthur Rickard, Major-General Sir Charles Rosenthal, Dr. A. E. Moir and Captain Kenrick. The latest information is that the company, now proposes to

find a deposit of £30,000 to be placed in Port Moresby; and that an application will then be made for the concession referred to.

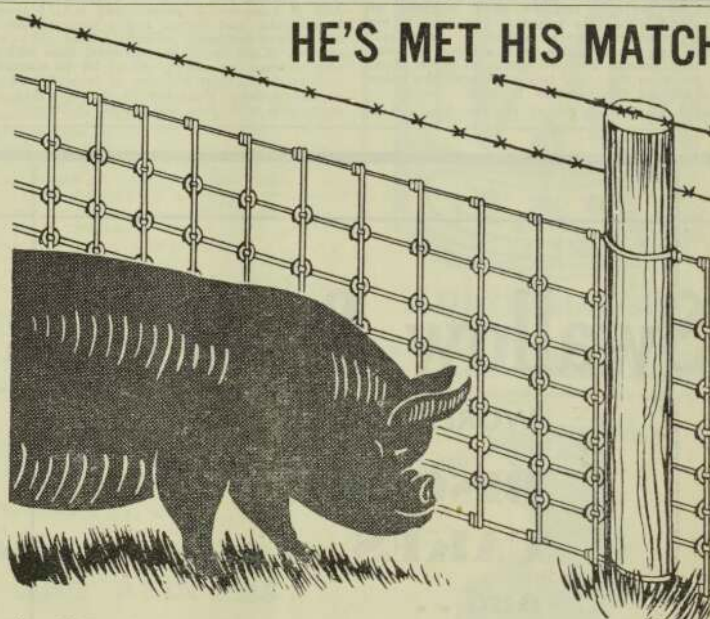
Mr. B. F. Hooper, of the Fiji Department of Agriculture, returned to Suva by the Monowai on September 20. With his wife, he had spent several months' leave in New Zealand.

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Housekeeping in the Tropics

Conducted by "Dorothea"

USES FOR COCONUT CREAM

COCONUT cream can be used in cooking to make nourishing and tasty dishes. It is obtained by scraping finely the white meat of a mature nut, and squeezing it through cheese cloth. Greens such as Chinese cabbage, sweet potato tops, tender taro leaves, or the tiny leaves at the tips of pumpkin shoots are all improved if, after they have been cooked in salted water, the water is strained off and sufficient coconut cream is added to moisten them. Reheat but do not allow to boil, as the coconut cream will curdle and spoil the appearance of the dish. An onion chopped finely and boiled with the greens, and a pinch of curry powder added with the coconut cream, makes a pleasant change.

Here is a recipe using either Irish or sweet potatoes:

Peel the potatoes and an equal quantity of onions, and slice into rounds. Put into a pie dish in alternate layers, adding a little salt between layers, and finish with a layer of potatoes. Add enough coconut cream to come about three parts up the dish, and bake until the onion is cooked and the potatoes browned.

Manioc can be substituted for potatoes, but it

is best baked in a casserole with the lid on, as the manioc bakes very hard if exposed and does not brown nicely.

Baked bananas in coconut cream is a quickly made and appetising dish.

Peel ripe bananas and place in a shallow dish. Put a squeeze of lemon juice and a little sugar on each, and add sufficient cream not quite to cover the bananas. Bake until they are cooked and lightly browned.

Coconut cream can be used with stewed or tinned fruits, in place of ordinary cream; and, added to sweet pastry in place of milk, it imparts a delicate and unusual flavour.

—"ARAORE," Papua.

TROPICAL CURRY

In a saucepan fry dices of a small green paw-paw, banana and onion in a tablespoon of fat. Add $\frac{1}{4}$ teaspoon of pepper and salt, 1 teaspoon lemon juice and sugar, and 1 dessertspoon each of coarse coconut, sultanas, flour and curry powder. Cook for a few minutes, then add large cup of water or stock. Allow all to simmer for half an hour, then add cup of minced cold meat or flaked fish. Heat for 10 minutes, then serve garnished with rice and slices of lemon.

RICE AND BANANA PUDDING

One-third fill a pie dish with cooked rice and spread with a thin layer of jam. Mash three bananas, spread on jam, and place another layer of jam on bananas. Add more cooked rice, then pour over whole $\frac{1}{2}$ pint of milk in which has been beaten one egg and a scant tablespoon of sugar. Bake in a moderate oven till custard is set.

—JUDY S., Giligili, Papua.

HOUSEHOLD HINTS

Half the jobs that get put off never get done. When washing silver, place a teaspoonful of borax in the water.

Lemon juice and salt will remove stains from the handles of knives.

Scorch stains on linen can be removed by rubbing with powdered borax.

Do not put lingerie or fine linen through the wringer.

Alum in the last rinsing water restores the colour of faded materials.

Melted butter makes an excellent substitute for olive oil in a salad dressing.

To cut warm cake, dip the knife in cold water.

For hot bread use a heated knife.

Well-dried orange and lemon peel both burn well, and help to cke out the fuel.

To prevent cakes burning, grease the tins with lard, not butter, and sprinkle lightly with flour.

If a stocking "ladders," try stitching the sides of the "ladder" together, using a fairly coarse stitch on the machine. As the fabric usually gives, this method of mending will not make the stockings too tight.

—BUKIT BAHRUM, Wau.

Little Islanders' Corner

"Dorothea" welcomes several little Islanders this issue and has written to "Gumatua" in Fiji, also to "Ruve" of Sigatoka, and sent stamps for her collection and names of pen friends.

Will Dawn Cattle write me again? Her long letter was most interesting. Dawn is only 16 and has had a serial story accepted by a Queensland paper. The story is built around Dawn's life on an island off the coast of Papua.

Joan Sturrock's letter and contributions are receiving attention, also letters from John England, Wilfred Mayne, Betty Woodland and Joyce Moxham.

Will little Islanders send birthday dates to "Dorothea"?

Dear Dorothea,—

Two Fijian boys decided to go out fishing one day. On their way back home, the rowlocks fell overboard. The smart lads marked the spot with a spear, anchored the boat, and swam ashore, expecting to find the rowlocks on the beach!

After a long search, it suddenly dawned on the brainy pair to swim back to the marked spot and dive for the lost articles.

Yours faithfully, GUMATUA.

Wai Kava,

Vanua Levu, Fiji.

Dear Dorothea,—

I am twelve years old, and will be thirteen on January 5.

My father is a surveyor, and we have lived in this district since I was two years old.

It is one of the nicest parts of the Fiji group. The climate here is always cool and fine, with a fresh breeze blowing in from the sea. We have very nice beaches and bathing, too.

Just now we are awaiting the completion of the new road, which will link us up with Suva, the capital. It will be about a hundred miles drive, and a matter of about three and a half or four hours' journey by car.

I see that you have offered to exchange stamps with "Little Islanders." I am a keen collector myself, and have a few Tongan stamps which I would be glad to exchange with anyone in the South Pacific.

I would like a European pen friend of my own age, from either New Guinea, Papua, the Solomons, or Samoa, please.

I will take the pen-name of "Ruve," the Fijian word for wood pigeon.

At the moment I have no photograph of myself to send you, but will do so later on.

Yours sincerely, "RUVE."

Sigatoka,
Fiji.

Any Little Islander may correspond with "Ruve," by writing first to "Ruve," c/o "Pacific Islands Monthly," 247 George Street, Sydney.

Swallow & Ariell's

WORLD RENOWNED

BISCUITS

CAKES

and . .

PLUM PUDDINGS



Manufactured at Port Melbourne, Australia

October 24, 1935

THE PACIFIC ISLANDS MONTHLY

67

DESICCATED COCONUT**London Interests Buy In At Samarai**

From Our Own Correspondent.

PT. MORESBY, Oct. 4.

A NEW company was registered in Port Moresby in August as Vavasseur's Ahloma Ltd., with a nominal capital of £15,000, in shares of £1 each, to take over the desiccated coconut factory owned by Ahloma Desiccating Co. Ltd. at Ahloma, near Samarai. The first directors are Messrs. C. E. Aumuller and W. H. Wright (Samarai); R. D. Bertie (Port Moresby), and Percy Vavasseur Appleby and G. R. H. Buxton (London). It is provided that so long as Vavasseur and Co. Ltd., of London, hold more than half of the issued capital, they shall have the sole right of appointing and removing the directors of the company.

The manufacture of desiccated coconut became an established industry in 1926, as the result of special encouragement given by the Australian tariff. Three companies erected plants and commenced operations—namely, Commonwealth Copra Company, of Milne Bay (Gill Gill); Coconut Products Ltd., at Aroa, in Redscar Bay (west of Port Moresby); and Ahloma Desiccating Co. Ltd., at Ahloma, near Samarai.

The export of desiccated coconut jumped from 40 to 108 tons in 1927-28 to 1,467 tons in 1930-31, valued at £79,264. Since then, the export has shown a decrease, owing to the manufacturers being compelled, with the New Guinea manufacturers, to restrict their output in order not to flood their only market, Australia. The export in 1933-34 was 1,274 tons, valued at £48,000.

DEATH OF OLD PAPUAN RESIDENT

From Our Own Correspondent

PORT MORESBY, October 4.

THE death occurred in the European Hospital on October 2 of a very well known resident of the Territory, Mr. Walter M. Reid, nephew of the late Sir George Reid.

Mr. Reid lived at Aroma. When the coastal steamer "Papuan Chief" arrived, he was found in an unconscious condition. He was immediately brought to Port Moresby, but did not regain consciousness and died the following day. He was 50 years of age and had been in the Territory since 1909, as a trader and recruiter.

TRADING IN THE SOLOMONS

"A Trader," writing from Tulagi, Solomon Islands, declares that "certain people down here have an arrangement with a Chinese trader. They always let him know when a payment is going to be made to their native labour; and, when he arrives, and is all ready to 'trade,' they pay out the wages. In return for this, the overseer gets some sort of commission, in trade or kind. At one time, the usual thing, for giving a trader an 'open go' at newly paid labour was 10 per cent. of the cash takings."

Comment seems superfluous!

Mr. R. A. Clinton, superintending engineer to Lakekamu Goldfields (Papua) Development N.L., who has been in Australia reporting to his principals the results of progress made in Papua, left for Port Moresby by the Montoro on October 5.

Miss Nancy Armstrong, of Cambridge, New Zealand, has been accepted by the Melanesian Mission as a worker in the Solomon Islands. She left Australia for Siota, where she will be stationed, by the Malaita on October 5.

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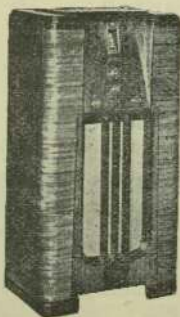
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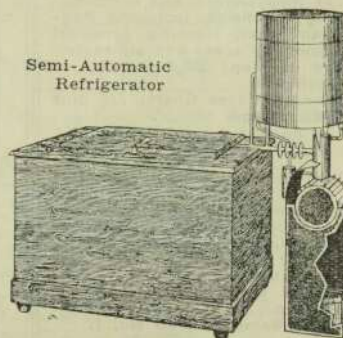
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ing and Trading Enterprises.

Mining propositions considered
with a view to flotation.

Gold Mining Maps: Man- dated Territory of New Guinea and Australian Territory of Papua.

The Company has for sale the
undermentioned copyrighted maps,
which are its own recent produc-
tions:

1. Map of the Complete Morobe
Goldfields, Mandated Territory
of New Guinea and surround-
ing Goldfields, including Papu-
an areas, showing principal
Company areas and air routes.
Size of Map: 35 inches by 30
inches.
Price on Paper Chart: 7/6 plus
9d. postage.
Price on Canvas and Rollers: £1
plus 1/- postage.
2. Detailed Map of the Wau-Edie
Creek Leases and Areas in the
Upper Bulolo portion of the
Morobe Goldfield, showing
established Hydro - electric
power transmission lines; also
air routes.
Size of Map: 40 inches by 30
inches.
Price: Same as Map No. 1.

PACIFIC MINING REPORTS

From Fiji

FIJI GOLD N.L.

In a report to the directors of the Fiji Gold N.L. on his return from Fiji, Mr. D. Reid states he visited the areas on the Tavua goldfield, for which licences have been granted, accompanied by Dr. Loftus Hills, consulting geologist, and Mr. H. V. Francis, engineer in charge of development work on the field. One of the areas showing great promise is known as Budd's, which comprises 480 acres, and is situated immediately west of the Korore, and joins Loloma West on the south. A large hill or spur near the centre of this area, rising up between two deep gorges, is engaging attention. An adit has been driven in on the southern side of an extensive lode formation. The first assays from this adit are awaited. Another area of promise, is F. S. Ragg's, two miles east of Budd's, but about nine miles by road. The development work on this area will be considerably expedited in the near future. A prospecting shaft is down 60 feet, and an assay from one of the trenches recently gave an encouraging result of 8 dwt. It is the intention of the board to diamond drill these areas at depth as soon as the plant on the field is available.

EAST REEFS CONSOLIDATED N.L.

Advice has been received in Melbourne by the management of East Reefs Consolidated N.L. from Mr. C. F. Eeles, Yanawai, Fiji, that he has commenced two new tunnels on the eastern side of the hill, which are now in 62 feet. These tunnels will give approximately 250 feet of backs.

PACIFIC GOLD N.L.

To prospect for gold in Fiji and develop any areas which may be acquired, Pacific Gold N.L. has been formed in Melbourne with a nominal capital of £20,000, in 2000 shares of £10 each. For subscription, 1350 shares were offered at par, holders of Pacific Gold Syndicate shares having the prior right of application, and 650 shares are in reserve. The contributing issue was underwritten by H. Byron Moore, Day and Journeaux, 376-380 Collins Street, Melbourne. The directors are Messrs. H. C. Cornforth, T. Laxton, N. S. Stuckey, R. P. Carver, and Sir Maynard Hedstrom (Fiji). Mr. G. K. Moore, of Bewick Moreing and Co., Collins House, is the legal manager. In the prospectus it is pointed out that in various sections of Viti Levu gold has been found, and judging by surface indications, and by costeanes, trenches, shafts and tunnels elsewhere, it is safe to assume that gold is not confined solely to the Tavua field. It is only on the extension of prospecting and expert investigation that other discoveries are possible. Although geological investigation is incomplete, the indications are favourable to the occurrence of substantial ore bodies and their persistence to depth—possibly great depth.

REWA PROSPECTING SYNDICATE

The management of Rewa Prospecting Syndicate reports that the syndicate has abandoned its area at Fiji owing to the low values disclosed. An alluvial area is now being investigated by the syndicate.

ALOHA CENTRAL G.M., N.L.

Negotiations have been concluded between Koroire G.M., N.L., and Aloha Central G.M., N.L., for the satisfactory working of the Cardigan lode should it be found to underlie the Aloha Central area. An agreement has been prepared and approved by the solicitors to the parties concerned, and it is in course of completion. Mr. Costello has granted, free of cost to the company, an extension of the option to Aloha Central G.M., N.L., until December 31 next. He has also expressed his willingness to extend the option to an even later date should the company so desire.

GRANITES DEVELOPMENT N.L.

The Melbourne management of Granites Development N.L. has received word from the company's representative in Fiji that the Nandi property of the company was inspected by Dr. Loftus Hills, and he suggested that a prospecting shaft should be sunk where the samples from the surface assayed 4dwt. a ton. Dr. Loftus Hills strongly recommended tunnelling Blair's property.

VEES UNITED, N.L.

The directors of Vees United, N.L., report that they have abandoned negotiations with the vendors of the property in the Lautoka district, Fiji. They state that they had ascertained that the vendors did not possess a prospecting licence, an application having been lodged but not granted. The vendors are, therefore, unable to sell or enter into any agreement to sell. With regard to the assays which were published as being up to 50z, actually the company's representative was informed they were a good deal higher. The company's assays give results from 5gr. to 18dwt. 5gr. gold per ton. These assays also showed a high percentage of copper. The company is now negotiating for a property in the Sigatoka district, which will be reported on by its consulting geologist, Dr. Loftus Hills.

SUKULAKI GOLD DEVELOPMENT, N.L.

Owing to the unfavourable results obtained, directors of Sukulaki Gold Development, N.L., have decided to cease operations, and abandon the option over the Sukulaki area, in the Tavua district, Fiji.

EMPEROR MINES LTD.

Large-scale operations were foreshadowed by Mr. E. G. Theodore, director of Emperor Mines Ltd., Tavua, Fiji, at a shareholders' meeting in Melbourne on October 3. Mr. Theodore said the working down to the 100 feet level had definitely indicated certain features. It was quite clear that on the lease there was a unique fault shear. This could be regarded as a most important structural feature, as it indicated the extension of the ore channel. There were other subsidiary ore bodies which may be parallel lodes or other forms of occurrences. Crosscuts had opened up large bodies of ore to the east and west, with good values throughout the whole distance. The width of the structure had yet to be proved, but already it was known that there was a large tonnage of valuable

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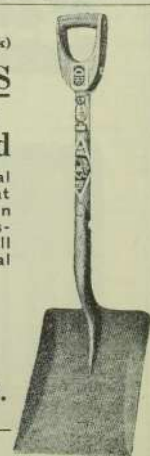
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ore. Good values had been proved for a length of 1000 feet, with every prospect of them continuing in a northerly direction for a considerable distance. The values could continue for 2000 feet without going outside the Emperor property.

On this main line of shearing a winze was started near the footwall side of the lode, and at a depth of 22 feet the sulphide ore definitely exhibited telluride. Values from 38 feet to 50 feet were 4½ oz. a ton. The winze had been temporarily stopped pending the installation of pumping equipment. At the end of November the extended plant would be operating at a capacity of 2000 tons of ore, of an average grade of 12dw. a ton, a month. Within the next twelve months sufficient data should be obtained from underground development down to 200 feet and from mill treatment to formulate a sound practical policy for the future working of the mine. This data should have no difficulty in providing this tonnage. Development work would now be more rapid as additional men were being employed, and an air compressor had been installed. The remuneration of each director was fixed at £250 per annum.

A message from Fiji on October 8 stated that for the four weeks ended October 5 the mill treated 365 tons of ore (dry weight) for a yield of 3600z. of fine gold.

RAKI RAKI (FIJI) SYNDICATE

In view of the unsatisfactory report on the Raki Raki field, furnished by Dr. Loftus Hills, it was resolved at a meeting of the board of directors at Melbourne on October 4, that Raki Raki (Fiji) Gold Syndicate N.L. will not exercise the option held on the field. Because of the present disturbing conditions the directors do not intend to consider any further areas, but have decided that the company be wound up and a return of at least 30% out of money in hand will be made to shareholders. Directors further state that negotiations are in hand to obtain a return of other money that has been expended for the purpose of increasing the return to shareholders.

HICKEY'S GORDON GOLD, N.L.

Owing to unfavourable results obtained from testing operations, directors of Hickey's Gordon Gold, N.L., have decided to abandon the option over prospecting licence No. 220 on Tavua goldfield, Fiji. This Melbourne company secured an option over the area in April last and have been actively prospecting and testing it ever since. The area joins a corner of the Emperor lease and its southern boundary runs along the Nasivi River.

GOLD MINES OF FIJI, N.L.

In a report to the directors of Gold Mines of Fiji, N.L., Tavua, Fiji, on his return from Fiji, Mr. Donald Reid, a director of the company, states the various areas for which prospecting licences have been issued are scattered over the whole of Tavua goldfield, and the development work has been commenced on all, but so far only in initial stages. Every area contains important possibilities. The engineer in charge (Mr. H. V. Francis) had a lot of preliminary work to do before the main work of developing the areas could be proceeded with. Apart from Flenon's area, for the quick development of which it has been decided to float a development company, Mr. Reid was particularly impressed with the possibilities of Goodsir's block. This area is located in the central portion of the Tavua goldfield, and has a number of outcrops of silicified rock, in which extensive lode formations exist. One large hill terminates in the high cliff which overhangs the Nasivi River, and at the base of this cliff, on the eastern side just above the water level, four adits are being driven in about a chain apart. No. 1 adit is in 38ft., and all assays went 2dw. No. 2 adit at the opening went 2dw. and 2ft. in assayed 3dw. No. 3 adit is in 15ft. all assays 2dw. No. 4 adit is in 10ft. all assays 2dw. Dr. Loftus Hills considers these assays most important and encouraging. It is the intention of the board to place the diamond drill on the block for immediate testing at depth.

HANLON'S WEST SILVER-LEAD, N.L.

At the end of September, Hanlon's West Silver-lead N.L. secured the right to an option, subject

POSITION WANTED

Married Man, age 27, Desires Position

Qualifications: 5 years' experience in Fiji as Assistant Store Manager, and as Plantation Overseer. Full knowledge double entry book-keeping, native labour, shipping, and costing. Overseer in charge extensive Island cattle and dairy farm. Practical experience launches, marine engines, timber construction, etc. Copies of references forwarded to any interested prospective employer. Write: R. HANSEN, c/o "Pacific Publications Ltd.," Union House, Sydney.

to examination within one month, over 360 acres on the Tavua goldfield, Fiji, adjoining the Sukulaki Gold Developments Co. on the north. The option was for eight months on the following terms:—£250 cash deposit within a month or after examination. £250 on the issue of a prospecting licence, and £2500 and 15 per cent. of shares if the option were exercised. The company had approximately £7000 in hand.

From New Guinea

BULOLO GOLD DREDGING LTD.

Production of the four dredges of Bulolo Gold Dredging, Ltd., for September, compares with that of the previous two periods, as follows:—

	July.	Aug.	Sept.
Cubic yards	968,000	961,000	931,000
Bullion, oz.	15,647	17,009	16,259
Gold, fine, oz.	10,847	11,837	11,292

VALUE—

Aust. currency..	*£94,911	*£103,573	*£98,805
Per cub. yd.	/23.53	/25.86	/25.49
Working profit	£66,893	£77,227	£72,695

* At £A8/15/- per fine ounce.

UPPER WATUT ALLUVIALS, N.L.

A geological survey of the Upper Watut area, in the Morobe district, New Guinea, was recently completed by Mr. N. H. Fisher, Government geologist. The report is of interest to shareholders of Upper Watut Alluvials, N.L. Mr. Fisher states the properties of the company are well placed, as they are fed not only by the Upper Watut River, but by the three tributaries, namely, Roaring Creek, Surprise Creek, and Iroa Creek. Below the properties held by the company is the granite bar at the mouth of the gorge, which has been responsible for holding back the gold and gravels which form the flats and terraces on the property. Despite the holding back of these gravels and gold, the gold which has gone downstream to the area

below the junction of the Bulolo River has been in greater quantities than that distributed to the Lower Watut River by the Bulolo River. The

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fineness of the gold in the Upper Watut basin covered by the company's properties is given as 830 fine. In the prospectus the fineness of gold was taken as 800 fine. Mention of the values to be found in the creek bed and terraces of the Iroa Creek is made. The Iroa Creek covers the property of the recently formed company—Irowat Gold Alluvials, N.L. The report states the conglomerate beds of the Upper Watut basin contain an appreciable quantity of fine gold, and that the whole series shows signs of tranquil conditions of deposition.

Since the formation of the Watut Co. an area known as Day's has been acquired. This property, in the opinion of the directors, adequately replaces the Mainka area, the option over which was not exercised owing to the existence of long-term tributaries' agreements.

Constructional plant has arrived on the Co.'s area at Upper Watut, and it is anticipated the civil engineering and hydraulic will be completed in January.

The Co. has accepted the tender of Siemens (Aust.), Pty. Ltd., for the supply of English electric water turbines, automotors and switchboard for £6362. The gear is for the erection of a hydro-electric power plant. The conditions require delivery at Lae, New Guinea, inside six months, the manufacturers to send their own engineers to supervise the erection. Current will be generated at a voltage of 3000, and the available head of water is 270 feet. The water will be diverted from Big Slate Creek at a point approximately $\frac{3}{4}$ miles

from the surge tank, which stands 270 feet above the power station.

ORIOMO EXPLORATIONS, LTD.

Directors of Oriomo Explorations Limited report that at Bulolo, New Guinea, good progress is being made in boring the 145 acres Consolidated claims. Results are so far up to expectation. The bores already completed on the river and terraces give results rising from 17 to over 19 grains a cubic yard, in depths ranging from 39 to 43 feet. Mr. G. A. More left for the area by the Macdhui on September 12. He was accompanied by Mr. M. Milstein, geophysical surveyor. Mr. Milstein, by a series of magnetometric traverses will determine the trend of the old river beds on the pastoral areas. These will indicate the position and depth of bores, and nature of plant necessary to prove values. This should materially lessen the cost and time of testing these extensive areas.

KORANGA GOLD SLUICING LTD.

Operations of Koranga Gold Sluicing Ltd., were interfered with by landslides during the year ended June 30 last, but production for the year from the company's own leases was 2230oz. bullion, which realised £10,437. In addition there was produced from the New Guinea Goldfields Co.'s leases, on which it had a tribute, 611oz., which realised £1735. Net profit for the year was £3917. Three dividends, each of 6d a share, were paid, and two bonuses each of 1/6 a share, making a total distribution of 4/6 a share, or 22½ per cent. Through the application of a mining ordinance which gives a lessee working in the bed of a stream a prior right to the water supply as against a lessee who diverts the water from the bed of a stream, the company was compelled to construct a new race from the Little Wau Creek, which cost £2325. This work has now been completed. A general inspection of native labour was carried out during the year by the Administration, and the official expressed gratification at the contented labourers, their excellent housing, and the care extended by this company to them.

UPPER SEPIK GOLD SYNDICATE N.L.

A report has been received by the management of Upper Sepik Gold Syndicate N.L. from Mr. H. Williams on the property six miles from Wau, New Guinea, in hilly country. The gold-bearing position, he advises, was old river beds. There appeared to be three different beds, and the chief one was being tested. It would contain approximately 6,000,000 cubic yards, the values ranging from 8/- to £2 a yard. He had put down 56 holes, ranging in depth from 12 to 18 feet. The overburden would average 2 feet, but was chiefly wash from the surface. The gold was coarse, and of good quality, being chiefly in the wash from 5 feet from the surface to the bedrock. All tests were being done by boxing. The wash was easily treated. Very little clay or pug were present, and large stones were few. The main old river bed running alongside a well-watered creek made it an ideal sluicing proposition. Water could be brought from the creeks at the head of the property at no great expense. Mr. Williams suggests the formation of a company, and to leave further testing of the property until production takes place in three weeks. A company, Mr. Williams adds, would be producing quickly after flotation, as the property is so situated that it would only be a matter of putting in pipes, pumps and nozzle. There would be no water races to cut to treat the first 4,000,000 to 5,000,000 yards.

MADANG ALLUVIALS N.L.

Madang Alluvials N.L. has been formed in Victoria with a capital of £1500, in £1 shares, to acquire the whole of the interest of the Madang Gold Syndicate N.L. in areas being tested by Gum River Development N.L. The areas comprise four dredging leases, having a total area of about 2000 acres, situated on the Gum River, in the Madang district, New Guinea. The purchase agreement between Madang Alluvials and the Madang Syndicate provides for the payment by Madang Alluvials of £1000 within one month of registration, and also that the Madang Syndicate is to subscribe for 1000 shares. Of the total shares in the new company 150 shares are to be allotted as fully paid to Mr. T. Schilling, of Madang, for services rendered, and 1050 shares are being subscribed at £1 each on application, while 300 shares are to be held in reserve.

GOLD PROSPECTING AND DEVELOPMENT (NEW GUINEA), N.L.

Mr. K. W. Steedman, legal manager in Melbourne, of Gold Prospecting and Development (New Guinea) N.L. advises that, on the recommendation of the engineer, a six months' working option has been taken on the reward lease, on the proclaimed goldfield of Tugi Tugi, on the island of Tatau, Tabar Island group, New Guinea. Tatau is approximately 80 miles south-east of Kavieng.



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and rises to 1000 feet above sea level. The area is about 800 feet above sea level, and comprises a large lode formation of soft, easily worked, material. The lode runs the length of the lease, and gold has been proved over a width of 50 feet and a length of 100 feet along the formation. Prospecting has been hampered owing to heavy undergrowth. From a costeen 35 feet long by 10 feet wide and 10 feet deep, the original prospectors recovered 100oz. of gold by sluicing the lode material through sluice boxes. Two hundred oz. of gold was recovered in a short space of time, although primitive methods of extraction were used. Tailings, for a distance of half a mile downstream were dollied by the engineer, and all showed fine gold, as did the residues thrown out of the boxes. In the opinion of the syndicate's engineer, mining operations will show a profit of £2/10/- a ton. The directors intend proceeding with a vigorous developmental policy, comprising shaft sinking, cross-cutting and adit driving, to prove the dimensions of the find.

DEVELOPMENTS (NEW GUINEA) N.L.

Having inspected No. 1 area on the Upper Watut, New Guinea, under option to Developments (New Guinea) N.L., Messrs. Spence and Smith, engineers, of Wau, recommend testing the property. The lease consists of a series of flats up to 15 chains wide, containing a large area of wash. Arrangements are being made for systematic testing, as recommended by the engineers.

GOLDEN TERRACES (N.G.) SYNDICATE

A report has been received from Mr. T. R. Victor, mining engineer, in which he states that he has inspected all the areas at Edie Creek under option to Golden Terraces (New Guinea) Syndicate N.L., and that he finds that conditions are exceedingly rough. There are many huge boulders, and it is impossible to improve on present methods of working, except with heavy expenditure. The terraces are limited and scattered, and, in his opinion, the areas definitely are not suitable for a company.

GOLDEN DEEPS, N.L.

The secretary of Golden Deeps N.L. reports that under instructions from the directors, Mr. T. R. Victor, mining engineer, of Melbourne, visited the field and the following radio has been received from him: "Have inspected deeps, recommend opening out at 67 feet main level immediately, some good values." In view of this encouraging report by Mr. Victor, the directors have instructed the mine manager to proceed with the work.

EQUATORIAL GOLD EXPLORATION SYNDICATE

Accounts of Equatorial Gold Exploration (New Guinea and New Britain) Syndicate N.L. for the year ended July 16, show a loss of £356. Cash in hand at the end of the term amounted to £587, while sundry debtors owed £150. Prospectors' expenses were £1756, and lease rents were £520, while expenses of management amounted to £1035. Creditors were owed £64. A circular accompanying the balance sheet reviews the company's operations in New Guinea. An option over dredging claims on the Upper Ramu River is now held. Mr. J. M. Spence, mining engineer, of Wau, states that the lower areas require testing by boring, and that to make substantive report on the upper areas he would require to have them pitted under his own supervision. On September 16 he cabled that he had commenced operations, and would be pitting for about 10 weeks. An extension of the option had been granted until December 31, without any further payment to the owners of the area.

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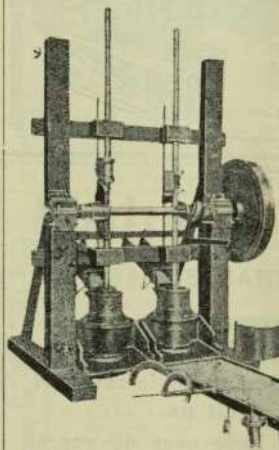


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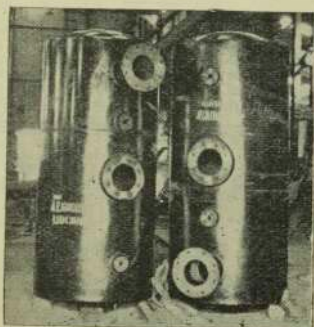
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IROWAT GOLD ALLUVIALS N.L.

To acquire from Mt. Lawson Prospecting and Option Syndicate N.L., leases at the junction of the Iroa Creek and Upper Watut River, New Guinea, comprising an area of 434 acres, Irowat Gold Alluvials N.L. has been formed. Capital is £100,000, in 800,000 shares of 2/6 each, of which 587,750 have been subscribed for and 212,250 are to be issued as fully paid, of which 156,250 will be allotted to shareholders in the Mt. Lawson Syndicate and 56,000 to the holders of the leases. Shareholders in Mt. Lawson had the right to apply for 187,500 of the contributing shares, and the Syndicate will also receive a cash consideration of £14,000. The Syndicate will pay the original vendors £10,500, in addition to the fully-paid shares. The prospectus states that the cubic yardage will, from present information, be approximately 4,500,000, with the possibility of side pegging increasing this amount. Testing has been carried out by Messrs. Spence and Smith, of Wau, and embraces a substantial portion of the area. This has given an average value to date of between 3/- and 4/- a cubic yard. The wash is favourably situated for ground sluicing. The creek bed will be treated by hydraulic elevators. Apart from a race, other capital expenditure will be confined to plant, which is simple and comparatively inexpensive. There will be five sluicing

units, and in estimating revenue it has been assumed that four units out of the five will be in constant operation. Mr. D. J. McClelland, engineer, and Messrs. Spence and Smith are of opinion that costs will not exceed 9d. a yard, and may be lighter, but calculations have been based on 1/- a yard. The recoverable value a cubic yard at a conservative estimate, with gold at £8 an oz., is 3/-, and the cost 1/-, leaving a net profit of 2/- a yard. Based on 600,000 cubic yards at 2/- would provide £60,000, which is equivalent to 1/6 a share per annum.

MOROBE ALLUVIALS N.L.

Operations of Morobe Alluvials N.L., New Guinea, were held up owing to delay in getting transfers of leases and titles completed, and difficulty in organising fresh labour. A partial clean up, however, resulted in 22oz. of gold from about 500 yards of material.

NEW GUINEA GOLDFIELDS LTD.

Monthly returns of production and estimated profits of New Guinea Goldfields Ltd. are as follows:—

Alluvial—	July	August	Sept.
Fine gold, oz.	1,599	1,250	994
Fine silver, oz.	1,251	927	718
Mill (Golden Ridges),			
Fine gold, oz.	1,525	1,592	1,514
Fine silver, oz.	1,095	1,065	983

Estimated profit—	June	July	August
Alluvial	£9,000	£7,818	£6,449
Mill	5,989	7,449	9,587

NEW MOROBE GOLD N.L.

Having inspected the Kela lode, near Salamaua, New Guinea, held under option by New Morobe Gold N.L. from Malinar (New Guinea) Gold Ltd., Mr. T. R. Victor, mining engineer to Australian Gold Development N.L., advises the abandonment of the option. The directors will adopt the recommendation. Known as the Kela Ridges, the area is a mile in length and 500 feet wide, consisting of a large ironstone and quartz formation disclosed by a landslide. The ridges in which the formation occurs are 600 feet in height, and preliminary tests were reported to have given satisfactory values. The ore does not disclose visible gold, but assays and check assays gave an average value of 12dw. 14gr. a ton. The area was pegged by Mr. M. Chambers, the Malinar Co.'s New Guinea representative. The representative of New Morobe in New Guinea early in September reported that he had traced the reef for 150 feet in length by 6 feet wide, adding that it was carrying high values. New Morobe also owns an area of about 960 acres, close to the Sunshine aerodrome, in New Guinea. The area is reported to consist of low flats, some of them three miles in width, with the Watut River as the centre of the leases. Messrs. Spence and Smith, of Wau, the company's engineers, having expressed the opinion that they consider the leases sufficiently attractive to warrant boring and testing, boring will be undertaken. As the wash is likely to be deep a power drill will be used. Share values of New Morobe and Malinar Gold weakened on the Stock Exchange following the recommendation of Mr. Victor.

ENTERPRISE OF NEW GUINEA N.L.

A message was recently received by the Melbourne office of Enterprise of New Guinea N.L. from the company's general manager in New Guinea (Mr. Harold Tylor) suggesting that the capital of the company should be increased with a view to extending its activities to petroleum search and further mining and general developments in New Guinea. The directors held a meeting to discuss the proposal, and the question is under consideration. They state that while the company has ample capital for present mining operations, it will be necessary to raise additional funds if a comprehensive oil search is to be undertaken. During September and October reports were current that Dutch interests who have been seeking the eastern extension of their proved oilfield, sank a bore close to the boundary of the Enterprise Co. with favourable results.

Mr. Tylor reports that while prospecting recently on one of the properties held by the company in New Guinea an adit which has been commenced revealed an oxidised lode 3ft. wide. Free gold is showing in every sample washed, and the formation presents favourable indications. Production on the Surprise Creek lease, from September 18 to 28, was 20oz. of bullion from 430 cubic yards, showing a return of 6/- a cubic yard, taking bullion at £6/10/- an oz. This work is being carried on with a pilot plant to obtain an estimate of the values, prior to the installation of a large sluicing plant. A further area has been pegged at Surprise Creek, adjacent to the present holding. Costing on the Oriabanda area has disclosed some auriferous formations of an encouraging nature, but further work must be done to ascertain values.

From Papua**GUINEA GOLD N.L.**

The secretary of Guinea Gold N.L., Adelaide, has received a wireless message from Mr. G. S. Dyer, who is inspecting the company's properties in Papua, stating that the upper part of the Bubau claims, where the creek branches, looks hopeful, and the Punjab area also looks encouraging.



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ing. Regarding Tauri area, present results are meagre, but a new line of borholes is being started one mile farther up the river. On completion of this work Mr. Dyer expects to be in a position to give a definite opinion upon the future of the Tauri property.

MISIMA GOLD REEFS (N.G.) N.L.

Directors of Misima Gold Reefs (New Guinea) N.L. recently granted a further extension of the option over the property on Misima Island, Papua, to Oroville Dredging Co. Ltd., for four months as from September 30. In their annual report the directors advise that it was decided after carefully considering the report of Mr. S. Love, the Oroville company's engineer for Misima, who produced the plans of the developmental work carried out to date, and books showing sampling and assay records. Mr. Love advised that a considerable amount of work had been done on parts of the lode, which disclosed low-grade ore. He required an extension of time to complete his programme of development, the locations, where the lodes gave much better promise, by sinking three winzes to a depth of 100 feet from the bottom level. The widths and values were erratic, as in parts values as low as 1.5 dwt. were met with, and at other parts, mainly at deeper levels, values of over 1oz. were encountered. Mr. Love estimated 25,000 tons of payable ore, with an average value of 3.5 dwt. of gold a ton, had been proved to date, other portions of the lode being low grade. The Oroville company will pay £250 to meet commitments and office expenses. This amount will be deducted from the cash consideration payable, should the option be exercised. Expenditure on profit and loss account for the 12 months ended August 31 was £278. At that date the company had £50 in hand, and liabilities amounted to £265.

MISIMA CENTRAL GOLD N.L.

A radiogram has been received by the management of Misima Central Gold N.L. from Mr. H. F. Pearson, mining engineer who was commissioned to inspect and report on the Giniisa and Tomiera leases on Misima Island, Papua. Mr. Pearson states that the leases are not favourable, and further operations are not advisable. Assays of 80 samples taken gave very low values, 75 being under 4 dwt. a ton. In a few places where values are payable, the formation is not likely to continue.

NEW MISIMA GOLD MINES LTD.

New Misima Gold Mines Ltd., Misima Island, Papua, reported on September 14 that 1,511 tons of ore were put through the mill in August and yielded 1,125 tons of sand and 386 of slime (this tonnage included six days' trial run of three shifts on treatment plant) for gold bullion of approximate value of £A3,620. A new reinforced concrete slimes agitating vat has been erected with channel iron lifting gear instead of timber. Mine work has been carried on as usual; main levels have been extended 102 feet, cross cuts 44 feet, rises 50 feet, repairs to main levels 180 feet. Monthly dividend, number 46, of 2/- per share was declared.

Later, on October 2, Mr. F. W. Cuthbert (managing director) reported from Misima Island that for September 1564 tons of ore were milled, yielding 1146 tons of sand and 418 of slime for gold bullion of approximate value of £A3454. Mine work—Main levels were extended 99 feet, cross-cuts 54 feet, rises 111 feet, repairs to main levels 208 feet. A further monthly dividend (No. 47) of 2/- per share was declared.

LAKEKAMU GOLDFIELDS (PAPUA) DEVELOPMENT N.L.

Recent operations of Lakekamu Goldfields (Papua) Development N.L. have been retarded by weather conditions, but check boring required by Mr. R. A. Clinton on Camp and Middle Creeks (Twisty Areas) is complete, and boring operations have now been concentrated on the Tiveri River (Twisty Areas), a portion of which was recently pegged on behalf of the company, and the remainder of the area obtained under a six months' option as from September 1. This area is believed to contain a large yardage of payable wash, and will augment areas already bored on Twisty. Extension of options has been obtained on other areas comprising the Twisty Areas and Tiveri main leases. It is anticipated that in the near future boring operations will have reached a stage permitting a full report on the company's properties.

GOLDEN STREAM N.L.

Advice has been received by the management of Golden Stream N.L., Papua, from Mr. G. S. Dyer, advising that present results are meagre, but a new line of bore holes is being started one mile further up the river, on completion of which work he expects to be in a position to give a definite opinion upon the future of the Tauri property. Mr. P. Delme-Radcliffe has also wired asking for ad-

ditional parts for his prospecting drill. Under his arrangement with the company he has for some months past been out from Bulldog prospecting further areas known to him.

MORESBY KING LEASE

Mr. Travers Black, mining engineer, who has been inspecting "Moresby King" claim on the Astrolabe goldfield (Papua) for Mandated Gold Options N.L. (of which Mr. A. Christie is manager) left for the New Guinea goldfields to make further inspections for his company on September 27. On his return he will continue his inspections on the "Moresby King." Cross-cutting is proceeding on the claim, and is being extended, all in solid ore, on the No. 4 adit. A cross-cut, a hundred feet in from No. 1 tunnel, is expected to strike the lode in 12 to 14 feet.

LAKEKAMU AND ASTROLABE FIELDS

Applications for five gold dredging claims were heard by the Mining Registrar for the Warden of the Lakekamu Goldfields, on September 26 and 28 at Port Moresby.

One thousand two hundred and twenty-five

acres were applied for by Vivian Hides, for two claims situated on June and Cassowary Creeks, known as "June" and "Cassowary."

Five hundred acres by Lakekamu Goldfields (Papua) Development N.L., near Tiveri River, known as Tiveri No. 2 and 3.

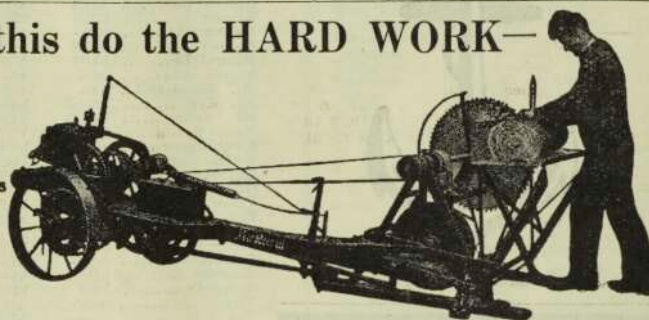
Two hundred and forty acres, by Albert Edward Bethune, near Tiveri River, known as Tiveri No. 2.

All applications will be heard on November 25 and 27.

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Gates and Fences

Buzacott Metal Gates and Wire Fences combine appearance and solidity.

DEFINITE PROOF

Lever Bros. bought one machine for their plantations—then purchased six more. The Bulolo Gold Corporation use several machines. The New Guinea Administration operate them also. There are hundreds of others. It is cheap—it is economical. Write for pamphlet to-day.

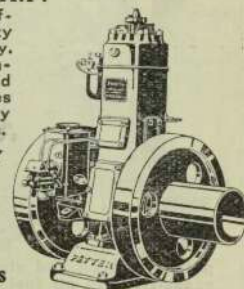
Buzacott NEW RECORD DRAG SAW



From 4 to 450 B.H.P.

Unrivalled for efficiency, simplicity and dependability. There are the famous Semi-Diesel and Atomic Diesel types in both Stationary and Marine Models.

STATIONARY AND MARINE TYPES PETTER Diesel Engines



Write to-day for an illustrated pamphlet.

Buzacott & Co.
LIMITED

7-11 MARKET ST., SYDNEY.

Sturdy and strong, the Petter Crude Oil Engines are in use throughout the Islands. They never let you down.

ASTROLABE MINERAL FIELD

On September 23, three applications for mining leases, on the Astrolabe Mineral Field, amounting to 82½ acres, were heard and recommended for approval to survey in the Warden's Court, before

the Warden (Mr. C. T. Wurth). They were Applications No. 113, known as Jobo, of 22½ acres, made by P. R. Hinds and C. E. Carr; and Applications Nos. 114 and 115, known as "Sapphire" and "Merrie England," of 30 acres each, by C. E. Carr. All leases lie to the south of the Rona-Port Moresby Road.

Up. Sepik	s£10	s£10/10/-	s£9/10/-
Up. Watut	b5/11	b7/2	b7/6
Vees United	b3d.	b8d.	b8d.
Yodda G'field	b3d.	b11d.	b9d.

GILLESPIE'S**"ANCHOR"
FLOUR**

TRADE MARK

*The Standard of Quality.***Monthly Share Fluctuations**

	Mid-Aug.	mid-Sept.	mid-Oct.
Aloha Central ..	b£26/10/-	b£35	b£22
Bulolo Deposits ..	b10d.	b11½d.	s1/-
Bulolo G.D.	b£8/10/-	b£8/7/-	b£7/10/-
Day Dawn (N.G.)	b6½d.	b8½d.	b7d.
Day Dawn (Sth.)	b3½d.	b3d.	b6d.
East Reefs	b£3/5/-	b£16/10/-	b£6
Edie Ck.	b24/6	b£2/10/-	b£3
Emperor Co.	s6/-	b27/9	b23/1½
Enterprise	b£3/15/-	b2/7	b7/6
Fiji Corp.	b£4	b£6/5/-	b£4
Fiji Gold	b14/9	s£3/10/-	b£3
G.M. of Papua ..	s£5	b13/7	b13/3
Golden Terraces ..	b£13	s£5	s12/6
Goldmines of Fiji.	s24/6	b£23	b£12
Guinea Gold	b25/6	s21/6	s20/5
Koroere	b91/-	b25/3	b22/2
Malinar	s£27	s95/-	b34/9
Mineral Dev.	b3/11	s£16	—
Morobe Alluv.	s8/6	b7/7	4/3
Mt. Kaindi (Pd.).	s6d.	s5/-	s3/6
Mt. Kasi	s19/10	s6d.	b1d.
Mt. Lawson	s£120	b20/6	b19/6
Nasiv Syn.	b£14/10/-	s£99	b£26
New Morobe	s17/-	b17/7	s10/-
N.G.G. Ltd.	b7/3	b£15	b£6
Oil Search	b3/7	b6/2	b6/-
Oriomo Exp.	b5/6	b3/6	b3/6
Placer Dev.	b£32	b4/3	b4/10
Raki Raki	b£8	b£5/7/-	b£5/3/-
Samarai (Pd.)	s1/9	s£1	s£1/10/-
Sandy Ck.	b2/11	b1/-	b1/-
Sukulaki	b30/-	b2/7	b2/7½
Sunshine Gold ...	b12/11	s25/-	—
Tavua Dev.	b4/9	b14/9	b12/9
Tiveri	s15/-	b13/9	b5/7
Totola	—	s11/-	—
		b7/3	s6/6

NOTABLE BOOKS

OCEAN ISLAND AND NAURU, by Albert F. Ellis, C.M.G., F.R.G.S.

Every reference library must obtain this book—it is an authoritative record of the phosphate industry in the Central Pacific, and it also is a complete history of an important section of the Pacific territories.

But its greatest appeal will be to the general reader, who always is eager for tales of romance, colour and adventure of life in the Pacific Islands. He will get his money's worth in this book, in overwhelming measure. Mr. Ellis went into the South Seas seeking phosphate, in the days when life there was more primitive than to-day; and he has seen extraordinary things on the more isolated islands, and he has had a share in building up the phosphate business, from a mere matter of scratching laboriously on lonely coral reefs, to one of the world's biggest industries. His description of how the phosphate rock is taken from the tops of Nauru and Ocean Islands, and loaded onto ships which lie out on unsheltered anchorages, all by mechanical means, is one of the most fascinating things we have read. The book has many illustrations and maps, and an index.

Our copy from the publishers, Angus & Robertson Ltd., Sydney. Price, 7/6.

SKY PILOT IN ARNHEN LAND, by K. Langford Smith.

Mr. Langford Smith is a missionary. The "Sky Pilot" was the aeroplane which

KELVIN DIESEL ENGINES**Special Islands Offer**

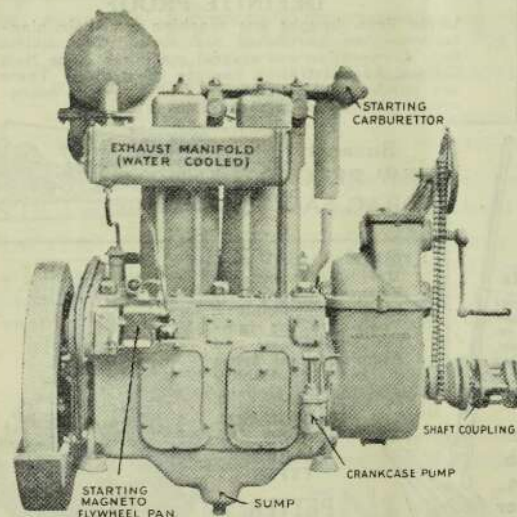
We have decided to make a special offer of the following two Kelvin Diesel Engines.

Kelvin Diesel Engine, 22 H.P., 1 Cyl., 750 Rev.

Kelvin Diesel Engine, 22 H.P., 2 Cyl., 1000 Rev.

Both engines are guaranteed to develop 22 Horse Power under constant working conditions and capable of an overload of 20% without any increase of speed or smoke, all engines have been tested by Lloyd's Surveyor and every client is supplied with Lloyd's Certificate of the actual test.

The specification of either engine is as follows.—Engine complete with reversing gear, clutch, starting gear, governor, fuel pump, water pump, silencer, flywheel and pan, in addition, each engine is fitted with electric starter, electric light dynamo, 12 volts 130 watts, complete switch-board for lights and charging, 12-volt battery, and all the necessary lead covered wire, lamps, lamp holders, switches, etc., for the installation of six lights. Also fitted is a combined bilge, washing down and fire pump. The battery is the Century, 12 volts 100 ampere hours. The dynamo is capable of charging batteries in addition to the service battery, batteries suitable to light an ordinary house. The general outfit consists of bronze tail shaft, 6ft. 6in. long, 1½in. diameter, stern tube suitable for deadwood 4 feet, fitted with Cutless outer bearing, inside stuffing box, gland and greaser, intermediate shaft steel, 12ft. long, 1½in. diameter, 2 friction couplings, 1 shaft bearing, 18 water pipes, inside the boat, 2 steel welded fuel tanks, 11 gallons each with warning device when near empty, exhaust pipe and all hull including spanners, oil cans and various tools.



patent seacock and strainer, seacock can be cleaned from capacity, with all fuel pipes and fittings, tanks fitted with connections, foundation bolts, tool box contains 50 items,

The Price of either of the above engines, C.I.F. any Regular Island Port, £436.

All previous prices of Kelvin Engines advertised are cancelled.

The Engine with 30 years' British experience at the back of it. Benzine, Kerosene and Diesel Engines from 6 to 136 H.P.

Sole Australian and
Islands representative:

GEO. RUTHERFORD 46 Pitt Street, Sydney

October 24, 1935

THE PACIFIC ISLANDS MONTHLY

75

he used in his work. Arnhem Land is in Northern Australia. The combination appears a little dull; but, by the grace of fortune, Mr. Langford Smith has a sense of humour, and the story of his adventures is told in a delightful fashion. We got more hearty laughs out of this book than from anything we have read for years. We particularly commend the story of how this young man learned to drive a model T Ford; or the account of how he was "treed" by a buffalo.

Perhaps his funniest story is his description of how he took his native servant and his dog for their first ride in an aeroplane. He thought his servant's expression of agony, and his maddened attempts to climb out of the plane, were due to fear. He discovered later, however, that the terrified dog had fastened his teeth in the first thing available. "If my servant had been wearing trousers," said Langford Smith naively, "they would have been very badly torn."

The book has a serious side, and is a worthy contribution to mission literature. Our copy from the publishers, Angus & Robertson Ltd., Sydney. Price, 6/-.

NORFOLK IS. AND THE BOUNTY MUTINY, by Percy J. Marks, of 92 Pitt St., Sydney.

This pamphlet is a valuable addition to the literature on the subject. Mr. Marks, it is clear, has engaged in a tireless search of available records, and has assembled facts and dates in a way that makes an interesting story, and that will be very useful to future historians. Mr. Marks has devoted himself to a compilation of the strange history of Norfolk Island: his references to the Bounty Mutiny come into the story only in relation to the introduction of the Pitcairners to N.I.

The latter landed there (40 men, 47 women, 54 boys and 53 girls, total 194) on June 8, 1856. They brought eight surnames to N.I.—Adams, Christian, McCoy, Quintal, Young (descendants of the Bounty mutineers) and Buffett, Evans and Nobbs (descendants of men who joined the Pitcairn community after it was discovered in 1808). All those surnames flourish there to-day. We should describe Mr. Marks' pamphlet as the most complete and authoritative history of Norfolk Island, yet published.

THE BLENDING OF CULTURES: An Essay on the Aims of Native Education, by F. E. Williams, M.A., B.Sc., Government Anthropologist in Papua.

The introduction of European civilisation to Pacific races, who themselves have cultures not incomparable to European standards of life of a thousand years ago, has created difficult problems for administrators. Those problems have been tackled in a scientific and a practical way in Papua; and Mr. Williams, in his 44-page pamphlet, describes what has been done, and the possible and probable directions of future work in this field. It is a compilation that will be of value to tropical administrators everywhere, and to scientists generally.

NOTES FROM LAE

From a Special Correspondent.

LAE, Oct. 9.

LAE is now a township, ranking high in the Mandated Territory of New Guinea. It is a centre of great activity, being the headquarters of Guinea Airways Ltd. and one of the biggest (if not the biggest) aircraft centres in the Southern Hemisphere. The European population is now around the hundred mark and is increasing each steamer. Accommodation is being taxed; so much

so that a new hotel has been commenced and is expected to be completed in a month or two. Travellers and others will then be assured of good accommodation and service.

On the evening of October 5 a dinner was held at the hotel to wish *bon voyage* to Messrs. Boyd and Whitlow. The former is proceeding South on leave, and Mr. Whitlow is going East to have another look at Fujiyama. It was also an occasion to celebrate the birthday of Mr. C. Steed, an old resident of the Islands. At another table a dinner party was held in honour of Mr. J. Turner, well-known pilot for Guinea Airways Ltd., who is proceeding South on leave.

A permanent Administration office building has just recently been completed and in the near future an Assistant District Officer, Patrol Officer and Clerk will be stationed here. A new bungalow is now nearly completed for the Government representative, as is also one for the local manager of Messrs. Burns, Philp and Co. Ltd. In course of construction also is the new bachelor quarters for Vacuum Oil Co. Pty. Ltd. Quite recently the new hangar for Guinea Airways Ltd. was completed and was officially opened by Lady Pearce, in the presence of a representative gathering.

Departures for the South by this Macdhui include Mr. S. D. Marshall, who will be remembered for his solo flight to Australia and back some time ago in his Widgeon plane. Mr. Marshall is leaving his plane here temporarily, but hopes to soon return and fly it again to Australia.

Recent returns to Lae include Mr. and Mrs. J. Gething, both looking very well after their holiday, and they brought with them a speed-boat belonging to Mr. Bob Gurney, one of Airways' chief pilots.

For the last few weeks we have had the pleasure of the company of a number of Bulolo Gold Dredging Co.'s men, who have been down here to construct a new punt to be used in discharging heavy cargo consigned to that firm.

To Pacific Islands Traders

SAVE MONEY AND BUY YOUR GOODS DIRECT FROM MANCHESTER—

Write to us for Quotations, Details, etc.

WE ARE MANUFACTURERS OF GREY, WHITE AND COLOURED TEXTILES

Rami materials of every description.	Pillow Cases.
Para Reds.	Quilts.
White and Blue Drills.	Bedspreads.
Grey and White Calicos.	Art Silk Piece Goods.
Super Drill.	Bath Wraps.
Ecru Tussore.	Glass Cloths.
Dyed Poplins.	Sweat Rags.
Woven-striped Poplins.	Blas Binding.
Table Cloths.	Printed Calicos.
Serviettes.	Poplins.
Sheets.	Woven Coloured Gingham, etc.

Extract from a letter sent to us by an Islands storekeeper who recently retired:—

Milne Bay, Papua.

1.10.34.

"... a success due—in a great measure—to the excellent service rendered for so many years by your firm. Yours faithfully, "H. DEXTER."

A. WEBB & COMPANY (Manchester) LTD.

86 GEORGE ST., MANCHESTER

Contractors to H.M. and Foreign Governments.

Bentley's Code, and ABC Code 4th and 5th Editions.

Telegraphic Address: "WASTOCK," Manchester.

Rain — and Sun... — as destructive to Woodwork as Fire!

Rain and dew cause unprotected woodwork to swell. The sun makes it shrink again. Unprotected woodwork is in a state of constant movement which affects the joints and also causes cracks which

become centres for decay. Prevent the decay of YOUR property! — coat it with a paint that WILL protect it against rain and sun.

Use only—

FERRODOR (ANTI-CORROSIVE) PAINT

First give woodwork (and ironwork) a priming coat of FERRODOR NO. 29 NATURAL STEEL GREY, then follow it up with any of the 25 modern FERRODOR

colours which are supplied in paste form or ready to use.

Obtain FERRODOR PAINT (colour card on request) at all leading merchants or the Sole Agents—

WILLIAM ADAMS & COMPANY LIMITED

175 CLARENCE STREET, SYDNEY

Islands Produce

Coffee

The following quotations were obtained on October 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, 19/6; based on 12 guilders.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.: No. 1 quotation: Grade "A," 53/-; grade "B," 47/-; grade "C," 42/-; Triage, 38/-; No. 2 quotation: Grade "B," 47/-; Triage, 38/6.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.: No. 1 quotation, 62/6.

Arabian (Aden), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney. Quote (a): No. 1, pure, 70/- per cwt. Quote (b): 68/6 per cwt.

Harrari (Abyssinian), f.a.q., immediate shipment, c.i.f., Sydney. Quote No. 1, 60/-.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange (25% per

cent. in the case of Java), duty (4d lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on an exchange conversion of 12 guilden to the Australian £, the Australian c.i.f. prices current during October were: Prime Samarang, 39d per lb.; prime Japara, 39d.

Cocoa

Quote No. 1: Cocoa beans, £36 per ton.
Quote No. 2: Accra, good fermented, £24/10/- per ton, c.i.f. Sydney.

Ivory Nuts

No. 1 Quotation: £10 per ton, f.o.b., Sydney.
No. 2 Quotation: £8/10/- per ton, f.o.b., Sydney.

Trocas Shell

Quotations for trocas shell obtained in Sydney from two different sources were:

(a) Trocas shell, No. 1 grade £98/10/-
Trocas shell, No. 2 grade £86/10/-

Trocas shell, No. 3 grade £74/10/-
(b) Trocas shell, No. 1 grade £93
Trocas shell, No. 2 grade £83
Trocas shell, No. 3 grade £70
All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Good quantity green, snail shell was quoted in Sydney in mid-October at £30-£40 per ton.

Cotton

London c.i.f. prices for cotton during the past month were: September 20, 5.83d. lb., October shipment; October 4, 6.13d. lb., November shipment; October 11, 6.12d. lb., November shipment; October 18, 6.11d., November shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £12 per ton f.o.b., Sydney.
Australian table rice, packed in 56lb. bags, £16/10/- per ton.

Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on October 21:-

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND.

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113/10/-.

Fiji-London on basis £100 London: Buying £110 15 0
Selling £112 0 0

DIRECT TELEGRAPHIC TRANSFER. SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia

Australia on Papeete	Francs to £ Australian
Average for week ended 30/9/35	58.42
Average for week ended 7/10/35	58.29
Average for week ended 14/10/35	58.32
Average for week ended 21/10/35	58.35

Australia on Noumea	Francs to £ Australian
Average for week ended 30/9/35	58.32
Average for week ended 7/10/35	58.19
Average for week ended 14/10/35	58.18
Average for week ended 21/10/35	58.25

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	124 17 6
On demand	123 0 0	124 15 0
30 days	122 15 0	124 12 6
60 days	122 10 0	124 10 0
90 days	122 5 0	124 7 6
120 days	122 0 0	124 7 6

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 October 21, when the Australian £ was nominally worth 58.50 francs, £100 Australian would purchase a credit in Noumea of 5,850 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.

Use - -

Modern Direct Wireless Services

for Your Communications

WITH AUSTRALIA AND OVERSEAS

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

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

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



BEAM WIRELESS SERVICE

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

AMALGAMATED WIRELESS (A'SIA) LIMITED

October 24, 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.

Copra

London. Price on—	Plantation, South Sea, Hot-air Dried, Sun-Dried. Rabaul. Per ton c.i.f. Per ton c.i.f.	Plantation, South Sea, Hot-air Dried, Sun-Dried. Rabaul. Per ton c.i.f. Per ton c.i.f.
January 16, 1931 ..	£14 7 6	£14 12 6
March 27 ..	£14 10 0	£14 12 6
April 24 ..	£13 15 0	£13 17 6
June 26 ..	£11 15 0	£11 17 6
August 28 ..	£11 2 6	£11 5 0
November 27 ..	£13 10 0	£13 15 0
December 18 ..	£14 5 0	£14 10 0
January 1, 1932 ..	£14 10 0	£14 15 0
March 25 ..	£14 17 6	£15 0 0
April 29 ..	£14 15 0	£14 17 6
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 ..	£11 7 6	£11 10 0
April 28 ..	£10 10 0	£10 12 6
May 26 ..	£11 2 6	£11 5 0
June 30 ..	£10 17 6	£11 0 0
July 21 ..	£11 2 6	£11 5 0
August 4 ..	£10 10 0	£10 12 6
September 29 ..	£9 7 6	£9 10 0
October 20 ..	£8 15 0	£9 0 0
November 3 ..	£9 10 0	£9 15 0
December 1 ..	£8 12 6	£8 7 6
January 5, 1934 ..	£8 0 0	£8 7 6
February 16 ..	£7 17 6	£8 10 0
March 30 ..	£7 7 6	£8 0 0
April 27 ..	£7 7 6	£8 0 0
May 18 ..	£7 15 0	£8 12 6
June 15 ..	£8 0 0	£8 12 6
July 6 ..	£7 17 6	£8 15 0
August 3 ..	£8 0 0	£8 15 0
September 7 ..	£7 12 6	£8 17 6
October 5 ..	£8 0 0	£9 0 0
November 2 ..	£7 15 0	£8 15 0
December 7 ..	£8 15 0	£9 12 6
December 28 ..	£9 0 0	£9 12 6
January 4, 1935 ..	£9 5 0	£10 5 0
January 25 ..	£11 10 0	£12 5 0
February 1 ..	£11 12 6	£12 2 6
February 15 ..	£12 0 0	£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 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 2 6
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
August 23 ..	£9 15 0	£10 15 0
August 30 ..	£9 12 6	£10 12 6
September 6 ..	£9 17 6	£10 17 6
September 13 ..	£9 17 6	£10 17 6
September 20 ..	£10 10 0	£11 7 6
September 27 ..	£10 12 6	£11 12 6
October 4 ..	£11 7 6	£12 7 6
October 11 ..	£12 7 6	£13 5 0
October 18 ..	£13 0 0	£14 0 0

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
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 ..	4d.	1 15/16d.
August 5 ..	5½d.	2½d.
September 2 ..	5½d.	2½d.
October 14 ..	5d.	2 40/100d.
November 11 ..	5d.	2 65/100d.
December 2 ..	5d.	2 59d.
January 6, 1933 ..	4½d.	2 43d.
February 10 ..	4½d.	2½d.
March 14 ..	4½d.	2½d.
April 14 ..	4½d.	2 34d.
May 5 ..	4½d.	2 31d.
June 2 ..	5½d.	3 56d.
July 7 ..	5½d.	3 71d.
August 4 ..	5½d.	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.
February 1 ..	4½d.	6 49½d.
February 22 ..	4½d.	6½d.
March 1 ..	4½d.	6 13½d.
March 29 ..	4½d.	5 67½d.
April 5 ..	4½d.	5 43½d.
April 26 ..	4½d.	5½d.
May 3 ..	4½d.	5 9/16d.
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 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.
August 23 ..	4½d.	5½d.
August 30 ..	4½d.	5 11/16d.
September 6 ..	4½d.	5½d.
September 13 ..	4½d.	5½d.
September 20 ..	4½d.	5 467/100d.
September 27 ..	4½d.	5 67½d.
October 4 ..	5d.	5 84d.
October 11 ..	5½d.	6 09½d.
October 18 ..	5½d.	6½d.

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Shipping Services in the Pacific

Sydney-N. Guinea-Hongkong

M.V. Neptuna.			
Sydney	Nov 16-20	Jan 25-29	
Salamaua	Nov 27	Feb 5	
Rabaul	Nov 29	Feb 7	
Sandakan	Dec 8	Feb 16	
Manila	Dec 11	Feb 19	
Hongkong	Dec 14-18	Feb 22-26	
Saigon	Dec 22	Mar 1	
Manila	Dec 26	Mar 5	
Sandakan	Dec 29	Mar 8	
Salamaua	Jan 6	Mar 16	
Rabaul	Jan 9	Mar 19	
Sydney	Jan 16-17	Mar 26-27	
Melbourne	Jan 20-22	Mr 30-Apr 1	

BURNS, PHILP & CO., LTD., Agents.

Central Pacific Services

The Cape Yorke, under charter to the Union Steam Ship Co., Ltd., will leave Sydney with cargo for Fiji and Western Samoa on October 26. She will call at Suva (arr. Nov. 1), Lautoka (arr. Nov. 2), Suva (dep. Nov. 8), and Apia (arr. Nov. 10). The Waipahi (1783 tons) now maintains a fortnightly service between Auckland, New Zealand, and Suva, Fiji.

The m.v. Port Whangarei (598 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 November 8.

UNION S.S. CO. LTD., Agents.

Sydney-N.Z.—Fiji—Samoa—Hawaii

Lurline.			
Honolulu	Oct 21	Nov 18	Dec 16
Pago Pago	Oct 26	Nov 23	Dec 21
Suva	Oct 24	Nov 26	Dec 24
Auckland	Nov 1	Nov 29	Dec 27
Sydney, arr.	Nov 4	Dec 2	Dec 30
Melbourne	Nov 8-9	Dec 6-7	Jan 3-4
Sydney, dep.	Nov 13	Dec 11	Jan 8
Auckland	Nov 16	Dec 14	Jan 11
Suva	Nov 19	Dec 17	Jan 14
Pago Pago	Nov 20	Dec 18	Jan 15
Honolulu	Nov 25	Dec 23	Jan 20

OCEANIC STEAMSHIP CO., MATSON LINE.

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—Rabaul—Hongkong

Nellore.			
Hongkong	Nov 2	Nov 3	
Manila	Nov 5	Dec 3	
Rabaul	Nov 13	Dec 11	
Brisbane	Nov 19	Dec 17	
Sydney	Nov 21	Dec 19	
Melbourne	N.25-D.4	D.23-J.1	
Hobart	Dec 6	Jan 3	
Newcastle	Dec 9	Jan 6	
Sydney, dep.	Dec 14	Jan 11	
Brisbane	Dec 16	Jan 13	
Townsville	Dec 19	Jan 16	
Rabaul	Dec 24	Jan 21	
Manila	Jan 1	Jan 29	
Hongkong	Jan 4	Feb 1	

E. & A. STEAMSHIP CO., LTD., Agents.

Sydney—Papua—New Guinea Service

Subject to Alteration Without Notice.			
Montoro.			
Sydney	Nov 13	Dec 5	Dec 24
Brisbane	Nov 15	Dec 7	Dec 27
Townsville	Nov 18	Dec 10	Dec 30
Cairns	Nov 19	Dec 11	Dec 31
Pt. Moresby	Nov 21	Dec 13	Jan 2
Yule Is.	—	—	—
Samarai	Nov 23	Dec 14	Jan 4
Woodlark Is.	—	Dec 15	—
Rabaul	Nov 25-26	Dec 16-17	Jan 6-7
Lindenhafen	Nov 27	Dec 18	Jan 8
Kavieng	—	—	—
Salamaua	Nov 29-30	Dec 19-20	Jan 10-11
Lae	—	—	—
Madang	—	—	—
Alexishafen	Dec 1-2	Dec 21	Jan 12-13
Murnass	—	Dec 22	—
Boram	—	Dec 24	—
Lombrum	—	Dec 25	—
Lorengau	—	Dec 26	—
Madang, opt.	—	Dec 26	—
Alex'hafen, opt.	—	Dec 26	—
Salamaua	—	Dec 26	—
Finschafen	—	Dec 26	—
Pondo	Dec 4	—	Jan 15
Kavieng	—	Dec 28-29	—
Fondo	—	—	—
Rabaul	Dec 5	Dec 30	Jan 16
Salamaua	Dec 7	Jan 1	Jan 18
Samarai	Dec 9	Jan 2	Jan 20
P. Moresby	Dec 10	Jan 3	Jan 21
Cairns	Dec 12	Jan 7	Jan 23
Brisbane	Dec 15	Jan 9	Jan 26
Sydney	Dec 17	Jan 9	Jan 28

BURNS, PHILP & CO., LTD., Agents.

Solomon Islands—N.G. Service

Subject to Alteration Without Notice.			
M.V. Malaita.			
Sydney	Nov 16	Jan 4	
Brisbane	Nov 18	Jan 6	
Townsville	Nov 21	Jan 9	
Tulagi	—	—	—
Makambo	Nov 25-26	Jan 13-14	
Gavutu	—	—	—
Su'u	Nov 27	Jan 15	
Mamara	—	—	—
Domma	Nov 28	Jan 16	
Aruligo	—	—	—
Lavoro	Nov 28	—	—
Yandina	Nov 29	Jan 16	
Banika	—	—	—
Ufa	—	—	—
Lingatu	—	Jan 16	
Faiani	—	—	—
Younger	Nov 29	Jan 16	
Pepesala	—	—	—
Kaylan	—	Jan 17	
Meringe	—	—	—
West Bay	Nov 29	—	—
Somata	—	—	—
Rendova (opt.)	Nov 30	Jan 18	
Gizo	Dec 1	Jan 20	
Faisi	—	—	—
Kieta	Dec 2	Jan 21	
Arigua	—	—	—
Teopasino	Dec 3	Jan 22	
Numa	Dec 4-5	Jan 23-24	
Rabaul	Dec 6-7	Jan 25-26	
Soraken	Dec 7	Jan 26	
Kieta	Dec 8	Jan 27	
Faisi	—	—	—
Gizo	Dec 9	Jan 28	
Tetipari	Dec 10-11	Jan 29-30	
Russell Group	Dec 12	Jan 31	
Gavutu	—	—	—
Tulagi	Dec 16	Feb 4	
Brisbane	Dec 18	Feb 6	
Sydney	—	—	—

BURNS, PHILP & CO., LTD., Agents.

NORDDEUTSCHER LLOYD, BREMEN

Hongkong, New Guinea, British Solomon Islands Service

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GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

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Samarai

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BRANCHES:—In Papua: Hanuabada, Sivitoli, Aroma, Kokl, Hula, Ela Beach, Duga Duga, Yule Island.

SYDNEY: NELSON & ROBERTSON, 12 Spring Street; Melbourne, 396 Flinders Lane; London, E. Whiteaway & Co., 7 Chiswell Street, Finsbury, London.

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Code: Bentley's.

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SYDNEY

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October 24, 1935

THE PACIFIC ISLANDS MONTHLY

79

London—Sydney—New Guinea
Subject to Alteration Without Notice.

London	..	..	..	Salamaua	Rabaul
Teneriffe	..	..	..	..	Nov 2
Sydney	..	..	..	..	Nov 9
Gladstone	..	..	..	Oct 9	Dec 22
Rabaul	..	..	..	Oct 18-Nov 1	Jan 14
Teneriffe	..	..	..	Dec 29	Mar 11
London	..	..	..	Jan 6	Mar 20

W. R. CARPENTER & CO., LTD.

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, Oroko, Kikori and back via Oroko, Yule Island, and Hisiu—full trip occupying about one month.

M.V. Nusa (Steamship 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.

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.

Hongkong—New Guinea—Solomon Islands Service

Hongkong	..	..	..	Bremerhaven	Friderun
Kavieng	..	..	..	Oct 25	Dec 1
Madang	..	..	..	Nov 8	Dec 14
Salamaua	..	..	..	Dec 16	Dec 18
Rabaul	..	..	..	Nov 9	Dec 23
Manus	..	..	..	Nov 13	Dec 31
Tulagi	..	..	..	Nov 18	Jan 9
Kieta	..	..	..	Dec 31	Jan 23
Madang	..	..	..	Nov 30	Jan 9
Rabaul	..	..	..	Dec 15	Jan 23
Hongkong	..	..	..	Dec 15	Jan 23

NORDDEUTSCHER LLOYD, Agents.

Gilbert and Ellice Islands

M.V. Ralum, 368 tons (Burns Philp (South Sea) Co., Ltd.), operates from Trawa (Gilbert Islands), and connects regularly with all Islands in the Gilbert and Ellice Groups.

Sydney—New Hebrides—Noumea—Indochine

Sydney	..	..	..	S.S. Laperouse	..	..	..
Noumea	..	..	..	Oct 16	Dec 19	Jan 17	..
Lifou	..	..	..	Oct 20-21	Dec 23-25	Jan 21-22	..
Vila	..	..	..	..	Dec 26	Jan 23	..
Luganville	..	..	..	Oct 22-23	Dec 27	Jan 24	..
Le Dart	..	..	..	Oct 24	Dec 28	Jan 25	..
Suranda	..	..	..	Oct 24	Dec 29	Jan 26	..
Hog Harbour	..	..	..	..	Dec 30	..	..
Hongkong	..	..	..	Nov 8-9	Dec 30	..	..
Haiphong	..	..	..	Nov 11-13	..	..	..
Saigon	..	..	..	Nov 16-19	..	..	..
Pt. Sandwich	..	..	..	..	Dec 31	..	..
Vila	..	..	..	Dec 5	Jan 1	Jan 27	..
Lifou	..	..	..	..	Jan 2	Jan 28	..
Noumea	..	..	..	Dec 6-8	Jan 3-4	Jan 29-30	..
Sydney	..	..	..	Dec 12	Jan 8	Feb 3	..

MESSAGERIES MARITIMES CO., Agents.

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.

Sydney—N.Z.—Fiji—Hawaii

Honolulu	..	..	..	Niagara	Aorangi	Niagara
Suva	..	..	..	Nov 13	Dec 11	Jan 8
Auckland	..	..	..	Nov 22	Dec 20	Jan 17
Sydney	..	..	..	Nov 25-26	Dec 23-24	Jan 20-21
Sydney, dep.	..	..	..	Nov 30	Dec 28	Jan 25
Auckland	..	..	..	Dec 5	Jan 2	Jan 30
Suva	..	..	..	Dec 9-10	Jan 6-7	Feb 3-4
Honolulu	..	..	..	Dec 13	Jan 10	Feb 7
..	..	..	..	Dec 20	Jan 17	Feb 14

UNION S.S. CO., LTD., Agents.

Sydney—N.Z.—Cook Is.—Tahiti

Papeete	..	..	..	Makura	Maunganui	Makura
Rarotonga	..	..	..	Nov 2	Nov 30	Dec 28
Wellington	..	..	..	Nov 5	Dec 3	Dec 31
Sydney	..	..	..	Nov 11-12	Dec 9-10	Jan 6-7
Sydney, dep.	..	..	..	Nov 16	Dec 14	Jan 11
Wellington	..	..	..	Nov 21	Dec 19	Jan 16
Rarotonga	..	..	..	Nov 25-26	Dec 23-24	Jan 20-21
Papeete	..	..	..	Nov 30	Dec 28	Jan 25
..	..	..	..	Dec 2	Dec 30	Jan 27

UNION S.S. CO., LTD., Agents.

Ocean Island—Nauru Service

British Phosphate Commission, 16 Spring Street, Sydney, sends boats irregularly from Melbourne.

Sydney—Norfolk Island—New Hebrides

Sydney	..	..	..	S.S. Morinda	..	..	..
Lord Howe Is.	..	..	..	Nov 16	Nov 28	Dec 19	..
Norfolk Island	..	..	..	Nov 18	Nov 30	Dec 21	..
Vila	..	..	..	Nov 20	Dec 2	Dec 23	..
Bushman's Bay	..	..	..	..	Dec 5-6	..	..
Malo	..	..	..	..	Dec 7	..	..
Tangoa	..	..	..	..	Dec 7	..	..
Second	..	..	..	..	Dec 8	..	..
Aoba (opt.)	..	..	..	..	Dec 9	..	..
Vila	..	..	..	..	Dec 12	Dec 24	..
Norfolk Island	..	..	..	Nov 21	Dec 14	Dec 26	..
Lord Howe Is.	..	..	..	Nov 23	Dec 16	Dec 28	..
Sydney	..	..	..	Nov 25	Dec 16	Dec 28	..

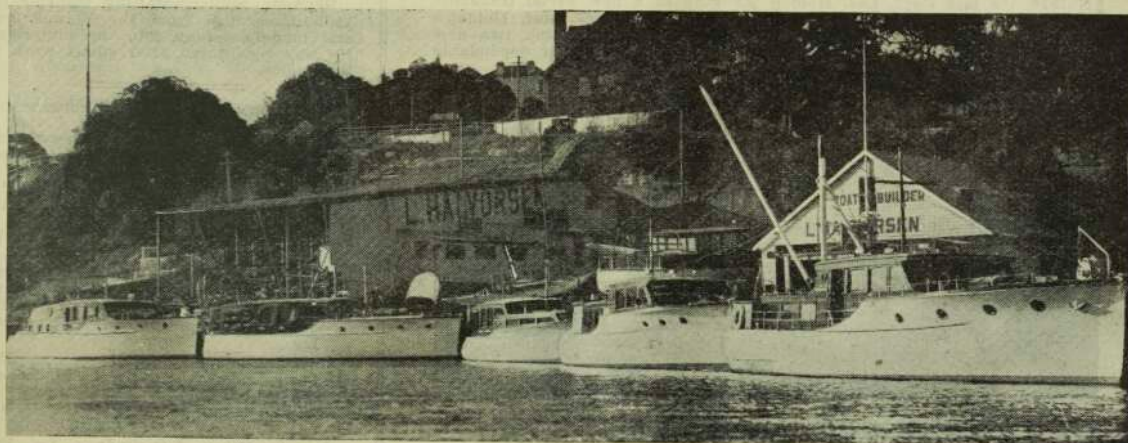
BURNS, PHILP & CO., LTD., Agents.

Fiji Inter-Island Services

S.S. Malake, 736 tons (Burns Philp (South Sea) Co., Ltd.), under contract with Fiji Government. Regularly 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, via Levuka and Macuata ports, then returns to Suva. Round trip occupies about 9 days.

A LINE OF FIVE LUXURIOUS HALVORSEN-BUILT CRUISERS
RECENTLY LAUNCHED FROM THESE YARDS
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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, Nakoloa, Dreketi, Naiserewaqa, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

French Eastern Pacific Service

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

From Panama—	C. Ramel	Verdun
Papeete	Nov 12-14	Jan 10-12
Raitea	Nov 15	Jan 13
Vila	Nov 25	Jan 23
Noumea, arr.	Nov 26	Jan 24
To Panama—		
Noumea, dep.	Dec 4	Feb 2
Vila	Dec 5-7	Feb 4-5
Raitea (opt.)	Dec 15	Feb 13
Papeete	Dec 16-18	Feb 14-16

MESSAGERIES MARITIMES CO., Agents.

N. Caledonian Services

S.S. Mawatta and S.S. Neo Hebrida (Societe Tour de Cotes) make regular five-weekly trips,

carrying mails and passengers from Noumea along the east coast to Arama, trip occupying 9 days. Also from Noumea to Ile Belep, via the west coast, voyage taking 8 days. Leaving Noumea on the run up the east coast the vessels call at Yate, Touarou, N. Goye, Kuakue, Thio, Nakety, Canalo, Gouaoua, Houailou, Moueo, Pouterhouen, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balada, Pam, and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Poumbout, 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-weeks' service between Noumea and Loyalty Is. Trip occupies 6 days and the vessel calls at Tadiné (Mare Is.), Chepenhe and We (Lifou Is.), Fajoue, St. Joseph and Bancout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Is.

New Hebrides Inter-Island

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.), which has replaced the S.S. Makambo, connects every six weeks at Vila with S.S. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Aneityum, 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.

Saigon—Java—Noumea Line

Saigon	S.S. Van Rees	Vila	Jan 6
Batavia	Dec 10	Noumea	Jan 8-10
Samarang	Dec 14-16	Sydney	Jan 15-17
Pt. Moresby	Dec 17	Pt. Moresby	Jan 24
Samarai	Dec 26	Batavia	Feb 4-26
Rabaul	Dec 28	Saigon	Mar 2
	Dec 30-31		

ROYAL PACKET NAVIGATION CO., LTD.

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 purser of the Burns, Philp steamers.

Samoa 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.

French Oceania Inter-Island

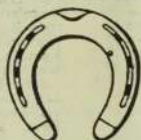
S.S. Tooya (597 tons) makes regular trips from Papeete, through Leeward Group (Raitea, Huahine, Borabora, etc.) about every four weeks, and also regularly visits Tuamotu and Gambier Archipelagos.

MESSAGERIES MARITIMES CO., Agents.

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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

Special Charters Arranged to Any Part of New Guinea or Papua

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Air Transport, Customs, Shipping, and Indent Agents

SALAMAU, WAU, SYDNEY (7 Wynyard St.)

Cable Address: "Holdairco" (Salamaua, Brisbane, or Sydney). Phone B4515

CHARGE OF MURDER

From Our Own Correspondent.

RABAU, October 1.

MESSRS. Schmidt, Schultz and King have arrived from Wewak, where they were tried before the District Court. The two former were committed to the Supreme Court, Rabaul, charged with wilful murder of natives; and the latter with being an accessory. Some forty native witnesses have been brought in for this case which refers to alleged occurrences in the Sepik country, in uncontrolled areas.

Schmidt, whilst awaiting transport to Rabaul, escaped from the Wewak gaol and made his way into the hinterland. He was recaptured after smart work by the police.

Mr. Henry Dexter, who returned to Australia in September after a visit to England, departed from Sydney by the Montoro on his return to Samarai, Papua, on October 5. He was much intrigued by the fact that, as he had nominally left Papua, the Australian Customs Department made him deposit £30 before he was given permission to return to the Territory.

Mr. and Mrs. C. R. Gurney departed from Sydney for New Guinea by the Montoro early in October. Mr. Gurney is senior pilot of Guinea Airways Ltd., at Lae.

Mr. J. Lomax, who had been in England on furlough, returned to Lever's Pacific Plantations Pty. Ltd.'s branch at Gavutu, Solomon Islands, by the Malaita from Sydney early in October.

Mr. D. Milson left Sydney for Port Moresby, Papua, by the Montoro recently to take up an engineering position with Steamships Trading Co. Ltd.

Mr. Hector Wales, well-known New Guinea miner and holder of the "Cleopatira" lease on Morobe goldfield, returned to the Territory by the last Montoro.

The Pacific Islands Monthly, October 24, 1935

SAFETY-EFFICIENCY-ECONOMY

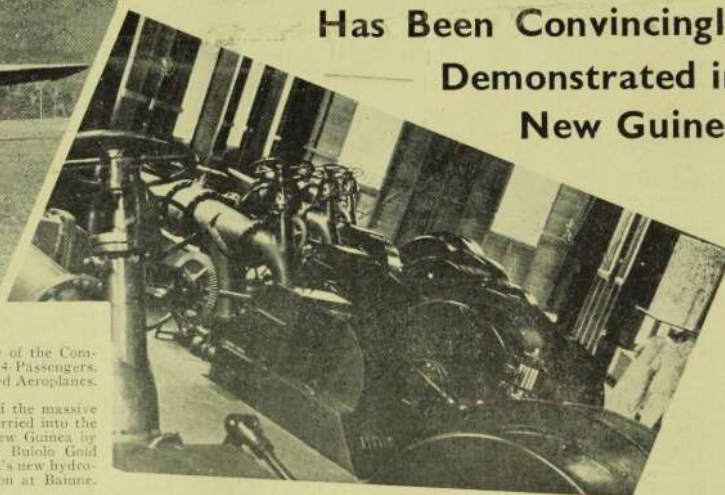
The Value of Aerial Transport
Has Been Convincingly
Demonstrated in
New Guinea



Top Left: One of the Company's new 14-Passengers, Triple-engine Aeroplanes.

Right: Some of the massive machinery carried into the interior of New Guinea by planes: The Balolo Gold Dredging Co.'s new hydro-electric station at Balune.

Lower Left: The interior of a passenger plane, New Guinea Airways service.



AERIAL TRANSPORT MADE THE MOROBE GOLDFIELD POSSIBLE

IN New Guinea, where a few years ago there was only primitive unexplored jungle, there is now a flourishing gold industry. There are several townships, four great modern dredges, many sluicing-plants and crushing-mills, two large hydro-electric stations, power transmission lines, motor roads, schools, cinemas, hotels, stores, etc.

All this has been made possible by Aerial Transport. There is no road or track between the Goldfields and the coast. Aeroplanes, flying in all weathers on regular time-tables, have carried in a large European population, thousands of native labourers, machinery and equipment, foodstuffs, livestock, etc.

THE freight cost at first was high—but not nearly so high as it would have been if the Administration had had to tax the Goldfields community to build Arterial Roads. And it is now being steadily reduced.

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.

NEW 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, October, 24, 1935

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LONG
BOTTLE

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long bottle!

"What's yours?"
"Resch's Pilsener."
"So's mine."

When you ask for Pilsener insist
on the long bottle.

**RESCH'S
PILSENER**

p 10 27