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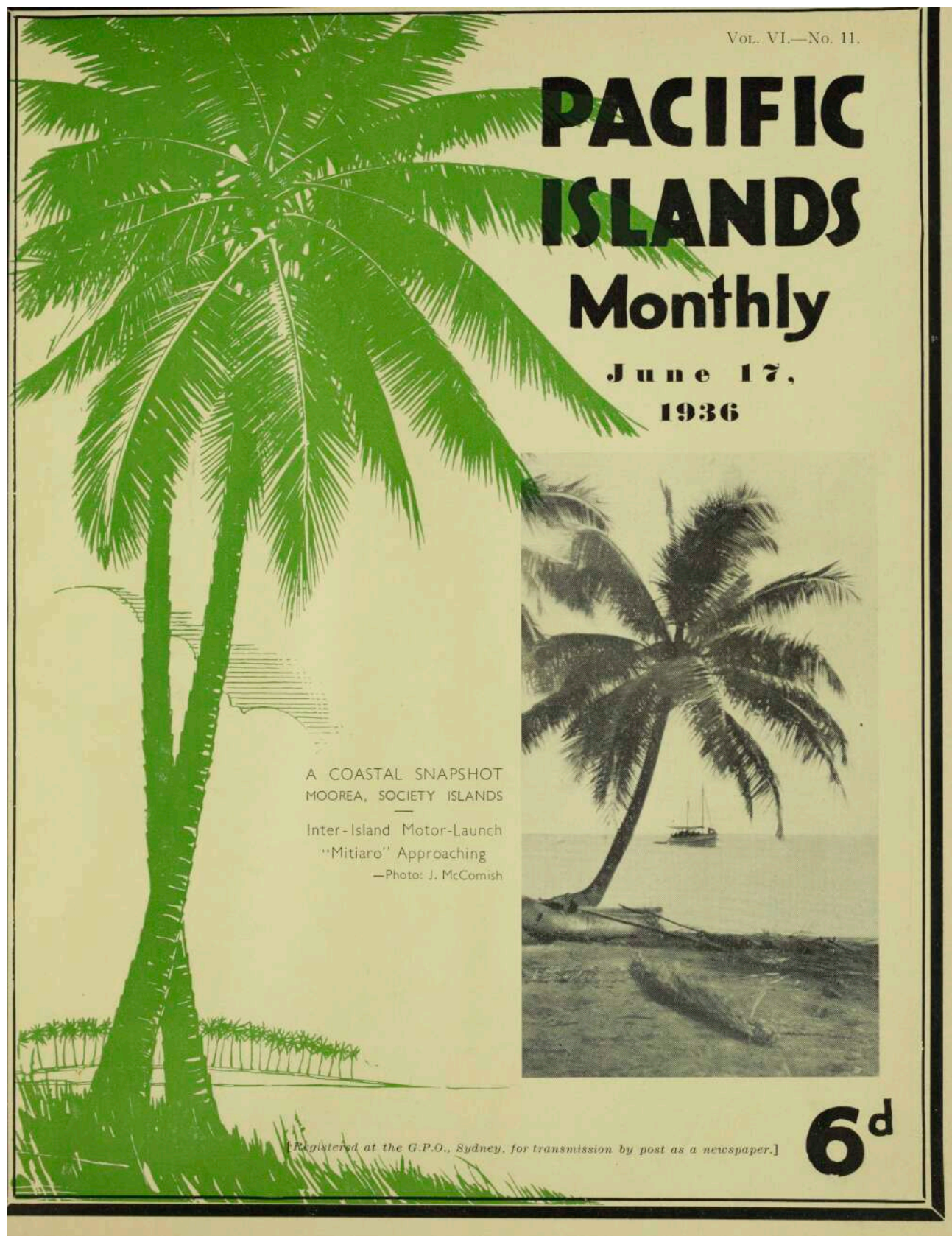
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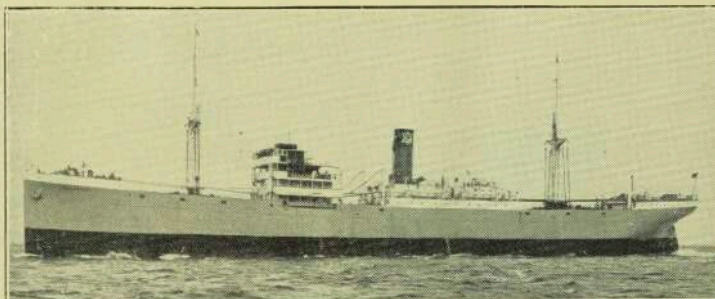
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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER NIAGARA WHICH SAILED FROM SYDNEY FOR SUVA, FIJI, ON MAY 21: G. A. Wright, W. G. Davies, Mrs. N. A. R. Pollock, Miss A. M. Pollock, Mr. and Mrs. B. Whitwell, Mr. and Mrs. A. Deane, C. E. Thomson, J. M. Surtees, Miss A. M. Rice, Mrs. A. R. Rae, Master B. Jones, H. R. Huntley, Mr. and Mrs. F. W. Brooks, Mrs. E. J. Pratt, J. E. Makinson, R. Clark, Mrs. P. M. Toy, Mrs. P. M. McIlroy, Mrs. E. M. Antill, Mrs. J. J. Griffiths, H. L. Nicholls, J. L. Stark, R. Gemmel Smith, Mr. and Mrs. J. A. Emslie, Masters R. G. and P. A. Emslie, E. A. Walker, Mr. and Mrs. B. S. Jones, R. J. Stephenson, W. H. B. Snowsill, C. R. Corlie, A. S. Hermes, W. R. D. Leigh, M. W. McCloy, V. L. Dearman, J. N. Goldfinch, H. W. Clark, Miss M. Scott, Miss M. Orlson, Mrs. E. M. Scott, Mrs. E. M. Somer, P. O. Cuthbert, Sister Athanasius, Sister Andre, Mr. and Mrs. C. H. Koster, Master C. P. Koster, Mrs. V. H. Millard, Miss R. G. Lennox, D. Howell, F. Leather, Mrs. M. Cummings, Miss J. Cummings, Miss A. M. Uphill, Miss E. Vosilage, J. Head, G. J. Hansen, J. J. Davis.

PASSENGERS PER MACDHUI WHICH ARRIVED IN SYDNEY FROM PAPUA AND NEW GUINEA ON MAY 22: Messrs. Bloxham, Briskham, Burston, Carden, Chegwyn, Clark, Costa, Cox (2), Cridland, Davies, De Kantzow, Dunne, Dupain, Eschlimann, Felton, Fletcher, Hall, Hamer, Harris, Haynes (2), Herbert, James, Jensen, Lapham, Littlechild, Marjason, Mark, McCulloch, McLaughlin, Miller, Mitchell, Morgan, O'Ferrall, Oldham, Pearson, Phillips, Rodighiero, Reynolds (2), Risk, Robertson, Scott, Shackleton, Sherwin (2), Shepherd, Slaviero, Slocombe, Spagnola, Steedman, Streeter, Swanson, Turner, Venn, Vine, Waugh, Whaling, White, Wild, Williams, Woodgate, Wormald, Yeomans; Mesdames Briskham, Bunting, Cridland, Dunne, English, Fletcher, Hogg, Irvine, Jensen, Miller, Risk, Roberts, Swanson, Woodgate, Thompson; Misses Beckett, Donoghue, Dupain (2), Risk, Smith.

PASSENGERS PER MONTEREY, WHICH SAILED FROM SYDNEY FOR SUVA, FIJI ON MAY 27: Mrs. C. Bond, Mr. and Mrs. T. N. Carew, A. Cohen, Miss B. Cradick, K. Cunningham, Miss A. Curry, Mr. and Mrs. S. Ellis, Master J. Ellis, Miss S. Ellis, Mr. and Mrs. W. A. Ewins, Masters B. and W. Ewins, Miss F. Grant, Dr. F. Harding, H. Israel, Mrs. N. Jacober, Misses M. and P. Lansells, J. A. Leask, Mrs. G. V. Maxwell, Miss J. M. Maxwell, Mr. and Mrs. N. McKillop, Miss S. Morris, Mr. and Mrs. M. Dates, E. G. Powell, J. L. Ruthven, Miss M. Scott, E. G. Theodore, Mr. and Mrs. W. B. Cobham, Rev. L. C. Donaldson, Mrs. J. Hetherington, J. Mason, Miss B. McCausland, S. Radford, A. G. Stewart, Mrs. E. Wooley, Master L. Wooley.

PASSENGERS PER MACDHUI WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON MAY 28: Messrs. Atkinson, Anderson, Ashe, Boileau, Brown, Brearley, Buhl, Blau, Cornwell, Clay, Clarke, Carr, Carmichael, Davis (2), Davies (2), Dalkin, Eve, Forrester, Gray, Gibbons, Garry, Hoad, Hallam, Hooper, Hutchinson, Holland, Heyden, Hunter, Haligan, Johnston, Johnstone, Jackson, Johns, Kiefer, McLaughlan, Mitchell (2), Mayfield, Madin, McGregor, Phillips, Pickard, Penglase, Parer, Rutledge, Rich, Robertson, Rouse, Sefton, Shay, Stephen, Symington, Symons, Spanswick, Thomas, Watson, Walton, Woodman; Mesdames Adams, Atkinson, Baxter, Bourke, Brown, Clarke, Dougherty, Davies, Goodwyn, Horne, Harris, Johnson, Johnstone, Lane, Munro, McGregor, Nelson, Penglase, Quinton, Rutledge, Rich, Rossi, Royle, Reid, Rouse, Sefton, Shaw, Slater, Spankie, Symington, Thomas (2), Woods, White, Watson; Misses Ballantyne, Blestowe, Byron, Dwyer, Davies, Huldiday, Healy, Jackson, Lord (2), McLaren, Munro, Nicholson, Protheroe, Robertson, Russel, Shields, Thomas.

PASSENGERS PER NEPTUNA WHICH ARRIVED IN SYDNEY FROM NEW GUINEA ON JUNE 1: Messrs. Atherton, Barden, Costello, Fraser, Hughes, Lang, Macauley, Neal, Nutley, Pollock, Peddie, Shoobridge, Wilson; Mesdames Atherton, Costello, Fraser, Mannering, Peddie, Tilse, Wallace.

PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM NEW HEBRIDES, NORFOLK IS., AND LORD HOWE IS. ON JUNE 4: Messrs. Adam, Creer, Freame, Gilbert, Haseler, Labatt, McMullin, Martin, Moore, Priddle, Rollason, Short (2), Solling, Watt, Weißen, Wiltshire, Wright; Mesdames Birt, Clarke, Creer, Gedde, Goldworthy, Harford, McGrath, Shicks, Solling, Wiltshire, Wright;

Misses Alt, Barclay, Barling, Clarke (2), Cox (2), Hammond, Labatt, Lusby, Mann, McNab, Miller, Molle (2), Mulroney, Munro, Priddle, Quigley, Reynolds, Steele, Sharp, Taylor, Wiltshire (2).

PASSENGERS PER VAN REES WHICH ARRIVED IN SYDNEY FROM PAPUA, N.G., VILA, AND NOUMEA ON JUNE 10: A. F. Tetzner, Mr. and Mrs. de Havilland, J. C. Hall, Mr. and Mrs. S. Paisley, Miss J. K. March, Graham Kerr, R. Mazover, Mr. and Mrs. L. Vebert, Master H. Gubbay, Miss P. Rocheleux, Mrs. L. Russel Rocheleux, J. Dunlop, E. Wolstenholme, R. Cohendet, Mrs. Widow Suzor, Mrs. S. Coulon, Miss R. Rival, J. W. Webster.

PASSENGERS PER NEPTUNA WHICH SAILED FROM SYDNEY FOR NEW GUINEA PORTS ON JUNE 10: Messrs. Anderson, Chapman, Cook, Day, Grabowsky, Greenwood, Hart, Hammond, Hyde, Kent, Koch, Lega, Mitchell, Picken, Robinson, Reynolds, Speakman, Sepley, Strathearn, Wallis, Yoshida; Mesdames Bodger, Day, Duncan, Grabowsky, Grigg, Gallagher, Hammond, Hyde, Hitchcock, Kent, Koch, Strachan-Smith, Wright, Wolcarus.

PASSENGERS PER MONTORO WHICH REACHED SYDNEY FROM PAPUA AND NEW GUINEA ON JUNE 12: Messrs. Ball, Harrington, Kennedy, Parker, Pianta, Quinlan, Watkins, Keane, Bissicko, Cecil, Brydon, Cook, Jamieson, Knobel, Macauley, Washington, Cross, Ferris, Holland, Forsyth, Hill, Hutchinson, Reilly, Smith, Budden, Burns, Bressington, Cassidy, Cook, Garrod, Gurr, Hicks, Jarrett, McNamara, O'Connor, Orr, Pope, Rutherford, Ateridge, Thompson, Burke, Chester, McEnroe, Fitch, Plater, Williams, Mesdames: Schaffert, Ingold, Cecil, Mills, Jamieson, Holland, Farlow, Garrod, Gurr, Jarrett, Paton, Rutherford, Turner, Williams; Misses: Parer, Mathews.

Mr. Charles A. Hamilton died at Waitovu, Levuka, on May 29, at the age of 83. He went to Fiji on the immigrant ship Syria, which was wrecked on Nasalai Reef in 1884. For some years he was store-keeping on Ovalau Island.

Captain Charles Fairholt, a well-known identity of Central Pacific, died at Apia on June 3, aged 51. An American, of Danish descent, he was an old-time South Seas sailor, and for many years was in the employ of Messrs. Tyndall and Ross, of Nukualofa, Tonga. Later he was associated with Captain Allen of Funafuti in the Gilbert and Ellice Islands Colony, and was on the S.S. Dawn. Captain Fairholt afterwards became master of the Samoan Administration's steamer Lady Roberts.

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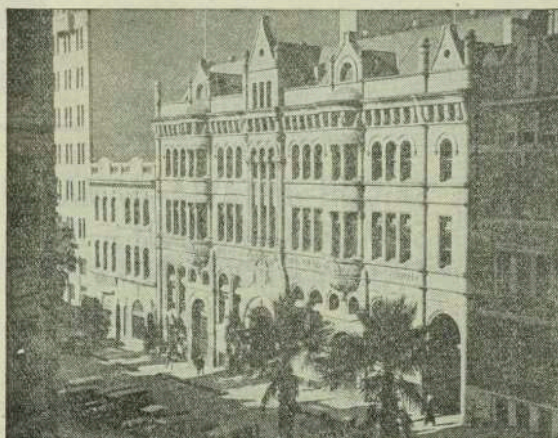
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Sydney, June 17, 1936

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Fiji Franchise and Indian Community

THE franchise situation in Fiji—the
two sides of which are presented
very ably in contributed articles in an-
other part of this journal—probably is
unique in the history of the British
Empire.

The Colonial Sugar Refining Co.,
bringing in indentured Asiatic la-
bourers to establish the sugar industry
—and there seems to have been no
other way, for the well-endowed Fijians
will not work—gave Fiji this special
problem. All the Indians were not
repatriated; sufficient were allowed to
settle in Fiji, as peasant farmers and
contract growers of sugar-cane, to pro-
vide a community of a numerical
strength practically equal to that of the
Fijians. The latest available statistics
(1934) show that the population is:

Europeans 4,763
Fijians 98,479
Indians 83,289

Later developments gave no surprise

to those who know anything of Indian
colonisation. A special franchise was
introduced to meet the special condi-
tions: representatives elected by the
Indian community sat on a Legislative
Council with similarly elected men
from the European and Fijian com-
munities, and the Governor retained
control by appointment (by nomina-
tion) of official members. This did
not suit the majority of Indians, and
they began their usual agitation for the
"common roll," in which Indians,
Fijians, and Europeans would have
equal voting power.

Indians generally—and this cer-
tainly applies to Fiji Indians—are not
competent to exercise administrative
control; and that must have been the
view taken by the Colonial Office, even
if there had been no Fijians in the pic-
ture. But the presence of the Fijian
community made the Indian demand
intolerable. It is true that the Indian
claims a "common roll" for the Fijian

as well; but anyone with a knowledge
of the two races knows what would
happen. The Fijian is just as intelli-
gent as the Indian; but in the realm
of political intrigue, compared with the
Indian, he is as a child in arms. A
Fiji administered under the "common
roll" would very soon be an Indian
Fiji. The Europeans could take care
of themselves, perhaps, but what of the
Fijian? Inevitably he would become
a sort of slave of the Indian. Such a
development would have had serious
political reactions far beyond the bor-
ders of Fiji.

Britain, of course, will not permit
anything like that. Fiji was ceded to
Britain by the Fijian chiefs, in trust
for the Fijians. Britain has given her
energies to the commercial develop-
ment of Fiji, just as she has done in
other lands; but the record of British
colonial expansion throughout the
world shows that the fundamental
policy of Britain in all the overseas
countries of which she has taken pos-
session is the protection of the rights
of the indigenous natives, and especially

their rights to land. When the natives are of a superior type, like the Polynesians (with whom we may include the Fijians), Britain has taken her trust very seriously. Maoris, Tongans, Samoans, Cook Islanders, Nauruans—all have been protected against the oppression of the land-grabber. That is Britain's first responsibility in Fiji. The rights of the Fijians must be considered first; then the interests of the British; while the interests of the late-comers, the Indians, come last of all.

The Fijians do not like the Indians; there is practically no racial intermingling—a surprising thing, considering the readiness with which other Asiatics, especially Chinese, mix with the Polynesians. The Fijians have made it very plain to the British that they do not desire a "common roll" with the Indians—they realise what it would mean.

Britain clearly was embarrassed in Fiji because she has an equal trust, and an equal regard, for her Indian subjects. The great majority of Fiji Indians are not of good class—although they are improving with every generation born in Fiji—but there are a minority of them who are men of superior intelligence, and who have been loyal to the British Crown and helpful to the Governor. Britain is anxious to retain the goodwill of the Fiji Indians, and especially of some of their leaders. What was she to do to provide for the present problem, and against future embarrassments?

The course she has taken, which is the withdrawal of the elective system altogether, and the substitution therefor of purely nominative Councils for the Legislature and for the municipalities, was the only one possible in the circumstances. Actually, it will preserve the *status quo*, for although the system which has been withdrawn was nominally elective, actually it was under nominative control by the Governor, for the official (non-elective) members, plus those nominated by the Governor, always held the majority. In the future, the various interests still will have a voice in the Council. If the Governor is wise he will see to it that the men he nominates are thoroughly representative men. If important sections of the communities are robbed of representation, there inevitably will be trouble, and this purely nominative system will break down. But if the Governor exercises his prerogatives wisely, the great majority of people in all three communities will

be satisfied, and an extremely awkward problem of administration can be regarded as shelved indefinitely.

Of course, there are always agitators; and, in this case, there are also short-visioned gentlemen who bawl about the "rights of democracy." The former can be ignored, while the latter must be endured. If they cannot see that, in the peculiar circumstances of Fiji, the only possible course has been taken, they are pretty hopeless people, and nothing can be gained by arguing with them. Democratic government is an idealistic condition—one man, one vote, seems to go to the very root of human liberty and justice. But, under the acid test of war, and of economic dislocation, democratic government has been proved unreliable, inefficient, and frightfully expensive; and, almost invariably, countries have saved themselves by placing themselves under the control of a wise and benevolent dictator. Those Fiji Europeans who are so busy demanding their "rights" should remember those facts, and also should try to see the situation from a standpoint outside of Fiji. There are considerations involved which are far more important than the question of whether the individual European in Fiji should have a vote.

500 DEATHS

Whooping Cough Epidemic Ravages Samoans

From Our Own Correspondent
APIA, June 4.

THE whooping cough epidemic, which started to spread in Apia and outside districts about a month ago, continues to rage with undiminished force, taking a heavy toll of lives, especially among Samoan infants.

The number of infants who have fallen victim to the disease is estimated at about 150 in and around Apia and about 350 in outside districts and Savail. As the disease is only in the first stages in South Upolu and Savail, the mortality is expected to rise still higher.

The many deaths are chiefly among native Samoans, while European children are less affected. In certain Apia and West Coast villages funerals of children are a daily occurrence. There seems to be no effective remedy or cure against the whooping cough.

Communication between the islands of Upolu and Savail, which as a preventive measure had been interrupted, has now been resumed. Quarantine regulations are still in existence between American Samoa and Western Samoa.

The Administration has been informed that there is an epidemic of typhoid fever at Pago Pago (American Samoa), so at present there are no prospects of lifting the existing ban.

CENTRAL PACIFIC SHIP SERVICES

"Matua" to Give Cook Is. Connection

THE timetables of the Union S.S. Co.'s new motor vessel *Matua*—due in New Zealand in August—have been arranged to provide for the requirements of not only the Central Pacific (Tonga, Samoa, and Fiji), but also of the Cook Islands.

The discontinuance by the Union Co. of the Sydney—Wellington—Rarotonga—Papeete—Frisco line will leave no regular connection between Tahiti and Rarotonga, on one side, and New Zealand and Australia, on the other.

It is now intended that the *Matua* will provide a monthly connection between the Cook Islands and Auckland; while a cargo steamer will provide a regular freight service between New Zealand and Australia, and Rarotonga and Tahiti.

It is expected that, if the Union Company finally withdraws, the Matson Company will step in and provide a regular mail and passenger service between Tahiti and San Francisco.

"MATUA'S" TIMETABLE

On her first trip the *Matua* will depart from New Zealand for the Central Pacific on August 27, returning to Auckland on September 9. She is scheduled to sail for Nukualofa, Apia, and Suva again on the 24th, but in the interval will make a trip to Rarotonga and the outer islands of the Cook Group, leaving on September 10 and returning to N.Z. on September 23.

The *Matua* will also visit the Cook Islands between October 8 and 21, and again between November 5 and 18.

The following timetable shows her itinerary and sailing dates for the first four voyages in the Central Pacific:—

Auckland	Aug 27	Sept 24	Oct 22	Nov 19
Tonga, arr.	Aug 30	Sept 27	Oct 25	Nov 22
Tonga, dep.	Aug 31	Sept 28	Oct 26	Nov 23
Apia, ...	Sept 1	Sept 29	Oct 27	Nov 24
Suva, arr.	Sept 4	Oct 2	Oct 30	Nov 27
Suva, dep.	Sept 5	Oct 3	Oct 31	Nov 28
Auckland	Sept 9	Oct 7	Nov 4	Dec 2

Japan To Develop Her Pacific Islands

JAPAN is aiming at economic advancement in her Pacific Islands (Caroline and Marshall Groups) by the establishment of a South Seas Development Company, with a capital of 15,000,000 yen (£1,500,000 at par), according to the Japanese newspaper *Hochi Shinbun*.

The new company will co-operate with the existing South Seas Exploitation Co. in order to develop industry and colonisation. Diplomatic negotiations will be conducted to extend Japan's interests in Siam, Dutch Borneo, Sumatra and Dutch New Guinea.

The two Pacific Islands companies will combine with another new company, the Formosa Development Co., with a capital of 30,000,000 yen (£3,000,000 at par), in a huge semi-official Oriental Development Co. which, it is planned, will migrate 20,000 families from Japan during the next ten years. The Oriental Company will also seek to foster a closer relationship between Japan and the Philippine Islands.

RESTRICTED

Native Missionaries in N.G.'s "Uncontrolled Areas"

From Our Own Correspondent

RABAUL, June 2.

IN the New Guinea Government *Gazette*, dated May 30, there appear amendments to the Native Administration Regulations (1924), which stipulate that no native, except born in the area specified, shall be allowed to reside there unless under the direct control of a European. Nor shall he be allowed to enter a village in such area. A penalty of five pounds or imprisonment for six months may be inflicted.

The areas referred to are all those districts which have been gazetted as "uncontrolled areas" under section 4 of the Uncontrolled Areas Ordinance 1925-1935.

The new regulations come into force on August 1, and from that date it will mean that all strange natives within an "uncontrolled area" must be withdrawn, unless they be directly under the control of a European living in the same village.

There is little doubt but that this measure is a result of the trouble that has occurred from time to time between the various mission factions in the more-distant "uncontrolled areas" on the mainland of New Guinea. It has been found that much of the sectarian bitterness, fostered amongst mission ranks, is caused by the misdirected energies of native mission teachers.

In all probability, mission interests will make strenuous efforts for this amendment to be rescinded. It will restrict their activities to a certain extent in the hinterland workings, where white missionaries prefer to place native teachers to prepare the way.

Two Years' Gaol for American Missionary

From Our Own Correspondent

RABAUL, June 10.

AT the Rabaul Court to-day Chief Judge D. S. Wanliss sentenced Henry Foege, a Lutheran missionary of American birth, to two years' imprisonment with hard labour for having unlawfully deprived a native of his liberty.

Foege was stationed in an "uncontrolled area" in the Morobe district, and he kept a native as hostage while recovering articles stolen by the native's tribe from native Lutheran mission teachers.

Modern Hotel for Rabaul

From Our Own Correspondent

RABAUL, June 3.

IT is reported that Messrs. W. R. Carpenter and Co. Ltd. propose to form a subsidiary company in Sydney to spend £25,000 building and equipping a new up-to-date hotel here. It is planned to make the hostelry the finest in the Pacific, south of Honolulu.

Plans providing for 30 bedrooms, with hot and cold water and all modern conveniences are now under consideration. The location favoured is said to be on the waterfront, south of Park Street.

NEW VESSEL

For Dutch Service in Western Pacific

THE Dutch steamer, *Van Rees*, which arrived at Sydney on June 10, is to be replaced before the end of the year.

The commander, Captain P. Bakker, said that a steamer of more than 4000 tons gross was nearing completion in Holland and would leave early in December to take up her running. Like the *Van Rees*, she will call at Saigon, Java, Papua, New Guinea, New Hebrides, New Caledonia and Sydney.

Mactsuycker is to be the name of the vessel, in honour of a former Governor-General of the Dutch East Indies.

Captain Bakker said that the vessel would be particularly suitable for the passenger and cargo requirements of the Pacific service and should have a service speed of 14 knots.

QUEEN SALOTE

Tonga's Ruler Visits Sydney

FLYING the Tongan Royal Standard, the liner *Aorangi* reached Sydney on June 12 with Queen Salote, D.B.E., ruler of the Tongan Islands, Prince Consort William Tugli, and Princess Fetutuki Oneone (lady-in-waiting) on board.

Queen Salote was in Australia in August last year when she underwent a serious operation in Sydney. She has now returned for further medical attention, and probably will enter the War Memorial Hospital at Waverley.

To make connection with the *Aorangi* at Suva, the Queen left Nukualofa by the small sailing vessel *Fetuaho*. The cutter ran into heavy seas, and the Royal travellers experienced a strenuous four days' voyage before reaching Fiji.

Samoan Affairs

N.Z. Minister's Goodwill Mission

THE Minister for Lands (Hon. Frank Langstone), accompanied by Mr. J. O'Brien, Member of Parliament for Westland, left Wellington on June 16 for Apia by the *Mau'i Pomare* to investigate affairs in Western Samoa and report to the New Zealand Government.

The visit of Mr. Langstone will be in a sense a goodwill mission to the Samoan people. Advantage will be taken to inquire into the affairs of the administration with a view to guiding the N.Z. Government in its choice of an Administrator of the Mandated Territory in succession to Sir Herbert Hart, who resigned last year.

The duty of the two Parliamentarians will be to find out the true State of conditions in Samoa, and to meet the Samoan people and explain that the new Government intends to work with them for the good of the territory as a whole. They will investigate the natives' grievances and take back recommendations regarding the best method of approach for their solution.

Messrs. Langstone and O'Brien will be absent about a month.

PAPUAN ADMINISTRATOR IN HOSPITAL

A BRIEF message published in the Melbourne newspapers on May 22 stated that Sir Hubert Murray, K.C.M.G. (Lieutenant-Governor of Papua), who is at present on a visit to England, had entered the Hospital for Tropical Diseases in London.

It was subsequently reported on June 5 that His Excellency had recovered sufficiently to leave the hospital. He will depart for Australia, via Singapore, on July 3, on his return to Papua.



Messrs Levers' Pacific Plantations Company's inter-island vessel "Miro," after she was cast ashore by a storm recently in the Solomon Islands. She was later refloated, and taken to Levers' headquarters at Gavutu for repairs.

—Photo.: M. Harper.

LOSS OF "TIAFAU"

New Inquiry Ordered

From Our Own Correspondent

APIA, June 4.

A COMMISSION which inquired into the loss of the motor-boat *Tiafau*, between Apia and Pago Pago, on January 17, has made public its findings. By a majority verdict it decided that the causes of the accident were:

(a) Insufficient ballast in comparison with the load carried on the deck; (b) ballast badly secured; (c) want of expert seamanship on the part of the master, Captain Hicks.

The commission also found that those responsible for the safety of the vessel had not taken all necessary and reasonable steps to prevent casualty, and that the owners and master of the "*Tiafau*" should be held responsible for the accident.

It was recommended that a Harbour Committee be appointed to draw up rules and regulations regarding local craft with a view to preventing accidents to vessels at sea, and that in future only certificated Board of Trade officers be allowed to handle vessels running on the Apia-Pago Pago service.

The owners and master of the "*Tiafau*" were ordered to contribute £31/10/- toward the cost of the inquiry.

A minority report presented by the Hon. I. H. Carruthers attributed the wreck to an act of God, and made no recommendations.

When the above findings were communicated to Messrs. Burns Philp (S.S.) Ltd., owners of the *Tiafau*, they appealed for a re-opening of the investigation. It has now been announced by the Acting Administrator (Mr. A. C. Turnbull) that the N.Z. Government has ordered a new inquiry.

Chief Judge R. M. Watson (now on circuit duty in Samoa) will be chairman of the new commission, and Captain G. M. Watson, of the Marine Department, Wellington, will sit as nautical expert. A third member will be appointed locally.

Apart from dealing with the *Tiafau* disaster, the commission will investigate local shipping regulations, the Harbour Department, the conditions of coastal and inter-island traffic, and all charges, details, and personnel connected with it. The commission will be prepared to give consideration to representations which might be submitted by local people.

Privy Council Criticises Fiji Chief Justice

THE English Privy Council, in allowing the appeal Mahadeo versus the King, on June 11, strongly criticised the administration of justice in Fiji. It declared that the Chief Justice appeared to have treated the case as murder or nothing.

Their Lordships added that there were really no materials for a conviction for murder instead of manslaughter. The trial was so conducted as to exhibit neglect of the fundamental rules of practice necessary for the safe administration of criminal justice.

Judge H. F. Ayson, Resident Commissioner for the Cook Islands, returned to Rarotonga from Wellington by the *Maunganui* on June 9.

Mr. A. Ayres, of Wellington, has been appointed dispensary chemist to the Government Hospital at Apia. He left New Zealand for Samoa by the *Mauli Pomare* on June 16.

Cook Is. Fruit

Clashing Interests Argue, While M.P.'s Go Off on "Sunshine Cruise"

By R. W. ROBSON

AUCKLAND, June 11.

THERE has been political fuss and fury here lately concerning the marketing of Cook Islands fruit—mainly oranges. It has culminated in a series of petitions from the Cook Islands interests to the New Zealand Government, charging traders and agents with so rigging the New Zealand market that the growers have got practically nothing, while the "fruit ring" has reaped huge profits.

Another series of petitions repudiated the charges.

The old conservative Government ignored the agitation; but it was seized on eagerly by this new Socialist Administration, which is clearly anxious to get any evidence it can of the operations of rings and combines. So there has been an inquiry by a Parliamentary Committee in Wellington, whereat evidence has been given by a numerous party from Rarotonga (some for and some against a "Fruit Control Board") and by New Zealand fruit agents, who appeared in their own defence.

The result of the inquiry seems to have been a stalemate. It is announced to-day that three members of Parliament—Messrs. J. Robertson, C. L. Hunter, and S. G. Holland—will sail for Rarotonga on July 7 to inquire personally into the whole situation. Perhaps the inquiry—which extended over several days—did not give the data needed. Personally, from all I can learn, I am of opinion that the Government already has decided that it will appoint some sort of "Fruit Control Board"; but that three deserving members feel that the opportunity for a "sunshine cruise" is too good to miss.

The belief is widely held among the fruit agents—and, I think, with good reason—that all this "Fruit Control Board" agitation has much of its inspiration in the desire of certain officials to give the Cook Islands Department something to do. At present, the Department is an anachronism. Western Samoa is run by the External Affairs Department, and there is no reason why the Cook Islands should not be similarly controlled. But if the C.I. Department can get control of the fruit export business of the Cook Islands, it may be able to justify its continued existence.

It must not be forgotten, however, that the Cook Islands Department with the co-operation of traders now successfully organises and markets the whole of the fruit output of Niue, another of New Zealand's Pacific dependencies. It has been pointed out that perhaps the same thing would be possible in the Cook Islands.

All the information I have been able to gather—and I have been chatting with many people during the currency of this inquiry—suggests that the trouble is not caused by the rapacity of a fruit ring, but by a tragic lack of proper transport facilities, and by absence of organisation at the ports of shipment.

New Zealand is hungry for tropical fruit—there is pathetically little on sale anywhere. One of the most experienced fruit salesmen here said to me: "If we could only get regular and reliable supplies, we could sell five times as many oranges in New Zealand."

On the same ship that brought the Rarotongan fruit inspector, and several Rarotongans, to advocate a "Fruit Control Board," there arrived some thousands of cases of Cook Islands oranges; and it is a literal fact that half of these were rotten and had to be thrown away. The loss was at least £2,500. Nothing could have been more timely to support the argument of the fruit traders and agents, that the cause of the miserable returns to C.I. growers is the bad condition in which the fruit so often arrives. They say that the fruit often is cut far too long before the arrival of the steamer, which is the fault of the officials and growers; and it is not carried in cold storage. The particular shipment referred to presumably was organised under the supervision of the fruit inspector, and certainly was transported under his supervision; yet it was 50 per cent. bad on arrival.

The agents here are bitter at what they consider was a trick played them by the Government. They gave their evidence freely, and were cross-examined by obviously hostile Parliamentarians; but the latter so arranged the inquiry that the agents did not have a chance to cross-examine the officials, who gave evidence unfavourable to the agents. The latter declare that, if they had been allowed to ask questions of certain officials, they would have exposed a very interesting situation.

The agents do not want to see the trade "messed about by a Fruit Control Board" which, no doubt, it would be under the control of the Socialist Government. They would prefer to see whatever control is deemed necessary exercised by Judge Ayson, the Resident Commissioner, who is an eminently fair-minded man, with a sound knowledge of the local position; and they urge that whatever energy the Government has should be devoted to the provision of better transport. Regular transport, with cold storage, would give New Zealand a large supply of good oranges, and return substantial profits to the growers. The present position is of no use to anyone—growers, agents, or consumers.

(Further reference to the C.I. fruit industry will be found in an article by our Cook Islands correspondent on Page 29.)

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SYDNEY- NEW GUINEA AIR LINE

Carpenter Service to Start at End of June

ALTHOUGH negotiations are still proceeding with the Commonwealth Government, Sir Walter Carpenter, head of Messrs. W. R. Carpenter and Co. Ltd., made an emphatic public statement on June 9 that his firm would commence operating an air line between Sydney and New Guinea at the end of June.

"A new Gannet aeroplane, built at Mascot and powered with American Menasco twin-engines, will be tested about June 20, and plans have been prepared for Captain Grahame to fly the machine to Salamaua on its inaugural flight within the following fortnight," said Sir Walter.

"So far I have not been successful in obtaining the Federal authorities' permission to start this service. They contend that this particular machine is unsuitable for a sea crossing of 350 to 375 miles," he continued.

"I am going to insist that the civil aviation people put this machine through the most stringent tests, similar to tests which American 'planes have to pass. Should any restrictions be placed on the Gannet operating the proposed service, I will carry the matter as far as demanding a Royal Commission to inquire into the conduct of aviation in New Guinea," added Sir Walter.

At first the new service will be fortnightly, but if sufficient support is forthcoming it will be speeded up to a weekly

schedule. The journey will take two days—Sydney to Townsville, via Brisbane, on the first day, and Townsville to Salamaua, via Cairns and Port Moresby on the second. The sea flight will probably be across from Cape Flattery (north of Cooktown) to Pt. Moresby.

The Gannet will have accommodation for four passengers, each with an allowance of 200 lbs. of luggage. In addition the 'plane will carry 200 lbs. of mail and cargo. It is believed that the fare from Sydney to New Guinea will be £37/10/-.

ANOTHER CARPENTER MACHINE

Sir Walter Carpenter also announced that a large 16-passenger twin-engined monoplane had just left England on the W.R.C. vessel *Rabaul* to be used in New Guinea. The machine, he said, was an Avro 642—a high-wing cabin aircraft fitted with two Armstrong-Siddeley Jaguar engines of 460 h.p. each. The new Avro—a recent English creation—would cruise with a full load at 145 miles an hour, and would cost £17,500 landed at Sydney.

GUINEA AIRWAYS' LOCKHEED ELECTRA

A big Lockheed Electra twin-engined monoplane was shipped from San Francisco on June 7 to the order of Guinea Airways Ltd. for use as a passenger and freight-carrier in New Guinea. It has accommodation for 10 passengers, and a top speed of 215 miles an hour.

The 'plane will be flown to New Guinea by one of the company's pilots (Mr. Eric Chater). An American pilot is accompanying the machine to Sydney to undertake initial test flights.

Mr. A. L. Robinson, of the New Guinea District Services Department, arrived in Australia recently to spend his furlough in Sydney.

MISSING

Anxiety for Ship "Joseph Conrad"

SOME anxiety has been felt in Australia for the safety of the little full-rigged ship *Joseph Conrad*, commanded by her owner A. J. Villiers, author and journalist. She has been sailing from Papua to Tahiti, via Lord Howe Island, through the area recently swept by merciless gales, and has not been sighted for three weeks.

Passengers who arrived in Sydney by the June *Morinda* from Lord Howe Island, which was the last known port of call, stated it had been rumoured that the *Joseph Conrad* had foundered, and all hands had perished. The origin of the rumour, however, could not be determined.

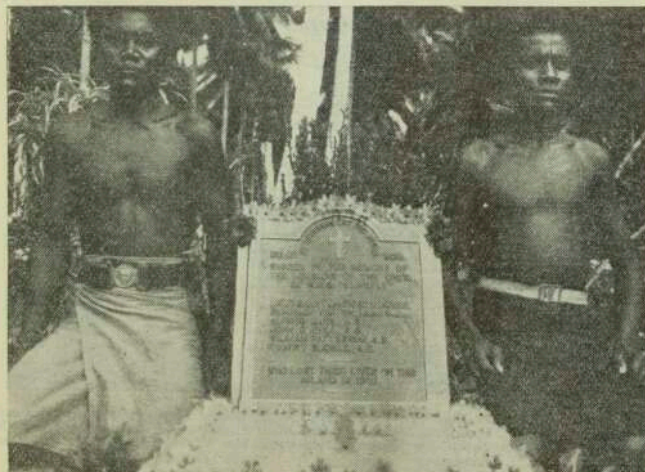
The tiny vessel was last sighted on May 22, 10 miles east of Cape Palliser, New Zealand, and heading north for Tahiti. It is believed in some quarters that the cyclone which devastated Norfolk Island about that time struck the ship. It was reported on Lord Howe that the auxiliary engine had been giving trouble and periodically broke down. Should this have occurred during the cyclone there was every reason for anxiety.

Early in June wreckage was found off the coast of New Zealand. Official inquiries were made, but it was stated that the Department of Navigation was satisfied the wreckage could not have been connected with the *Conrad*.

Hon. G. Murray, N.G. Director of Agriculture, returned to Rabaul at the end of May, after a hurried visit to Australia.

WHERE THE DEAD ARE NOT FORGOTTEN

The remains of the members of the crew of H.M.S. *Sandfly* who were murdered on Mandollana Island, British Solomon Islands, by natives in 1880, have been carefully tended by the present owner of the island, Mr. M. Harper, who is himself an ex-navy man. When the British Admiralty learned that Mr. Harper had covered the grave with a concrete block, they had a brass plate cast at one of the dockyards, giving the names and other details of the murdered men, and sent it out to Mr. Harper. Mr. Harper has embedded the brass plate in the concrete headstone, as shown in the accompanying photographs. The two "boys" in the picture below attend to the grave each Sunday.



Sir Murchison Fletcher Leaves for Trinidad

Ceremonial Farewell to Fiji Governor

From Our Own Correspondent

SUVA, May 21.

INTERESTING ceremonies marked the departure of Sir Murchison Fletcher, K.C.M.G., C.B.E., Governor of Fiji since 1929, from Suva on May 1, when he left by the *Aorangi* for England, en route to Trinidad, where he will shortly take up the Governorship.

At Government House *bure*, His Excellency was met by native chiefs representing every province in the Colony, and this ceremony was combined with *reguregu*, or mourning for His Late Majesty King George V.

Each chief brought a *tubua* (whale's tooth), as a symbol of condolence to the Royal Family, and one of these was given to His Excellency for conveyance to King Edward VIII. The presentation was made with full ceremonial, and after it, came the *sevusevu* (presentation of a root of *yagona* to the chiefs on behalf of His Excellency).

The formal farewell of the chiefs to His Excellency embodied the impressive *meke-ni-yagona*, in which *kava* was ceremoniously prepared and presented to the guests of honour. This was particularly well done, and the chiefs seated around the *tanoa* (bowl) in full costume made a striking picture, while the chanting as the drink was mixed lent a touch of the barbaric.

Ratu George Tuisawau, recently appointed Roko Tui Rewa, read an address of farewell, expressing the Fijians' regret at His Excellency's departure. He stressed the satisfaction of the natives at the fact that the Governor had revived the promotion of hereditary chiefs as recognised provincial administrators in the provinces of their birth. This leadership, which for some time had been dormant, was in every way compatible with the custom and tradition of the land, and rightly won the genuine applause of the Fijians.

Replying, Sir Murchison said that he had come from England with confidence in the people of Fiji; it had not been mis-

placed, and he looked back to many happy days spent here. He had tried to lead the Fijians forward in the path of progress, and they were making steady progress. Their future lay very largely in the hands of the chiefs, who by the way in which they exercised their authority and their influence could do much to make or mar the future of their people.

His Excellency was presented with a walking stick of Fiji ebony as a memento of his stay in the Colony.

Arriving at the wharf where a large crowd of residents had congregated, His Excellency was received by a guard of honour of the Defence Force. After inspecting the guard, he performed his last official act, presenting a number of decorations. These were:

The insignia of O.B.E. to Major C. B. Joske, M.C., E.D., for his services to the Colony over a long period of years, particularly in connection with his work for the Defence Force and the Boy Scouts' Association.

The insignia of O.B.E. to Mrs. J. Russell, wife of the Director of Education, for her services to the Girl Guide movement.

The silver Medal of Merit of the Boy Scouts' Association to District Scoutmaster Louis Mahibir, who has had 16 years' service in the movement, ten of them as a scoutmaster.

The silver medal of the Royal Humane Society to Joni Draunimasi, of Bua, for rescuing another Fijian who was attacked by an *ogo* (a large and ferocious species of barracouta).

Indian Function

AT the invitation of Hon. K. B. Singh, an Indian member of the Legislative Council of Fiji an "At Home" was given at the Grand Pacific Hotel on April 25 to wish farewell to the Governor, Sir Murchison Fletcher on the eve of his departure from the Colony to become Governor of Trinidad. There were about 60 Europeans and Indians present.

Mr. Singh, in an address, said the Colony had been singularly fortunate in having as its virtual ruler, a statesman of great pluck and energy, of foresight and immense experience, and one whose tolerant attitude in dealing with people of different creed, class and position had opened a new epoch in the administration of Fiji. "Although we are sorry to lose

you, it gives pleasure and satisfaction to know that you are going to Trinidad on promotion, which you rightly deserve," concluded Mr. Singh.

Sir Murchison Fletcher said that he appreciated very much the remarks of Mr. Singh. His aim throughout his term of office had been to promote unity and award equality to all races under the Crown. In his opinions the Indians in the Colony were in much better condition than the agriculturist Indians in India. He wished the local Indians prosperity, and thanked Mr. Singh for loyal co-operation with the administration during his time, not only for the cause of the Indians, but for the cause of the whole Colony.

Death of French Pioneer In Pacific

THE executive head of Etablissements Ballande (the largest trading firm in the French islands of the Pacific), M. Andre Ballande, Chevalier of the Legion of Honour, died at Bordeaux, France, on May 30, at the age of 80.

A man of unbounded activity and wide vision, M. Ballande played a very important part in the economic life of New Caledonia and New Hebrides. His name was closely linked with many trading and commercial enterprises in New Caledonia. He was responsible for the creation of the Societe des Hauts-Fournaux, which was the first concern to treat nickel ore in Noumea. For the refinement of the metal, he established the Societe Usine de Nickel de la Nethe, in Belgium, and the United States Nickel Co., in America.

As a result of the initiative of M. Ballande, a shipping service was inaugurated between Indo-China, New Caledonia, and New Hebrides. This enabled the introduction of Tonkinese labourers into New Hebrides for French planters, at a time when it was badly needed.

Mr. A. Schmidt, of the Lands Department, Rabaul, sailed from New Guinea for the East on furlough by the Nankin on May 23.

Mr. C. F. Eeles, manager in Fiji for East Reefs Consolidated N.L., arrived in Sydney in June to confer with his directors regarding future policy and development of East Reefs' Yanawal area.



Photograph taken on the occasion of the "At Home" given by Hon. K. B. Singh to bid farewell to His Excellency Sir Murchison Fletcher. Seated from left: Mrs. H. C. Moncton, Mr. C. L. Cheng (Chinese Consul), Mrs. S. Pratap, Mrs. V. W. T. McGusty, Mrs. J. Grant, Mrs. J. Barton, H.E. the Governor (Sir Murchison Fletcher), Hon. K. B. Singh, Mr. J. Barton (Colonial Secretary), Mr. Said Hasan, Sir Maynard Hedstrom, Mr. V. W. T. McGusty (Secretary for Indian Affairs), Mrs. I. Ramjan.

THE WEALTH THAT LIES EAST OF PAPUA

Her Unexploited Islands Wonderland

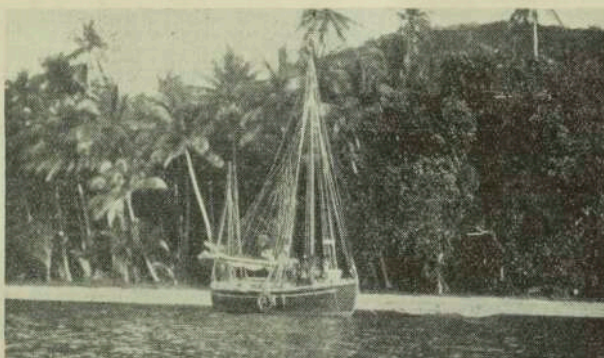
By R. B. MOFFAT

PAPUAN residents generally, and the Government in particular, seem to be quite unappreciative of the potential wealth which lies behind the charm and beauty of Papua's South Seas scenery. Six months' residence in Papua has not in any way given me cause to alter that, my first impression.

Group, and thence onward through the peerless Deboyne Lagoon. Still further on, I have sailed in and out among the islands of the Calvados Chain, and skimmed along through the smooth, rippling waters about Sud-Est Island. In these latter islands alone—the Louisiade Archipelago—there is scenery



A Panniet Island canoe on the placid waters of the Deboyne Lagoon.



"A blue lagoon, an emerald isle, a strip of golden sand..." The Gitana II, which first saw light of day in the Australian bush is here seen in one of the many delightful havens she has been during her wanderings through Papua's Island Wonderland.

Since June, 1935, when with a companion, Roy Vicary, I arrived in Papua from Melbourne, from whence we had sailed in our double-ended yawl, *Gitana II*, I have sailed over 6,000 miles among the islands of Eastern Papua.

From Samarai, the vicinity of which has been described by some visitors as the most beautiful spot in the whole South Seas, I have sailed northward through the China Straits and encircled every island in the D'Entrecasteaux Group. There I have seen for myself, not once but several times, the inspiring grandeur of the Dobu Passage and the Moresby Straits, narrow strips of water as blue as blue can be, and on either side of which mountains tower up to 7,000 feet and more. From the D'Entrecasteaux, I have gone further northward through the wonderfully clear, if somewhat reef-strewn waters, to the Trobriands, truly Papua's "Isles of Desire."

Again, with Samarai the starting point, I have frequently travelled eastward past the low sandy atoll islands of the Conflict

the like of which it would be difficult to find anywhere else in the world.

Just imagine it. A huge oval-shaped lagoon, some 120 miles long and 30 miles wide, a truly dazzling sheet of blue water profusely studded with scores upon scores of emerald isles, of every shape and size and description, from mountainous Sud-Est, 50 miles long and 12 broad, right down to the tiniest of atolls, whose area should be reckoned in square yards!

The names of some of these islands are alone enough to set one's imagination working—Pano Rora, Pana Numaara, Pana Tinani, Nimoa, Sabara, Panasia! And then, too, there are those hosts of little bays, lagoons and passages, with intriguing names like Imadi Bay, Coral Haven and the Gold Rush Channel.

To those people who see these islands fairly frequently—traders, missionaries and Government officials, for instance—the sight may be commonplace; but let me state with all the emphasis at my command that, to the visitor who sees them for the first time, and particularly

to the visitor from crowded cities, these islands, their names, their inhabitants, everything about them, represent the very pinnacle of beauty—plus romance.

Quite recently, it fell to my lot to convey two lady friends, visitors from Melbourne, to the little islet of Managun, which lies off the eastern end of Misima Island. The trip, which was from Bwagaia Harbour, was only a short one—a matter of a few miles across a shallow lagoon. The day was far from being fine; one of those dull, cloudy days which seem to sap all colour from land and sea. Yet when we arrived at Managun the ladies went simply into raptures about the "paradise-like little island," and the beauty of the view they had of Misima's rugged, gold-bearing hills. They were not newchum tourists. Both had travelled extensively.

Governments the world over realise very well the value of good scenery. Yet Papua hasn't got the slightest semblance of a Tourist Bureau, let alone any facilities to enable tourists to see the glory of the outlying islands. Surely something could be done.

In many respects, Papua is in an advantageous position to attract tourists, who want to see the real thing in South Seas scenery. Not only is it close to centres of population like Melbourne, Sydney and Brisbane, but the whole of its island archipelagos lie snugly behind a great barrier reef, which ensures comparatively calm water among the islands, at most times.

"Impossible!" "Impractical!" "Too costly!" have been some of the answers to a few inquiries I have made as to the possibility of the Government providing facilities for tourists to see something of Papua's island wonderland. Another objection I have heard is that Port Moresby, being the seat of government, would never acquiesce to the spending of public money on tourists, as Samarai, a vassal state, would grab all the trade!

It is not my place to say how the Government should go about creating facilities for tourists. I'm no tourist expert, but I do know attractive scenery when I see it, and I have seen enough of Papua to know that the country has a superabundance of the sort of goods the tourist will pay handsomely to buy.

NEED FOR DOCTOR ON LORD HOWE ISLAND

REPRESENTATION will be made again shortly by Mr. D. Clyne, M.L.A., for the appointment of a Government medical officer to Lord Howe Island. This small dot of land is controlled from New South Wales, and is included in Mr. Clyne's electorate. He has raised the question in the House several times, but Lord Howe Island is still without a doctor.

By the last *Morinda*, a resident, Mrs. G. Shick, had to bring her sick child to a Sydney hospital for an appendicitis operation. Several months ago, the Union Company's steamer *Monowai* made a hurried dash from her Sydney-New Zealand route to pick up a Lord Howe Islander who was seriously ill.

Captain O. Anderson, of Apia, Western Samoa, is at present in Australia on furlough. At the beginning of June he was staying at the Hotel Metropole.

Mr. N. Penglase, Assistant District Officer in the N.G. Administration, departed from Sydney for Rabaul after leave in Australia by the *Macdhui* at the end of May.

WAU BUILDER OFF TO QUETTA

Comparison of N.G. and Papuan Workmen

HAVING spent the last 4½ years in erecting buildings in the New Guinea goldfields towns, Mr. T. Flower sailed from Sydney early in May for Bombay, en route for Quetta. He has been building in the world's youngest town, Wau; now he will be engaged in rebuilding one of Asia's oldest towns, Quetta, which was destroyed by an earthquake a few months ago.

Mr. Flower has been a building contractor for the past eleven years, in Papua and New Guinea. The accompanying photographs published provide specimens of his later handiwork—some of these buildings are of his own design.

"One Papuan is worth six New Guinea boys," said Mr. Flower. "The Papuan

picks up a knowledge of a European technical trade very quickly, and soon becomes a useful workman. But the New Guinea boy is of value only as a labourer—he has no aptitude for technical work. At one time, I had 140 New Guinea boys employed. Not more than six of them were the equal of Papuans."

SCHOONER "TAHITIENNE" SOLD

THE *Tahitiennne*, a schooner formerly well-known in the Islands trade, has just changed hands in New Zealand for £150. For the last 18 months she has been lying in Auckland harbour. The vessel is now owned by a syndicate of Yugo-Slavs, who intend using her in northern New Zealand waters for fishing.

The *Tahitiennne* was built in Los Angeles in 1923, and was originally intended as a private yacht for Captain A. C. Norton, an American master mariner. Unfortunately, her owner died before she was completed. The hull was then purchased by the Islands firm of S. R. Maxwell and Co., who fitted her for the South Pacific trade. For a time she sailed under the French flag, but owing to slackness of trade she was later withdrawn from commission.

Mr. Ian McDonald, of Robinson River, Papua, married Miss Elma Thorne Perkins, of Toowoomba, Queensland, at St. John's Anglican Church, Port Moresby, on May 14.

23 PER CENT. INCREASE

Population of Lower Cook Group

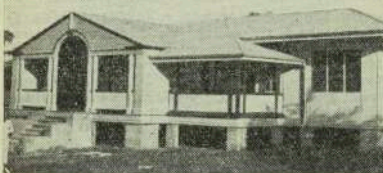
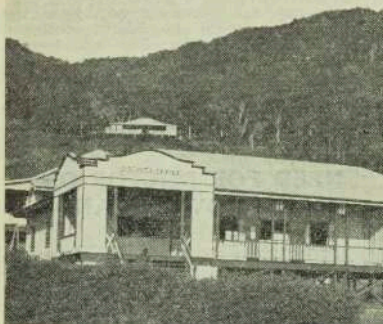
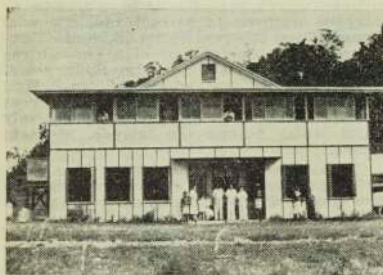
From Our New Zealand Correspondent
AUCKLAND, June 2.

THE provisional census returns for the Lower Group of Cook Islands, as announced by the New Zealand Government, show an increase of 23 per cent. in population since 1926. The returns for the Northern Islands may not be available for several months. Details of the figures are as follows:—

	1936	1926	Increase
Rarotonga	5054	3936	1118
Aitutaki	1719	1431	288
Mangaia	1455	1249	206
Atiu	1086	933	153
Mauke	652	511	141
Mitiaro	265	238	27
Manuae and Te-au-o-tu	8	23	15*
*Decrease.	Total 10,239	8,321	1,918

Mr. and Mrs. J. Probert returned to Fiji from furlough by the *May Mariposa*. Mr. Probert is a Sub-Inspector of Constabulary in the Fiji Civil Service.

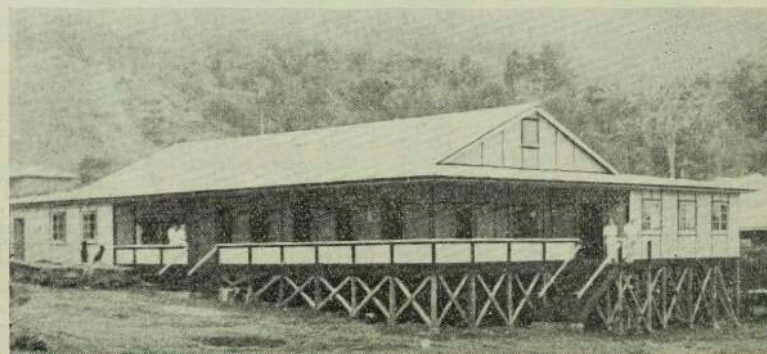
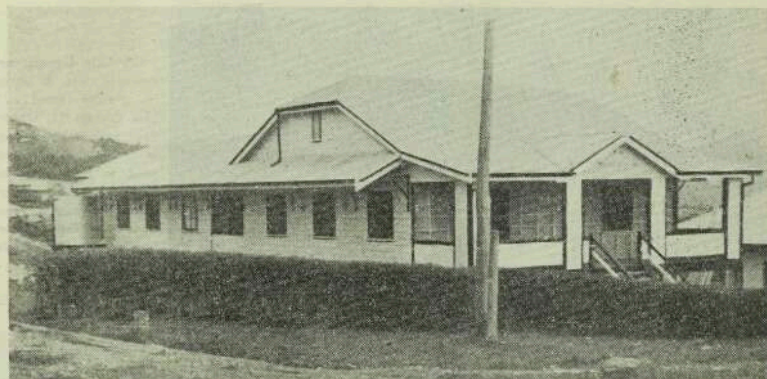
Mr. John Warbrooke, an old identity of Levuka, Fiji, died at Levuka Hospital on May 12, at the age of 85. Mr. Warbrooke went to the Colony in 1873 as a drill sergeant instructor under the Government of King Cakobau. For over 60 years he carried on a wheelwright business in Levuka.



Top: The new hotel at Lae, chief airport, operated by Guinea Airways Ltd. Sixty tons of sawn pine and cedar timber were flown down from Wau in the big aeroplanes for this building.

Middle: The new District Office at Wau; Mt. Kaindi in background.

Bottom: The District Officer's new residence at Salamaua, the goldfields' seaport and airport.



New buildings at Wau: Top: The new police station. Lower: The Wau Club.

TROPICALITIES

WHEN Raitia te Poretu, a fruitgrower, of Rarotonga, Cook Islands, told a Parliamentary Committee in Wellington early in June that some of his Rarotongan compatriots were so poor that they were eating their dogs, he caused a stir. Startled members wanted more information. Judge Ayson, Resident Commissioner for the Cook Islands, who happened to be in Wellington, was sent for.

Judge Ayson said that since the destructive hurricane of February, 1935, the natives had been poorer; but all natives had certain land rights, which at least ensured them a sufficient quantity of food, and there was no need for them to eat dog-flesh. He, personally, had not heard of any dog-eating. There was no necessity for it; but some might prefer that kind of meat.

Mr. W. McBirney, veteran planter, of Rarotonga, said that he had known of five dogs which had been eaten by their sorrowful masters. The natives were not foodless; but he suggested that perhaps the fishing had been unsuccessful, and the natives were too poor at present to buy meat to add to their usual vegetable foods—and so Towser had gone to the pot.

When Te Poretu repeated his statement that "many of the natives lived on dog-flesh," Judge Ayson claimed that poverty did not exist to the extent that had been suggested by some of the evidence. Nobody could starve in the Islands, he said.

BEFORE the Europeans came into the South Seas, the natives of the Gazelle Peninsula (New Britain) and of Buka (Northern Solomons) had their own coinage systems, made up of different shells, representing different values. And, of course, as there could not be a currency without money-lending, these natives had also their own usurers, who demanded back 15 discs for every 10 loaned by them—a mere matter of 50 per cent. They also had a traffic in slaves, which they sold for flesh to tribes along the northern shores of New Britain. Some they kept for service and, long ago, when a chief died, several slaves and a few wives were put in the grave alive to keep him company. It was not exactly an admirable practice, but it was not peculiar to the gentlemen of New Britain—similar rites were performed in Babylon some thousands of years ago.

The above facts were found recently by Mrs. Mollie Lett, of Port Moresby, Papua, in a little-known German book, whose title (in English) is: "Thirty Years in the South Seas."

A MAN who travels much in Melanesia called at this office, and expressed an opinion in words of one meaning.

"You have been condemning the low-class whites who go to New Guinea, and especially to the goldfields, and treat the natives in a way which destroys white prestige," he said. "An influence that is just as bad, if not worse, is that of the damn-fool white women who go to Papua, New Guinea, and the Solomons, and do not observe reasonable modesty and dignity in their conduct before natives."

"Some of us older men regard the irresponsible white women as an absolute curse. They are not profligate women—in our own modern society, they are not even regarded as immodest—but in their dealings with the natives they are silly, to the point of danger."

"Their commonest offence is their carelessness in going about only partially clothed in their own homes, in the presence of houseboys. They regard the native servants as mere automatons, and ignore them; or, conversely, they treat them in a free and easy way, as if they were sexless. No young white woman, settling down in these tropical islands for the first time, should arrange her household affairs, in relation to the native servants, until she has had a few chats with someone who has lived in the Islands for a few years. Then she will learn how necessary it is to be careful and circumspect; and the dangers, both personal and social, which carelessness creates."

"A special warning should be given to the mothers of young children who are inexperienced in Islands life. Children, necessarily, must be left to the care of native servants, to some extent; and there are dangers there which must be guarded against."

"It is the deliberate neglect of these things by fluffy-headed young fools from South which makes some of the old-timers spit blood at times," he concluded. "Please tell them about it."

AMONG the possessions inherited by King Edward VIII. from his late father is a small chest of drawers which, until the death of Queen Victoria, stood in Osborne House, the Queen's favourite residence in the Isle of Wight. It is more than 80 years old, and the Queen treasured it because of its associations with Pitcairn Island, one of the most remote spots in the Pacific. The chest is made of *miro* wood, and the drawers from the bread-fruit tree. The gift was made at the suggestion of Admiral Sir Fairfax Moresby in 1853. "Our means are very limited, and our mechanical skill also," declared Arthur Quintal Jr. (then the island's Chief Magistrate), "and we will esteem it a great favour if Your Majesty will condescend to accept of it as a token of our loyalty and respect." Some-

where on the island are portraits of the Queen, the Prince Consort, and the Royal children. The pictures were given by Queen Victoria to Rev. G. H. Nobbs in 1852 when he visited England to be ordained. When Nobbs called at Osborne House to meet Prince Albert, he begged that he might also see the Queen, and the privilege was granted.

SOME time ago, it was suggested here that there was no need for the designation "British" Solomon Islands; all the Solomon Islands are now under British control. The original British Solomons are administered by the Colonial Office; and the islands of Bougainville and Buka (comprising the Northern Solomons, confirmed to German possession by the Western Samoa settlement of 1900) are part of the Mandated Territory of New Guinea. But now it appears that, for postal reasons, it is desirable to retain the old name, "British Solomon Islands" mean one thing; while "Solomon Islands" mean another, and may lead mail matter far astray.

"The distinction is most necessary," says a Gizo resident in a letter to the editor. "A vessel cannot cross the line between the British Solomons and the Mandated Territory without pratique of a kind; until recently, passports were necessary; and it is practically impossible for natives to cross from one Territory to the other, although they may own land in adjoining islands."

Which suggests that, although some broadminded officials have tried to remove these irritating conditions, the law still is maintaining its reputation of being an ass.

Mr. Nigel Fraser, who is employed as a native labour overseer by Bulolo Gold Dredging Ltd. at Bulwa on the New Guinea goldfields, arrived in Sydney by the *Nepetuna* on June 1. He was accompanied by his wife, and they will spend three months' leave in Australia.

Mr. Hakon Mielche, the Danish black-and-white artist who was with the Danish scientific expedition in the Pacific in 1934, is at present on a tour of the western republics of South America.

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ABOUT ISLANDS PEOPLE

Mr. and Mrs. W. R. Thomas, of Rabaul, returned to New Guinea by the Macdhui at the end of May, after leave in Australia. Mr. Thomas is wireless operator at Bita Paka for Amalgamated Wireless (A/sia.) Ltd.

Captain C. O. Anderson, of Steamships Trading Company, Papua, returned to Samarai by the Macdhui from Australia at the end of May.

Mr. and Mrs. R. Walsche, of Kauru Plantation, Domara, Papua, who have been in Australia on holidays since January, departed for the territory by the Montoro in May.



Mr. T. Flower, of Wau, New Guinea, who sailed from Australia in May for India to supervise constructional works at Quetta. He has been a building contractor in Papua and New Guinea for eleven years (see article on page 10).

Miss E. D. Wallace, B.A., Dip.Ed., who will take charge of the Girls' School conducted by the Methodist Mission Society in Western Samoa, sailed from Melbourne by the Monterey on May 23.

Mr. F. R. Armstrong, health officer in charge of the Talasea sub-district of New Britain, arrived in New Zealand late in May on a holiday visit. He was accompanied by Mrs. Armstrong.

Monsignor Francis Xavier Gsell, the well-known missionary of Bathurst Island, off Northern Australia, was invested with the insignia of O.B.E. on June 8. It was a coincidence that on that day exactly 25 years ago Monsignor Gsell celebrated his first Mass on Bathurst Island, when founding the mission station.

Mr. J. S. Symington, Islands Inspector for Messrs. W. R. Carpenter and Co., Ltd., sailed for Rabaul, New Guinea, by the Macdhui from Sydney on May 28.

Mr. Ellis Davies, chief engineer for Messrs. Chas. Ruwolt Pty. Ltd., steel founders of Richmond, Victoria, will leave for Fiji by the June Mariposa. Most of his time in the Colony will be occupied with an investigation connected with the equipping of Loloma and Emperor gold-mines.

Mr. C. R. Gurney, pilot of Guinea Airways Ltd., recently departed from Lae, where he and his wife have resided for five years, to settle at Wau, New Guinea. Pilot Gurney has now taken over the service previously operated by Mr. Orme Denny, who is now employed by Quantas Empire Airways Limited in Australia.

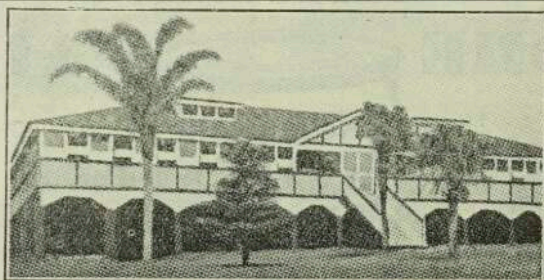
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ABOUT ISLANDS PEOPLE

Mr. Lucien Vebert, director-general of the French Society at Santo, New Hebrides, arrived in Sydney with his wife by the Van Rees early in June. They will later go on to France by the Cathay. Madame Vebert, who has lived with her husband for 10 years in the Condominium, has had a book entitled "Marie Rose Vebert in the New Hebrides" published in France. A second volume, "The Golden Sun," is now in the hands of her publishers.

Mrs. Theo. Greaves, formerly of Fiji and Tahiti, is now settled in London, while her husband, Captain Michael Greaves, is at present in Singapore.

Misses Iris and Joan Christian, formerly of Norfolk Island, are now settled in Sydney. They are the grand-daughters of Mr. Parkin Christian, one of the two remaining Pitcairn Islanders who were transferred from their old island to Norfolk Island in 1856. The other is Mrs. Selina Buffett, who is affectionately known on N.I. as "Aunt Selina."

Mr. R. W. Robson, editor and publisher of the "Pacific Islands Monthly," departed from Sydney for New Zealand on May 27. He left Wellington for Apia, Western Samoa, by the Maui Pomare on June 16. Mr. Robson will later visit Fiji, spending three weeks in the group.

Mr. and Mrs. Frank Pryke sailed from Sydney for the East by the Nellore on June 13. Mr. Pryke, who is well-known as a pioneer of the goldfields in Papua and New Guinea, has been seriously ill in recent months, and acting on medical advice has taken a sea voyage.

Mr. Allen B. Sinclair, an old resident of Papua, died in Port Moresby Hospital on May 25, from pneumonia. At the time of his death Mr. Sinclair was employed in the Government Service, besides being librarian to the Institute Hall at Port Moresby. Before joining the Public Service, he was engaged in mining on the Woodlark, Lakelamu, and Laloki fields. For a time he was with the Anglo Persian Oil Co. in the Gulf Division, and later took up planting at Oroko. Mr. Sinclair, who was a Victorian, was 59. He left a widow and two children.

Rev. G. H. Darke, of the Torres Strait Mission, has been appointed Superintendent of St. Paul's Mission, Moa Island, to fill the vacancy caused by the recent death of Rev. J. W. Schomberg.

Mr. Walter M. Gors, one of Papua's oldest identities, died in Sydney on April 16, aged 71. The eldest of four notable brothers who had done much in the early days to advance the territory's prosperity, Mr. Gors was Burns, Philp and Co.'s first manager at Port Moresby, arriving there over 45 years ago. He left Papua in 1902, but returned 20 years afterwards to take up commercial interests again. Four years later he went back to New South Wales to live in retirement.

Major Clive Joske, a well-known Suva resident, arrived in Sydney by the Aorangi on June 12 on business.

Mr. Graham Kerr, managing director of Messrs. Kerr Bros. Ltd., Islands merchants, returned to Sydney from a business trip to the New Hebrides by the Van Rees on June 9.

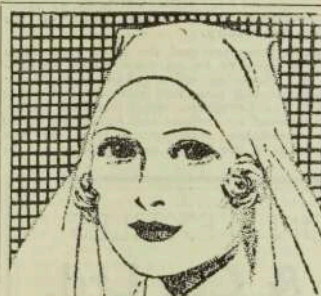
Mr. A. R. de Haviland, warrant officer in the New Guinea Police Force, and Mrs. de Haviland, reached Sydney to spend their leave by the June Van Rees from Rabaul.

Mr. J. W. Rutherford, a mining engineer, returned to Australia from Wau, New Guinea, by the Montoro on June 12.

Mr. Wallace H. Smith and Mr. T. R. Victor, Victorian mining engineers, will sail for Fiji to inspect the Loloma and Emperor goldmines at Tavua by the Mariposa from Sydney on June 24.

Rev. A. T. Thompson, B.D., Commonwealth Secretary of the British and Foreign Bible Society, left Melbourne by the Wanganella on June 10 for New Zealand en route to Fiji.

Mr. T. V. Fitzgerald, a New Zealand barrister and solicitor, recently arrived in Western Samoa by the Maui Pomare to join the legal firm of Messrs. Klinkmueller and Pleasants at Apia.



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Messrs. A. Mathes and G. Stoeckicht, members of the Apia Nazi Branch in Western Samoa, left for Berlin by the Tolken on May 16, following an invitation of the German Nazi Party Recreation Movement. They will attend a congress of the Movement, which is defraying all expenses, and later witness the Olympic Games.

WHY FRANCHISE WAS WITHDRAWN IN FIJI

Two Angles of an Extraordinary Racial Problem

Letter to the Editor.

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PRICE LIST ON APPLICATION

ABOUT 1921, after the deportation of the Sadhu Basist Mani and the return of the Bau and Tailevu Special Fijian Constables to their homes, when the Indian Franchise question first loomed on the political horizon of Fiji, a letter was written to the Roko Tui Tailevu as follows:—

"The beginning of next year, with the arrival of the Commission from India, will bring up many serious questions affecting the future of the Fijian and his country.

"The main thing you and the other high chiefs of Fiji will have to be on your guard against, will be the flattering wiles, which undoubtedly these Orientals will pour into your ears, of equal status with the Europeans, equal franchise rights, the joint demand by Indians and Fijians for these and the inevitable granting of them by the Colonial Office, if the Fijians are foolish enough to

be caught by these glittering baits. They will leave no stone unturned to get you to unite with them in these demands, so that later on they may rule you and your country by their increased numbers. You have only to refer to the last census papers to find out how long this would be in coming about. They are increasing by leaps and bounds while the Fijians are almost stationary.

"There can be no doubt, that the franchise, and equal status with the Europeans, would spell the absolute end of the power of the Chiefs in Fiji. This is most undesirable. The Fijian race, for many years to come, must be ruled through their Chiefs and by their Chiefs for their own good.

"From an educational point of view, they have a prior right to the franchise, as nearly all Fijians to-day, thanks to the Missions and Government, can read and write their own language, while of these aliens, who are only lip-loyal British subjects (the recent strikes and disturbances, caused by the Mandil and the Sadhu, must have plainly shown us all this) not more than 10 per cent. can read and write their own language. If the Fijians are not ready for the franchise, then the Indian in Fiji is still less so, and you must make it plain in no uncertain voice, that you, the owners of the country, will not tolerate any franchise to the alien Asiatic, British subject or not, which would give him an equal voice with your own in the Councils of the Government of this Colony. The British Government cannot treat the 'deed of cession' as a 'scrap of paper.' They took over this Colony from your forefathers in order that you might all enjoy the benefits of British rule and practically to hand it over to India which the granting of the franchise and equal status would do in a very short time, would be a gross betrayal of their trust. The great danger for you all, is that the Fijians might be caught with the idea of obtaining self-government by uniting with the Indians, in their demand for equal status and the franchise. This would be fatal folly, and you Chiefs in your wisdom must look further ahead than the immediate present. You must think first of the future of your fine race.

"For the sake of a temporary measure of self-Government, to hand them over to the final domination of an alien people, who only came to the Colony as labourers and have not advanced as a whole any further, would be racial suicide.

"There can be no doubt as to Mr. Sastri's line of action. He has already assumed that you are all with him and his people in the demand for the franchise and equal status. He will go on assuming this, until people believe it is a fact, unless you very emphatically and unitedly show him that the Fijian Chiefs and people have no intention whatever of supporting, and will in fact oppose to their utmost, any form of franchise, which would now or later on, give the Indians the controlling voice in the affairs of this Colony through their numerical strength. A franchise which would give them representation in the Council, limited always to a smaller number than your own representatives, is the utmost you can concede or agree to the Government conceding to these people. Anything further would endanger the Fijians' birth-right and heritage and you must not allow yourselves or your people to be allured by promises, offers, or anything, over the boundary of safety.

"Your best plan of action would be to consult with the Chiefs whom you know that you can rely upon and trust. Place the matter clearly before them, as I hope I have placed it before you, and then, through them and the native officials and missionaries, endeavour to permeate the whole of the Fijian race with the fixed idea that the granting of the franchise and equal status to the Indians in Fiji, would mean the ultimate loss of their lands and rights and later their final extinction from the face of the earth.

"I have no doubt whatever upon these points, otherwise I would not write so strongly to you. You will, of course, remember how the Fijians were misled by Apolosi and his doctrines, principally 'Fiji for the Fijians.' This is a much more serious matter and would mean undoubtedly 'Fiji for the Indians.' The flowery language used ('consolidation of the Empire,' 'mutual understanding of the races,' 'equal status and rights for all subjects within the British Empire,' &c., &c.) is

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only a velvet covering for the steel claws underneath, waiting for the opportunity to grab as much as they can, cling to it tenaciously, and finally control the whole of any portion of the earth in which they have settled themselves."

Eventually, in 1922, the Commission arrived and received a rather mixed reception. Mr. Sastri did not come until much later on, but his views on the question had already preceded him, and portions of a letter reporting the Commission's activities will show the development of matters up to that date.

COMMISSION OF 1922

The Commission found on their arrival that there was strong opposition throughout the Colony to the granting of the franchise and equal status, and that the native owners were absolutely opposed to any scheme of Indian settlement, which would alienate native land under government control.

When the members of the Commission saw the good terms offered by the Fijian Government there can be no doubt that they decided to make the franchise and equal status the base from which the other terms should be discussed. Mr. Sastri's utterances had made it quite clear that the political side of the question was paramount, even to the extent of assuming that the Fijian natives were with the Indians in their demand for the franchise, and "that the British Government would not be turned aside from its purpose by the wishes of 5000 whites, against the wishes of 90,000 natives and 70,000 Indians."

As for supplying labour to the Colony to carry on its industries, that was their last consideration. The two questions, economic and political, must be considered and settled quite separately, to give any satisfaction at all. The members of the Commission all insisted that each be contingent on the other and, as soon as they found their political demands were un-

likely to be fully acceded to, they immediately lost all interest in the economic portion; so much so that they did not visit Ba, which was the centre of industrial disturbance and economic trouble, and only made a most perfunctory examination of the conditions existing on the side of the Island on which the majority of Indian labourers were employed. It was evidently their intention to report Fiji as unsuitable for further immigration and give as a reason the inability of the main industry to pay what they consider a fair living wage—the real reason would be the non-attainment of their full political aims.

I do not think the Colonial Office is fully cognizant of what is at the back of all this political agitation and cry for equal rights for all British Subjects, together with the full franchise, in all Colonies where Indians have settled. However much the different parties may diverge on other matters, they all seem to be pretty solid and unanimous on these points, which make it obvious that they are all out to grab as much of the British Colonial Empire as possible for the ultimate sole use and benefit of their own people.

The anxiety to impress upon everybody that, having received the franchise in India, it is only logical to expect it to be extended to all parts of the Empire, is to me camouflage, to cover their own knowledge of a serious flaw in the validity of their claims. They are endeavouring to "force the application of a general principle," without any consideration of local conditions, or the rights of other communities. With the knowledge that the granting of the franchise would mean the ruling by the majority, they are leaving no stone unturned anywhere to attain their end. A portion of our Colonial Empire is threatened with a much greater danger than the German peaceful penetration ever was to us.

ELECTIONS BY DEFAULT

Some time elapsed before the Constitution was altered to allow the Indians a limited franchise, to elect three of their own members to the Legislative Council—a number equal to the native nominated representatives, so, really, more than they were entitled to.

At the first meeting in 1929 they loudly voiced their discontent and demanded at once the Common Electoral Roll. When they were told plainly that their demands would not be acceded to, following the non-co-operation movement then in vogue in India, they walked out of the Council and refused to take part in any of the proceedings.

At the next election, in 1932, they were so much interested in their "electoral rights" that they did not nominate anyone in one constituency, and allowed two others to go in unopposed, expecting them to refuse co-operation, when the demand for the common electoral roll was again turned down by the Council.

All sorts of threats, even of personal violence, were made against the members who decided to retain their seats and work for their constituents in the Council; and, when these members realised that another election would mean the

(CONTINUED ON PAGE 65)

WILLIAM FINAU

Photographer

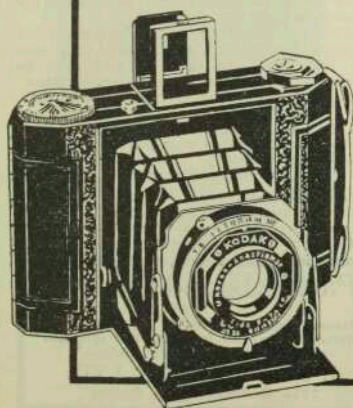
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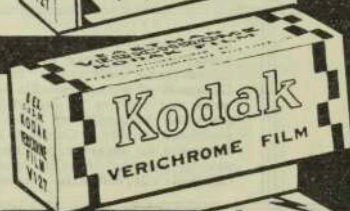
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PACIFIC WANDERERS REACH AUSTRALIA

DETERMINED to see the world in their own way, Mr. and Mrs. R. Strout, of Portland, U.S.A., left America in April, 1934, for the South Seas. For two years they have been cruising among the islands of the South and Central Pacific in their 37ft. yacht *Igdrasil*. On June 7, they reached Brisbane from New Zealand, after calling at Norfolk Island and Lord Howe Island.

Their 13-ton craft carries a receiving

and transmitting wireless outfit, which has been of great benefit to the wanderers. Nearing Norfolk Island they learned of the approach of a cyclone, and so were able to escape its full fury.

The *Igdrasil* remained several days in port in Queensland, and then sailed for the Barrier Reef.

Mr. H. E. Hallam, mining engineer, departed from Sydney by the *Macdhuil* on May 28 for Papua. He will complete a geological survey of the Moresby King and Sapphire mines for Mandated Alluvials N.L.

SECTARIANISM AND MISSIONS

A Plea for the Primitive Natives

THE following is an extract from a letter received from a missionary in New Guinea. It is quite a friendly letter, and we do not like to use it in hostile fashion. But the argument, as expressed, betrays the mind of a type of man who, in no circumstances, should be allowed to enter the Pacific Islands mission field; and, for that reason, we publish it:—

There appeared in a fairly recent issue of the 'Pacific Islands Monthly,' an article advocating the sectionalising of the Mandated Territory among the various denominations so that they might pursue their own peculiar activities in their own respective spheres. When the civil power begins to dabble in such matters it is getting well without its own province. The conscience cannot rightfully be sectionalised, no matter under what 'feller skin' it might be found.

"According to that writer's arguments it would be just as logical to restrict all trading concerns to separate spheres. This idea might be applied to practically everything. What a narrow world it would become! What about restricting the 'Pacific Islands Monthly' to certain islands, and so forth. Your good paper causes a bit of a flare here and there at times; it is none the worse for that. Freedom of Religion and of the Press are grand heritages. We should prize them, and protest every effort to circumscribe this freedom. If either should incite to rebellion against the civil powers, then it might be a different question."

The writer of that extraordinary missive is actually a missionary in daily contact with very primitive natives, and in his district there are missionaries of other sects, with whom he is actively in competition. This is the kind of missionary who hawks the Christian religion as if it were a brand of canned meat.

If these New Guinea savages are to be "Christianised," it does not matter in the least what section of the Christian Church does the job. The important thing is that they shall be taught respect for the white man, and the white man's code of morals.

How can the primitive men of New Guinea respect the Europeans' religion, when the teachers of that religion are fighting among themselves, each trying to drag "converts" away from the other? How can we ourselves have any respect for mission work when conditions in the mission field make possible a case like that of Father Cranssen, reported in last issue?

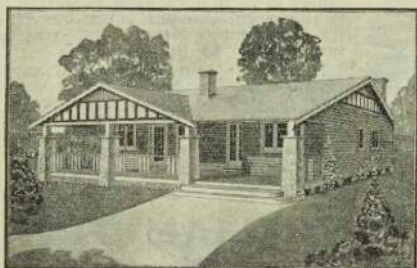
It is bad enough to have sectarianism in our own countries—it is the considered opinion of this writer that sectarianism long since crippled the church and robbed it of most of its value as a factor in our complex social structure—and it is simply nauseating to see this gibbering, half-witted thing so busily and mischievously at work among aborigines.

Natives of the Islands may be persuaded to accept our belief that there is only one God; but how can they be expected to understand the differences between "isms" when the great majority of white folk, after nearly 2000 years of squabbling, have more or less rejected creed and dogma, and do not adhere to any particular sect?

—R.W.R.

Mr. C. E. Sparrow, Technical Instructor of the Methodist Mission at Salamo, returned with his wife to Papua from leave by the *May Montoro*.

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Yesterday and To-day in Rabaul

From a Special Correspondent

RABAUL, May 20.

THE local Methodist Church has inaugurated a series of monthly addresses which are given after the close of the church service each month. In February last His Honour the Administrator lectured on the late Rudyard Kipling; at a later date Hon. H. H. Page (Government Secretary) gave an interesting talk on the activities of the League of Nations; and last Sunday Mr. Gordon Thomas, editor of the *Rabaul Times* and one of the oldest British residents in the Territory, spoke of conditions as he found them when he first arrived in the Bismarck Archipelago in 1911. He described his impressions on arrival at the new port of Rabaul on the N.D.L. steamer *Coblenz*.

"Rabaul was but a small town in comparison," said Mr. Thomas. "The trees along Mango and Casuarina Avenues were not long planted. A narrow gauge railway line ran up the centre of Namanula Street, and along Mango Avenue as far as the big cool store of the old German New Guinea Company, where now stands Carpenter's emporium. Another big business house was that of E. E. Forsyth—better known as 'Queen Emma.' The store buildings occupied the present *Times* building site, and not long before my arrival several of them had been removed from the Ralum depot and re-erected in Rabaul. Later the firm became the H.S.A.G.

"The third big commercial company was Hensheim, situated on Matupi Island, which was in those days a busy European centre where overseas boats coaled and many a substantial European bungalow housed the large staff of the Hensheim Company. Where the W.R.C. club now stands was occupied in those days by a small trade store owned by one of the few Englishmen in Rabaul—Steve Whiteman, popularly known as the best-dressed man in the Pacific.

"On the present site of the B.P. store," continued the speaker, "there stood the Post Office—the building with its little tower still stands opposite the police sta-

tion. And speaking of police, there was no European constabulary; there were no traffic 'cops,' because there were no motor cars, no furious driving; and there was no European gaol. If by any mischance a European's behaviour was so lawless and he was so pig-headed that he refused to listen to the advice of his friends to slip out of the country then on a conviction of imprisonment (which was rare in those days) the sentence would be served as a Government roadmaster or engaged in planting up a Government plantation. In this way a white man received his punishment without losing caste among the non-European population. Such cases were few and far between.

"The German administration was scrupulously careful of the Europeans whom it allowed to enter the country. Government officials, prior to their arrival had spent years of training in Germany for the service. Employees of the commercial concerns were carefully tutored on arrival by experienced officers of the company, taught Pidgin-English and schooled in the laws of the land before being sent to out-stations or on plantations. The main object was to avoid inexperienced Europeans coming into contact with the native, either indentured or free.

"The Germans were great sticklers for the maintenance of the white man's prestige in a black country. It was a quality which was guarded sacredly. One would never see a European leave his office and walk the streets of Rabaul unless he added coat and hat to his attire, and in those days the pathways along the road were well-worn by pedestrians. Sulkies, bullock-carts, and an occasional horseman travelled the road; natives also used the roadway. A stroll in Rabaul meant a series of salutations. Every man lifted his hat to his own colour, whether acquaintance or not (a relic of the continental custom). Asiatics and Malays always saluted the white man with due deference, and no native would dream of smoking whilst in the presence of a master.

"Discipline among the natives was strict.



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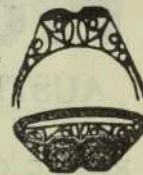


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Disrespect was seldom ever heard of from a native to a white man. The European did not demand it—he commanded it and there is little effort to render respect where it is commanded unconsciously. There existed in those days an awe and respect of the white man even as the small school-boy maintains an awesome regard for the schoolmaster. It is only after years of daily contact or after graduating to the higher temples of learning does that awe vanish, and the respect turns to tolerant familiarity.

"The attitude of the native toward the white man, and *vice versa*, as it was in those days is a topic which, if one analysed it, with one's knowledge of to-day, would take up far more time than I have at my disposal. Suffice it to say the native expected discipline (it was part of his ration like the rice or tobacco) and in return he gave service, even as servants throughout the whole world are expected to give.

"One thing that impressed me greatly in those earlier days was the alacrity with which native servants answered a summons or call. With a respectful 'Ja wohl' (equivalent to our 'Yes, sir') the 'boy' would come running along, stand to attention, take his order and depart as rapidly as he came. There was no familiarity between the master and the servant; no quibbling, no arguing. Like the cus-

tomers in the shop, 'the master was always right.' But it behoved the master to be always right in practice as well as in theory, and it was the invariable custom among Europeans always to set an example. They lived up to the highest standards—at least before their servants—in order that the status of the white race should not suffer through foolish or careless actions on their part.

"Such a policy, where contact with white and black was made, was not difficult to be carried out by the settlers then. The majority were members of the old Prussian school, who had been accustomed to discipline from their earliest days. These are factors to be remembered in case one is inclined to be critical of conditions as they were then and as they are now."

In conclusion, Mr. Thomas referred to the present conditions: "To-day, as we glide up Mango Avenue, with its spreading trees, in our 1936-model automobile we must realise the changes which have taken place during the last quarter of a century. This side of St. George's Avenue was then waste land, deep in *kunai* grass. The flourishing hotel of the town was the Lloyd Hof where now stands Gascoigne's double-storey building. The native cemetery occupied that land near where our new wharf now stands.

"And now . . . electric light, wireless broadcasting coming from the capitals of the world to our very rooms, and across on the mainland the world's most up-to-date aerial freight service. Commercially we have leaped ahead, but it is useless to quote figures in support of such a statement—our commercial prosperity is well-known. Socially we have changed local conditions to be in line with the more civilised centres of the world and we should count this as progressive. The wonderful work of the Health Department has turned Rabaul into an ostensibly healthy town, almost free of the mosquito pest which brought in its wake much fever in the old days.

"We have home-life, a flourishing European school, well-organised sporting bodies, and frequent steamer communication with Australia, the East or direct to Europe. Every modern so-called convenience is ours. There is little which modern science can provide that we have not brought into our midst; whether such luxuries have made us happier or more contented with life than we used to be in the early days is problematical. Pioneers should never be permitted to compare the present with the past, for in their opinion there are never any better days than the old ones. That is what old Peter Hansen told me back in 1912.

"Let us remember," added Mr. Thomas, "that we, doing our work here to-day, are the pioneers of to-morrow, and may those who follow in our footsteps be able to think kindly of us."

Mr. R. M. Watson, who recently arrived in Apia by the Maui Pomare to take up the position of Chief Judge of the High Court, is not unacquainted with Western Samoa. As a member of the advance party of the New Zealand Expeditionary Forces, he first landed in Samoa in August, 1914, and when the military authorities assumed control of affairs was appointed Acting Judge of the District Court. For three years he held this position before re-enlisting for active service. Joining the N.Z. Crown Law Office after the war, he was engaged for three months as a special draftsman on the Code which is now the Samoa Act, 1921. In November, 1919, he became first Chief Judge and Deputy Administrator in the civil government of Western Samoa, and remained there until 1921.

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Rosa Pure Plantation Coffee, 16oz. tins	2/5 tin, 27/6 doz.
Australian Dutch Cheese, 4lb. balls	1/3 lb.
Pineapple Seeded Hams, from 10 to 15lbs.	1/6 lb.
York Castle Picnic Shoulder Hams, 4 to 5lbs.	1/- lb.
Pel-la-co Shrimps, 5oz. tins	10½d. tin, 10/3 doz.
Selmore Sockeye Salmon, 16oz. tins	1/6 tin, 16/9 doz.
New Season's Dried Apricots, 3-Crown	1/1 lb., 12/6 doz.
I.X.L. Prunes in Syrup, 30oz. tins	10d. tin, 9/6 doz.
Rosa or I.X.L. Sliced Peaches, 30oz. tins	9½d. tin, 9/3 doz.
Uncle Toby's Rolled Oats, 2lb. tins	1/3½ tin, 15/- doz.
I.X.L. Peas and Potatoes, 30oz. tins	1/1½ tin, 13/- doz.
I.X.L. Preserved Tomatoes, 30oz. tins	9½d. tin, 9/3 doz.
Special Vintage Invalid Port, 26oz. bots, 2/6 bot., 29/6 doz.	
Yoga Tea, Special Ceylon Blend, 6lb. tins	12/- tin

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BETTER MAIL SERVICE FOR FIJI

Union Company To Alter Timetable

From Our Own Correspondent

SUVA, May 21.

A CHANGE in the timetable of the Canadian Australasian vessels, which is of considerable importance to Fiji, is announced by the Union Company consequent upon the forthcoming suspension of the Sydney-N.Z.-Tahiti-Frisco service.

After the departure of the *Aorangi* from Sydney on December 3, the next sailing will be the *Niagara* on January 21, followed by the *Aorangi* on February 18, and thereafter every 28 days. After the sailing of the *Aorangi* from Vancouver on December 30, sailings from that port will be similarly retarded.

This means that the northbound C. and A. boats will call at Suva 17 days after the Matson liners and the southbound boats 11 days later than American boats. This will have the effect of giving the Colony a much more efficient mail service, as at present, the Matson boats call four days after the Union vessels.

Probably the direction in which most benefit will be felt will be in connection with the tourist traffic, as it will relieve the accommodation problem. At present, with tourists arriving on Fridays by the Canadian liners for a week's stay in Suva, and then more sightseers arriving the following Tuesday by the Matson boats, the problem of accommodating the visitors has become most serious. When the new timetable comes into operation it will mean that the Union Co. trippers will have left the town before the visitors by the Matson boats arrive.

Both the Suva Chamber of Commerce and the Government have approached the two shipping companies at various times with requests for a change, but the Matson Company has been unable to make any alteration, being compelled to work in with the much more important Honolulu traffic. Hitherto the Canadian company has been bound by its mail contracts and the making of connections with the Wellington-San Francisco service.

NORFOLK IS. TRADE FIGURES

IMPORTS

Month.	From Australia.	From Pacific Islands
March, 1935	\$2179	—
March, 1936	\$1721	\$10
April, 1935	\$2559	\$28
April, 1936	\$1526	\$6

EXPORTS

Month.	To Australia.	To Pacific Islands
March, 1935	\$258	—
March, 1936	\$1792	\$10
April, 1935	\$845	\$3
April, 1936	\$318	\$12

Mr. D. Donaldson, a prominent Auckland resident, and Mrs. Donaldson, left New Zealand by the Monterey on May 20 for Suva. They will later visit Samoa, and will spend in all about three months in the Islands.

Sir Herbert Hart, former Administrator of Western Samoa, who has been appointed representative of the Imperial War Graves Commission in the territory between Cairo and Constantinople, left Wellington on May 25 by the Tamaroa, en route to England. He was accompanied by Lady Hart and Miss Hart.

CONTRABAND FOUND ON "LAPEROUSE"

WHEN she reached Sydney on May 19, the French steamer *Laperouse*, from New Hebrides and New Caledonia, was held up for a time while Customs officers searched her for contraband.

After several hours' examination, the searchers found more than 9,000 packets of Continental cigarette papers hidden in a cabin. Half of the haul was made in a recess in a wardrobe, and the remainder was found in a cupboard with a false bottom beneath one of the bunks.

Heavy duty is charged in Australia on imported cigarette papers, and it was estimated that the amount of duty payable on the quantity seized would have been about £60.

Mr. and Mrs. E. A. Clarke, Methodist Missionaries in Eastern Papua, returned to Salamo with their young daughter by the Macdhui from Sydney on May 28. They had been in Australia on account of the ill-health of Mrs. Clarke.

OCEANIA

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Old — Restores the Invalid

Judge F. B. Phillips, of the Central Court, Rabaul, arrived in Sydney from New Guinea by the Macdhui on May 21.

Mr. T. R. McCulloch, of Sydney, has resigned from the Board of Directors of New Guinea Hotels Limited.

Miss E. Lindsay, who is a nurse at the Methodist Mission's Hospital at Ba, arrived in Australia by the Niagara on May 16, after completing a term in Fiji. She will spend her furlough in New South Wales.

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N.G. Goldfield Hotels Change Ownership

THE hotels on the New Guinea gold-fields appear to be changing ownership, with a general tendency to become grouped under the control of one company.

It was reported recently that Mrs. F. J. Stewart's well-known Bulolo Hotel at Wau had been taken over by New Guinea Hotels Limited. A group of three men have purchased an equally well-known hotel, namely the Salamaua Hotel established by Mrs. Alan Innes; and it is understood that one of the syndicate referred to is financially interested in Parer's Hotel at Wau. The fourth gold-field hotel, namely the newly erected hotel at Lae, is now being conducted by Mrs. Baldie, who is a sister of Mrs. Stewart of the Bulolo Hotel at Wau. A photograph of the new Lae hotel is published on page 10 of this issue.

Rev. Father Destable, a Marist missionary who has served for many years in Fiji, arrived in Sydney from Europe by the Mooltan on June 11. He has been on a holiday visit to France and will return to his station at Bema, Viti Levu, at the end of June.

SIR HENRY SCOTT'S BIG FISH



This giant mako shark, weighing 228lb. was caught in New Zealand recently by the Hon. Sir Henry Scott, K.C., M.L.C., of Suva, who is a noted Fiji angler.

Sir Henry has taken many fine fish in Fiji waters, but on his first visit to the famed Bay of Islands fishing grounds he was fortunate enough to land several huge fish, including the shark shown above, and a splendid specimen of swordfish (285lb.), in less than one week's fishing. Like all good disciples of Isaak Walton, he hooked, played, and lost even larger specimens.

A busy Suva lawyer, Sir Henry has numerous commercial and mining interests in Fiji. He has done much to advance the progress and prosperity of the Colony, was Mayor of Suva for a number of years, and has been a member of the Legislative Council for nearly 30 years. He is also a member of the Executive Council. On several occasions he has acted as Attorney-General for Fiji, and received the honour of knighthood in 1928.

Mr. and Mrs. R. Macgregor sailed from Sydney for Madang, New Guinea, by the Macdhui on May 28. Mr. Macgregor is the owner of Erimabush Plantation at Madang.

Rev. George Hoeltker, Ph.D., arrived in Sydney by the Maunganui on May 31, en route to New Guinea to do missionary work for the first time. Mr. Hoeltker, who was formerly editor of the European scientific magazine "Anthropos," will sail for the Catholic Mission at Alexishaven by the June Montoro.

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Hoping you and your remedy enjoy the large measure of success it merits,

Yours faithfully,

(Signed) G. E. SHRIMPTON.

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NATIVE EDUCATION

Four Australian Delegates to Attend Hawaii Conference

ACTING for the Carnegie Corporation of New York, the Australian Council for Educational Research has nominated the following delegates to represent Australia at the conference on Anthropology and Native Education to be held at Honolulu, Hawaii, from June 30 to August 7:—

Professor A. P. Elkin, M.A., Ph.D., Professor of Anthropology in the University of Sydney, who is a recognised authority on the social life of the Australian aborigines.

Mr. F. E. Williams, M.A., B.Sc., Dip. Anthropol., Government Anthropologist of Papua, who has written extensively upon Papuan primitive cultures, and the problems of native administration.

Mr. William C. Groves, B.A., Dip. Ed., F.R.A.I., of Melbourne, a research fellow in social anthropology under the Australian National Research Council, who has spent some years in educational work and in anthropological research in New Guinea, and who has just completed a book on education and culture-contact in New Guinea.

Mr. Norman B. Tindale, B.Sc., ethnologist of the Adelaide Museum, who is well-known for his anthropological work amongst the aborigines of Central and Southern Australia.

Mr. Groves has arranged to leave Sydney for Honolulu by the *Aorangi* on June 18, while Professor Elkin and Messrs. Williams and Tindale will proceed by the *Mariposa* from Sydney on June 24. After the conference Mr. Tindale will sail for U.S.A. to do research work, under a grant from the Carnegie Foundation.

The Conference is being organised under the joint auspices of the Universities of Hawaii and Yale (U.S.A.), and is financed by the Carnegie Corporation. It is generally regarded as the most important gathering of its kind yet held in

the Pacific region. The personnel of the various national delegations represent authorities on education, anthropology, and psychology from all parts of the Pacific Islands and littoral, where important developments in education have recently been carried out.

COMPREHENSIVE SYLLABUS

The syllabus is a very comprehensive one. Mr. Arthur Mayhew, Secretary to the Advisory Committee on Native Education of the British Colonial Office, will deal with British colonial policy in its educational aspects. Representatives from Japan will outline the educational system among the natives of the Japanese mandated islands.

Some idea of the fundamental and important nature of the problems to be dealt with at the Conference is suggested by the following titles selected from the syllabus—National Native Educational Policies—British, French, Netherlands, U.S.A., and Japan, with Australia and New Zealand in their Pacific Islands Territories dealt with separately; Assimilation versus Indigenous Development in Education—probably the most important of all aspects of the Conference deliberations; Language Problems in Education, especially in New Guinea and the Melanesian Islands; Education and Native Social Systems; Health Education amongst Native Peoples; Educational Finance and Administration.

As type-studies, detailed examination will be made of the systems of native education in the Gilbert and Ellice Islands and Samoa. Special attention will be given to the complicated problem of education of immigrant groups, such as the Indians in Fiji; and to the work of the Medical School which has been established at Suva to train native medical practitioners. The question of education

in relation to native morality will also be discussed.

Finally, it is hoped that, as a result of the Conference, a set of basic principles for native education generally will be formulated. With the weight of opinion of such a highly-select body of international authorities behind it, representing

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W. Brian Molloy,

B.A., LL.B.

BARRISTER

AND

SOLICITOR

**PORT MORESBY
PAPUA**

educationists, psychologists and anthropologists, a body of principles so formulated would provide valuable guidance for those territories, like New Guinea, where the perplexing problem of native education has yet to be successfully dealt with.

PROTEST FROM QUEENSLAND

The omission of Queensland representatives from the Australian delegation to the Conference drew a strong protest from the Director of Education (Mr. B. McKenna).

He said that Queensland was always ruled out by the Carnegie Corporation, which was run in Australia from Melbourne. Queensland would be represented if the Carnegie Corporation took into account that in Queensland more was known about native education than in any other Australian State. The Queensland Department of Public Instruction advised the Commonwealth Government on native education in its territories, and supplied the teachers required.

Mr. W. E. J. Donovan, who is a clerk in the Fiji Treasury Department, returned to Suva by the *Mariposa* in May.

"PLEASE EXPLAIN"

By H. DEXTER.

S. AND his wife were running a trading station near Hula, in the Central Division of Papua.

He had purchased an exceptionally fine double canoe from a native, who was an artist in the art of making them. It was coveted by every native in the district.

An arrangement was arrived at by which the natives were given the loan of the canoe, provided they handed over a small percentage of their catch of turtle-shell to S. All went well, for a time, until the natives failed to pay the agreed tribute.

S. decided to visit a trading station a short distance along the coast. The canoe was brought along. One of the hulls had been split, and the natives had replaced it with another of their own. After the trade goods had been loaded, a crowd of natives were seen by S. to be unloading the temporary hull, and about to replace it with the split one.

As he urgently needed the canoe that day he endeavoured to stop them. While doing this, he tapped the knuckles of those who would not desist. He then was seized by a number of them, and held under water.

His wife saw this, and realised that unless something drastic was done she would be a widow.

Anything in the way of firearms scared her almost out of her life. Nevertheless, she seized a revolver that was in the house. It was quite harmless, as it was unloaded.

Running down the beach, she pointed the weapon at the natives. Her husband was immediately released, and the natives ran away.

In due course, the natives concerned were sentenced to three months' for their share in the affair. But the little lady was asked officially to "please explain" her action in pointing a firearm at the natives.

One can only hope that her explanation that she did it to save her husband's life was satisfactory to the official mind.

NATIVE DROWNED WHEN N.G. CUTTER CAPSIZES

From Our Own Correspondent

RABAUL, May 10.

SMART work was carried out recently by the Customs launch, *Wandera*, when it steamed out into St. George's Channel to save nine natives who were wrecked in the open sea between Kaba-kaul and the Duke of York Islands (between New Britain and New Ireland). Four of the natives were found clinging to the upturned cutter and were brought safely back to Rabaul.

It was found that three natives had tried to swim back to Kabakon Island—a distance of six miles—where two of them arrived in a very exhausted condition, the third being drowned. Two others swam towards the Duke of York group, landing at Bei after swimming nearly eight miles.

Mr. and Mrs. Bucklay, of Scotland, will arrive in Australia shortly to proceed to the New Hebrides under the John G. Paton Missionary Fund. They will be stationed at South West Bay on the east coast of Malekula.

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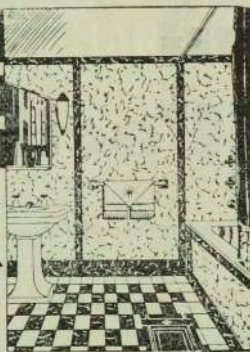
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AERIAL SERVICES IN NEW GUINEA

Guinea Airways' Chairman Hits at Uncontrolled Price Cutting Menace

ADDRESSING shareholders of Guinea Airways Limited at Adelaide on May 29, Mr. C. V. T. Wells (Chairman of Directors) made interesting reference to the proposed merger of aerial transport interests in New Guinea. He severely criticised the practice of uncontrolled price cutting.

"Whatever may be the future of air transport in New Guinea, the record of Guinea Airways for the year just concluded must remain a bright page in its history," said Mr. Wells. "Regrettable publicity has been given from time to time to criticism, irresponsible but harmful, alleging that the Co.'s charges are too high. A perusal of our annual table of falling prices and rising turnover is an effective answer. An even weightier reply is that our service is the largest and best of its kind anywhere.

"It must be admitted, however, that any pilot with any sort of old aeroplane and without even a mechanic or any ground organisation worthy of the name can still carry on public cargo-freighting for a time in New Guinea at cut rates and probably make a living. He is free to use without charge any of the 50 or so N.G. aerodromes, the chief of which were made by our Co. at its own cost. These adventurous operators provide any loose-thinking critic with an easy starting point to accuse a specialised organisation like ours of refusing to match incessant daily rate

cutting. Nevertheless, the community at large knows and appreciates that this big unsubsidised service with its world renowned equipment remains as the sheet anchor to safeguard New Guinea's aerial life line from the tragedy of a breakdown.

"For this reason Guinea Airways has held to the same general policy throughout its life, paying chief attention to the quality of the service in the belief that the population which depends upon it will support it and not begrudge the reasonable return hitherto paid on the capital funds at stake.

"I have referred deliberately to the uncontrolled price cutting menace in order to lead up to the subject of the proposed aviation merger or, as we prefer to call it, the stabilisation of civil aviation in New Guinea. In this connection Guinea Airways is very naturally a supporter of the Commonwealth Government's proposals, and we hope that some equitable method will shortly be agreed upon by all the interests concerned.

"Last year, when addressing shareholders, I hinted that the general average freight rate reductions in New Guinea could not fall much lower without risk of injury to the efficiency of the services. This was interpreted in some quarters as a kind of proclamation that the then existing air freight rates were our last word in reductions. This was never said, nor was it meant.

"Gradual reductions should still be possible as running costs tend to become lower with the improvement in mechanical devices. But let me repeat that the proportionate reduction in freight rates must obviously for the future be much smaller than in the earlier period when expansion was to a great extent experimental. This fact exposes the wrong-headedness of any campaign designed to encourage the various aviation companies



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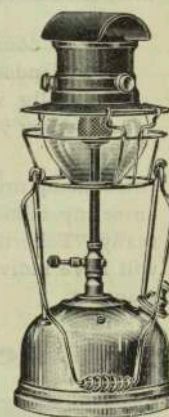
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to maintain a ceaseless war of attrition. Eventually, as a logical sequence, the air services must thus destroy one another and leave the prosperous economic life of the goldfields without dependable transport.

"The matter can be summed up by saying that although the air services themselves are important the public welfare is more important. The maintenance of unrestricted competition in operating an essential public utility (for which in New Guinea no substitute is possible) is against public policy and thereby it becomes a proper subject for the Government's notice.

"Future demands upon air transport in the Territory are not as easy to foretell as might be imagined. Fortunately the Bulolo Gold Dredging Co. maintains its excellent organisation at full pressure and is increasing the scope of its operations by the importation of two larger dredges,

both to be carried by air. Other companies also have been erecting extensive equipment during the past year which should be productive of further mining activity. It is nevertheless impossible to foresee when goldfield developments will receive a stimulus or a check. For this reason Guinea Airways, while assured of a steady flow of normal transportation business, must expect some degree of fluctuation in its supply of freighting so long as its main purpose is to serve a mining community's needs."

Wau Committee's Protest to Members of Parliament

WHEN it became known on the Morobe Goldfield in January last that plans were afoot to merge the aerial transport interests in New Guinea, a public meet-

ing of protest was held at Wau. A committee of ten, known as the Wau Citizens' Committee, was appointed "to safeguard the interests of the general public."

The personnel of this committee was: H. Taylour (Chairman), manager, Enterprise of New Guinea N.L.

R. A. Laws, managing director, Greenwood and Laws Ltd., general merchants.

H. McGilvery, proprietor, Edie Store.

W. V. Quinn, manager, Pacific Aerial Transport Limited.

E. J. Stephens, proprietor, Stephens' Aviation Company.

K. A. Macgregor, barrister and solicitor.

J. M. Ireland, chief accountant, New Guinea Goldfields Ltd.

E. M. Turner, private contractor and proprietor, Wau Carrying Co.

C. A. M. Adelskold, public accountant.

J. M. Spence, mining engineer.

After due deliberation, the Committee, on May 21, forwarded to each member of the Federal Parliament a lengthy letter, setting out their reasons for objecting to the proposed compulsory merger.

The circular stated that 90 per cent. of the residents of the Wau district were unreservedly opposed to the air merger. That Sir George Pearce, on his recent visit of investigation, did not spend sufficient time in the goldfields area to learn the trend of public feeling. That continued competition is vital for a reduction in passenger and freight rates. That the argument of the "safety factor" does not hold when a study is made of the records of the present operating concerns.

WHY COPRA PRICE IS LOW

MESSRS. Brown and Joske Limited, managing agents for the Coconut Planters' Union Ltd., of Fiji, made some pertinent comment on the copra market in a circular to members dated May 16:

"We have received from Messrs. H. M. F. Faure and Co., London, their review of the oils and fats market for 1935. They give a list of the difficulties with which international trade has had to contend during 1935, and say that in spite of almost insuperable obstacles, the recovery of the oil trade continued steadily through that year. The list is so striking and formidable that we quote it hereunder:

"Import restrictions by licence, by duties, and by increases in existing duties. Import restrictions by quotas. Restrictions in production. Restrictions in payments. Extension of barter business. Disregard of the sanctity of commercial contracts by Governments. Currency devaluation. Fears for the Gold bloc. Failures in London, India, and the Far East. Fears of war. Partial failure of the crops. Sanctions. Etc., etc."

"Compare this state of affairs with the free exchange of international trade that existed in the days prior to the Great War, and the reason for the better price of copra 25 years ago is not far to seek!"

A SYDNEY RENDEZVOUS

IT is extraordinary the number of lonesome people there are in a big city, and how often the stranger longs for that hearty well-meant handshake and cheery word that makes his stay more enjoyable. The stranger who walks into the centrally located store of Charles Johnson, 143 King Street will soon be among friends and kindred spirits, and a stranger no longer. There he will find men from all the far ends of the earth. In an atmosphere both cosmopolitan and refreshing, one can enjoy the "bonhomie" of Charles, as he is known among his many friends."

Mr. Ian Grabowsky, general manager of Guinea Airways Ltd., accompanied by Mrs. Grabowsky, sailed for New Guinea by the Neptuna on June 10.

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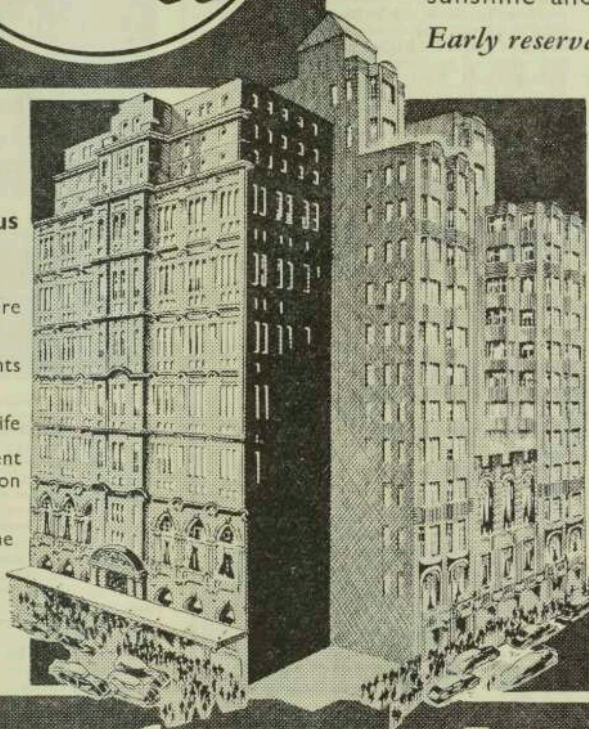
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MEN WHO KNEW YESTERDAY

By ERIC RAMSDEN

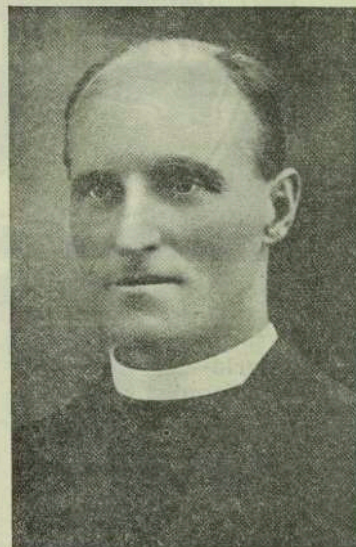
6.—Sherwin, of New Britain

THERE is nothing of the namby-pamby, meek and gentle cleric about Vernon Henry Sherwin. Strong and muscular, athletically built, slim, and trim, in physique he recalls the Melanesian Mission's great leader, the first Bishop Selwyn. Like the bishop, he takes rivers, forests, and mountains in his stride; difficulties for him are made to be surmounted; dangers to be ignored; and situations to be exploited. Robust, virile, eager, Reverend V. H. Sherwin is of that British type which his own countrymen admire, and the native always respects.

As he will tell you, the modern missionary has to be navigator, anthropologist, lawyer, linguist, butcher, cowpuncher, bushman, doctor, schoolmaster, mechanic, priest and, above all, friend to both white and coloured. Rev. Sherwin was a pioneer worker in New Britain—the first white man to cross the mountain ranges in the south of that still little known island. When the story of missionary enterprise in New Britain and New Guinea is written his name will have an honoured place. Nowadays, he is associated with the "parish" of

Wau. Fifteen hundred European souls are in his keeping; thousands of natives are in an area into which several English bishoprics might be placed. When he makes a parochial "visitation" it is by air, for the simple reason that he has no other method of transport. Churches have yet to be built in the outposts—this ex-cattleman missionary preaches in the open or in a shed.

If he had not rolled a milkcan down the



Rev. Vernon Henry Sherwin.

streets of Cambridge and, later, assisted by some fellow students, attempted to place a pair of trousers upon the statue of Eros in Piccadilly, it is just possible that he might not have seen the Pacific. However, the fact remains that after those escapades, he went out to Western Australia. For a time he wandered along the coast, saw something of pearling at Broome and the cattle stations of the north, and then became interested in missionary work in the Kimberleys. Later, he decided to enter a theological college in Perth.

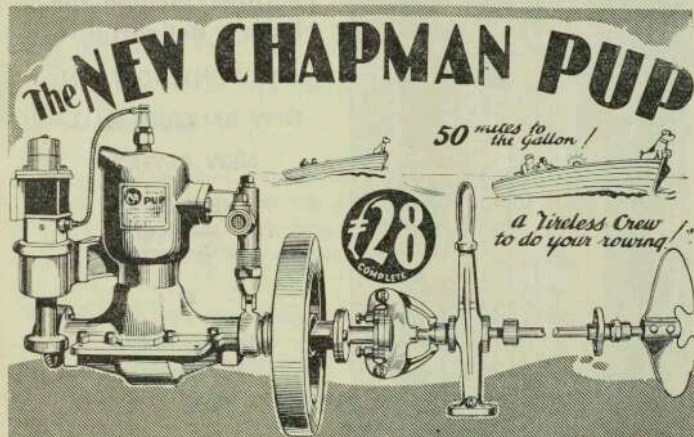
In that city he met a typical northern cattleman whom he had last seen in a mustering camp.

"What are you doing down south?" inquired Andy.

"I'm at a theological college," replied Sherwin.

"Good God!" said Andy. "Don't tell me you're going to be a parson! Why, what's wrong with you?"

"Well, after all, human beings are really more interesting than Hereford-Short-horns," replied the student. "Among human beings there are clean-skins to be



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branded, stores to be nursed, outlaws to be mustered, and good horses to be found."

"Well, what about a drink?" suggested the cattleman, "or are you on the water-waggon now?"

When they departed the old man declared: "Well, good luck. I am glad you are still human—even if you are going to be a parson!"

Missionary enterprise in the Pacific today can be just as adventurous as when John Williams built his frail craft at Raiatea in the Society Islands and sailed the Southern Seas.

Vernon Henry Sherwin was in New Britain from 1928 until 1933 when he was selected by his bishop for work on the mainland of New Guinea. On his first attempt to reach New Britain he was blown almost back to the New Guinea coast. To quote his own words: "Excitement becomes almost monotonous when one has been blown out to sea in a native canoe for three days with a hat as a bailer and four coconuts for food, or when one has to eat snake-flesh at a native banquet, or dive deep into the Pacific with dynamite charges to blow up fish to feed one's hospital patients. The thrills have gone on happening ever since." Although he is apt to dismiss the sea adventure somewhat flippantly, it might easily have terminated seriously. The danger was enhanced by the loss of the canoe's outrigger.

On the second occasion Sherwin visited New Britain the schooner in which he was travelling ran on a reef. The native skipper had not even a chart. The missionary had to improvise his own navigating "instruments." When the schooner was well and truly aground, he had to strip off and dive into the hold to salvage the cargo. Later the vessel was got off, and the voyage resumed—after this muscular Christian had patched up the hull!

Some people are still inclined to think that the missionary walks around the bush in a top hat and black coat, that he sits beneath a tree awaiting the approach of the Gospel-seeking natives. "I have known natives come up and ask for tobacco," he says, "but never for the Gospel."

In New Britain, Sherwin's day commenced with divine service at 5.30 a.m. Two hours later he was at work in the mission hospital making perhaps 30 or 40 injections, attending to abscesses, dressing wounds, even on occasion having to amputate a limb. At 10 a.m. he ceased to be a doctor and became a schoolmaster until noon. After lunch more school, then another round of the hospital, followed by court cases, gardening, with perhaps time spent in supervising the building of new houses, and then evensong.

Not a bad day's work even if carried out in a temperate climate. But that is not all, for as the missionary remarked "Patrols had to be made on foot through the hill villages, doing medical work, advising about houses, diet, sanitation, and a hundred other things. Sometimes I was

away in the bush for six weeks on end, crossing torrential rivers, climbing mountains, wending a fearful way over shaky bamboo bridges with an abyss stretching far below. Dealing with savages is educative and humanising when one realises that revenge is sweet to them, and is usually accomplished by means of a spear or arrow, minus abstruse legal arguments!"

In New Britain he had to accept malaria, wet blankets and stores, as part and parcel of his daily existence. The climate there plays havoc with a man even with the constitution Sherwin possesses. Only the fittest can survive. After a particularly

bad bout of blackwater fever on one occasion he left a note for the administration authorities stating that if he died his natives were not to be blamed. Natives of New Britain still attribute not a few deaths (and probably with good cause) to poison.

What one likes particularly about this energetic young missionary is his sane outlook. For instance, he does not believe in clothing natives. "By clothing them," he says, "you are paving the way for skin diseases and respiratory troubles. In the humid heat of the tropics the more the body is exposed the better. The native,

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in his normal state, very sparsely clothed—or wearing nothing at all—is perfectly moral."

Neither does he desire to interfere with their primitive culture: "Within my area of work, both in New Britain and now on the New Guinea mainland, native customs have been carefully preserved. In fact, those in danger of being forgotten have been carefully revived. It is arrogant,

criminally wrong, and foolish to try to Westernise natives. To smash their inherited customs is an intolerant, puritanical step."

Again, he is emphatic that all missionaries should possess anthropological training. He, himself, underwent a course at Cambridge.

"Missionary mistakes in the past," he says, "were due to ignorance and in-

tolerance." Further, he is strongly in favour of sectional control in the mission field. The recent sectarian bitterness engendered between the Roman Catholic and Lutheran sects in the Mount Hagan area have not enhanced the reputation of missionaries in the eyes of white residents in New Guinea. "What must be the effect on the untutored native?" he asks.

Last but not least—he is entirely sympathetic towards the native. Not merely sentimentally so. But he realises that the native must bear the impact of civilisation whether he wants to or not. While preserving what is best in the primitive culture, it is only fair that some spiritual compensation be given when native belief is shattered in the gods of old.



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Cyclone Devastates Norfolk Island

A CONCENTRATED section of the severe cyclone which raged over the Tasman Sea in the middle of May swept Norfolk Island on May 22, and was accompanied by incessant torrential rain.

Heavy damage was done to property, plantations, and roads, and farmers suffered great financial loss. Roaring torrents carried away bridges, trees were uprooted and swept along for hundreds of yards, and many roads were completely blocked by landslides.

Cable communication was severed when the hut of the Pacific Cable Company at Anson Bay was completely wrecked and washed out to sea. Workmen sent to repair the cable were lucky to escape with their lives when a cliff-fall occurred and hundreds of tons of undermined cliffs collapsed into the sea. Cable communication was restored the following day.

In reply to a message from the N.I. Administrator (Captain C. R. Pinney) asking for assistance, the Prime Minister (Mr. J. A. Lyons) has given authority to spend what is necessary for the immediate relief of the sufferers. The population of the island is about 1000.

FIJI CUTTER DRIVEN ON REEF

From Our Own Correspondent

SUVA, May 22.

ON her way to Suva loaded with a cargo of copra from Kadavu, the auxiliary cutter *Mary Work* was driven on to the main reef opposite Namuka early on May 14. The passengers and crew were uninjured, and left the vessel by dinghy.

The cutter was examined by the Acting Harbourmaster (Captain Hay), who stated that she was well aground and bumping slightly at the stern. It was reported later that she was holing badly and was not worth salvaging, and it is thought that she will remain on the reef until she breaks up.

Powered with a 20 h.p. engine, the *Mary Work* is of about 28 tons register. Her length is 53ft., with a beam of 16ft. She was originally built at Suva by W. H. Terry and Son some 20 years ago.

Mr. C. S. Clarke, who has been in practice as a dentist at Suva for a number of years, arrived in Australia by the *May Niagara*. He was accompanied by Mrs. Clarke. Mr. Clarke has disposed of his practice to Mr. H. S. Mount, formerly of Adelaide.

COOK ISLANDS FRUIT INDUSTRY

Officials and Delegates Leave to Attend N.Z. Inquiry

From Our Own Correspondent.

RAROTONGA, May 18.

A GENERAL exodus of those interested in the fruit industry and its ramifications took place by to-day's *Maunganui*. In the first-class, representing the Administration, went Judge H. F. Ayson, C.M.G., Resident Commissioner, and Mr. W. T. Goodwin, Director of Agriculture. Representing the Exporters' Association went Mr. R. McKegg, managing director of the Cook Islands Trading Co., accompanied by Mr. W. Wigmore, shipper and planter.

In the second-class were Mr. William McBirney, trenchant chairman of the Growers' Association, together with his fellow delegates, Mr. W. P. Browne and Tevono Napa Tauel. On behalf of the minority counter-petition were Timirau Makea Ariki Nui and Tuaine Nicholas. Representing himself in an unofficial capacity was the one-time Director of Agriculture, Mr. E. A. Reid. Last but by no means least important went Arumaki, delegate from the Cook Islands Native Association.

It is understood that the Parliamentary Committee detailed to investigate the fruit industry in the Cook Islands will go into action within a few days of the ship's arrival. In addition to the above delegates and officials, much evidence is expected to be tendered by parties representing sales and marketing interests in New Zealand. The work of sorting out and finally reaching a correct estimate of the whole situation will prove no easy task. It is one where the words of the late Tim Healy in the House of Commons might again be employed—"I have given you the information, gentlemen; God alone can give you the intelligence to understand it!"

During the past month advice from the outer islands of Mauke, Atiu, Mangaia and Aitutaki was received to the effect that a substantial majority of growers—in Mauke alone over 90 per cent.—had signified approval of the proposed Fruit Board.

The actual position now is that probably well over 85 per cent. of the total number of growers, both in Rarotonga and the Lower Group, have signed the original petition asking for a Control Board whilst those who signed the counter-petition represent a bare 10 per cent. The latter's claim to be growers of 60 per cent. of the island's fruit output is open to serious question, since in several instances signatures to this petition possess little land themselves, but are either large purchasers of "standing crops" or straight-out buyers and consignors. Both of these activities tend to place them more in the class of middlemen than in that of the producer which they now claim to represent.

"CAPE HORN" LIFTS 7,500 CASES OF ORANGES

The *S.S. Cape Horn*, en route from 'Prisco to Auckland, called here on May 6, later proceeding to Mauke and Aitutaki where she picked up 7,500 cases of oranges, bought at the flat rate of 2/- a case by guarantors of the vessel. Dissatisfied with the price offered, growers in Mangaia and Atiu refused to pick.

In Rarotonga, producers picked heavily despite the poor price of 2/6 a case "in the shed." It is estimated that 10,000 cases will go forward by to-day's mail-boat.

In view of last week's shipment by the *Cape Horn* there is now every prospect of the market being flooded. With cold storage facilities at their disposal it is a

simple matter for speculators to hold large quantities in reserve, releasing these when further shipments arrive, thus forcing down any competitive bidding and later replacing the fruit in storage until a more favourable market is created.

With regard to the local buying agents' price of 2/6 a case here in Rarotonga, it is interesting to note that the recently-formed Growers' Association have been able to secure orders from N.Z. for 500 cases at 5/- a case, or just double that paid by the representatives of the speculators—figures altogether disproportionate to the reasonable profit recognised in economics as the reward for commercial "risk."

Despite plenty of available shipping space many small growers have nevertheless been unable to dispose of their fruit locally. That "honesty is the best policy" has been felt to be a mistake in a number of cases where natives not in debt to the stores have systematically had their fruit refused whereas others whose accounts are well on the wrong side of the ledger have had no difficulty in getting rid of theirs.

Mr. L. R. Barton, of the Audit Department, Fiji, left Suva by the *Monterey* on May 12, en route to England. He was accompanied by Mrs. Barton.

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A United Women's Club has been formed in Rabaul, of which Mrs. Percy Clark is president and Mrs. H. C. Gridley is secretary. The club will collect clothing, etc., for city missions in Australia, as well as books and periodicals for lonely settlers on N.G. out-stations.

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NEARLY FOUNDERED

Papeete Schooner Pounded by Gales En Route to Rapa

From Our Own Correspondent

PAPEETE, May 13.

AFTER being absent over a month, the local schooner, *Waitangi*, a small craft of about 20 tons, returned to her Papeete headquarters recently after an unsuccessful attempt to reach the island of Rapa, in the Austral Group.

After calling at Raivavae Island the *Waitangi* proceeded on the last leg of the voyage. Encountering fierce gales and tempestuous seas, it was impossible to make headway in spite of the auxiliary diesel engine carried by the ship. For many days the schooner battled with the elements without avail, heavy green seas swept the deck and pounded the hull unmercifully so that the danger of foundering was a very real one. Mr. Paul, a New Zealander, who was returning to his home on Rapa, said that only for the courage and resource of the Rapa sailors—than whom there are none better in the world—the vessel would undoubtedly have been lost with all the 13 people aboard.

Suffering considerable damage, the schooner was hardly able to return to Raivavae and, after some overhauling, make the return trip to Papeete. She is now ready to make another effort to get to Rapa, which is situated in one of the stormiest areas in the Pacific.

Mr. C. W. T. Johnson, Second Assistant Colonial Secretary of Fiji, left for England by the *May Aorangi* on long leave.

Messrs. T. J. Shepherd, E. Herbert, E. White and H. Slocombe, four Melbourne mining men who sailed at the beginning of the year on the ship *Joseph Conrad* to search for gold on an island near Samarai, Eastern Papua, returned to Sydney by the *Macdhuil* on May 22. After an uncomfortable voyage in rough weather they arrived in Papua only to find that the supposed treasure island was one that had been well-known to gold-seekers since 1887. Their investigations proved fruitless, and the expedition was abandoned.

REV. C. W. ALDERSON

New Anglican Bishop of New Guinea

TO succeed Dr. Henry Newton, who has laboured for 36 years in Melanesia, Rev. Cecil William Alderson, M.A., of England, has been appointed Anglican Bishop of New Guinea. The date of his arrival in Australia and where he will be consecrated are points which have not yet been decided.

Rev. Alderson, who is 35 years of age, was a scholar at St. John's College, Oxford, where he gained high degrees in classics and philosophy, and took first-class honours in theology. He was vice-principal of Ely Theological College from 1925 to 1930, and was then appointed by the University Mission to Nyasaland, Central Africa, in 1933.

The Bishop-Elect is said to be quiet and unassuming—even shy, at first—rather than openly forceful, but gives one the impression of spirituality and power. He has a keen and penetrating mind and should be well fitted to deal with the problems of the task to which he has been called.

The new Bishop's diocese comprises the whole of Papua—not the Mandated Territory of New Guinea as might be expected from his title. The New Guinea Mission, of which Rev. Alderson will be the head, was established in Papua in the days when the territory was frequently called British New Guinea. When Australia took over the German portion of New Guinea, the N.G. Mission did not extend its influence to that sphere, but contented itself with consolidating the work in Papua. The Anglican Church's activities in New Guinea are the responsibility of the Melanesian Mission, which also operates in the Solomon Islands and New Hebrides.

18 MONTHS' GAOL FOR MANSLAUGHTER OF PAPUAN NATIVE

From Our Own Correspondent

PT. MORESBY, May 15.

BEFORE His Honour Mr. Justice Gore at the Central Court at Samarai, George Roberts, a cattleman employed on Gili Gili Plantation, Milne Bay, in the Eastern Division, came up for trial early in May on a charge of killing a native labourer.

It was alleged that Roberts kicked the native, who later died from a burst spleen. Certain medical evidence was submitted by the defence, and as a result the charge was altered from murder to that of manslaughter. Roberts was convicted and sentenced to 18 months' imprisonment to be served in Port Moresby gaol.

Mr. E. B. Bignold prosecuted for the Crown, and Mr. W. Brian Molloy, barrister of Port Moresby, acted as counsel for the defence.

Mr. B. W. Costello, of Girigiri Plantation, Kokopo, New Britain, arrived in Sydney from Rabaul with his wife and child by the *June Neptuna*.

Mr. H. Hughes, a pilot for Guinea Airways Limited at Lae, New Guinea, arrived in Australia by the *Neptuna* on June 1.

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"Carl Zeiss" Binocular Race Glasses, Telexin, 6 x 30, in case . . £6/10/-

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Corona 4 bank portable Typewriters, in case, new condition . . . £10/10/-

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FAMOUS TENNIS CHAMPION AT TAHITI

From Our Own Correspondent
PAPEETE, May 13.

THE ex-professional tennis champion of the world, Monsieur Henri Cochet, recently paid a visit to Tahiti and left again for America by the *Monpanni* on April 23 in continuation of his voyage round the world. M. Cochet, who is now 40 years of age, held the amateur championship till 1927, then became a professional.

For the last few years he has been something of an Ambassador Extraordinary, touring the world with the mission of making propaganda for French sport and teaching the principles of tennis to the peoples of all nations.

Although there are not very many tennis enthusiasts here, Cochet was received in Tahiti with acclamation, and his visit of a month's duration will undoubtedly result in a renewal of interest in this game which is so eminently suited to a languorous tropical climate. Assisted by his wife, he showed the theory of tennis by means of special cinema films, the exhibition of which drew crowded houses. Practical demonstrations were also given and the Governor placed his private courts at the disposition of the public for a special exhibition.

Mrs. A. C. English, of Rigo, Papua, is at present on a visit to Sydney with her daughter Marjorie. Mrs. English has lived in Papua for 30 years, and her husband is one of the oldest residents of the territory.

"Little Stonehenge" of a Forgotten Race

Papuan Anthropologist Reports on Trobriands Formations

A REPORT made by Mr. F. E. Williams (Government Anthropologist) on the stone structures discovered in the Trobriand Group, Papua, has been received at Canberra.

It will be recalled that the presence of these stones of mysterious origin and estimated to be 2,000 years old was first reported by Mr. Arthur J. Vogan, F.R.G.S., who carried out archaeological investigations in the Trobriands in 1932. A description by Mr. Vogan of the strange formations was published in this journal in February last.

In his interesting report Mr. Williams stated that some of the structures on Kiriwina Island appeared to him like "a little Stonehenge." Their original purpose seemed to have been lost or forgotten, but it was likely that they were "tomb temples," or sacred places of burial. At the site of one of the structures, human bones were found buried.

"As to the origin of the major sites, informants were found to be completely dumb," said Mr. Williams. "The more generally accepted opinion of authorities is that the stone building habit was implanted in Melanesia by immigrants who derived their culture from the west. It is assumed that the immigrants with their superior culture occupied the status of a ruling class. If this be so, then in the Trobriand Islands not only have they left some hulking monuments of their forgotten skill, but some of their more direct descendants probably survive as the present class of chiefs."

Speaking of the group of stones at Ilukwaiwala, on Kiriwina, he observed: "Here, a great number of stones, white or grey, stand boldly in view. They give clear indication of an early formation. In the background is the great stone of Otulam, part of a smaller formation, but, one composed of much more massive stone. The whole thing looked exceedingly impressive, and it is not too much to say that, on first sight, Ilukwaiwala and Otulam look like a little Stonehenge."

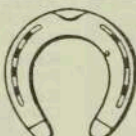
He added that the enclosure formed a rough oblong about 60 feet long and 15 feet broad.

Mr. Williams described other formations, including one at Kadalalai, on Kitava. The weight of the great stone of Otulam was estimated to be about 12,000 lb. He considered that the enclosures had been made where the stones were found.

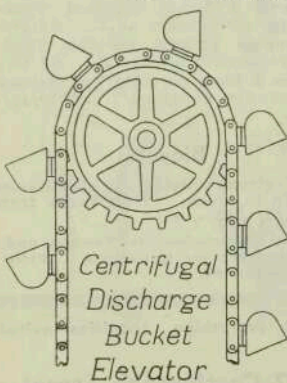
The Anthropologist recommended systematic excavation as a means of providing better evidence of burials and of throwing some light on the history of the enclosures, and added that the sites should be preserved. The Acting Lieutenant-Governor of Papua (Mr. H. W. Champion) reports that steps will be taken to carry out Mr. Williams' recommendations.

Mrs. A. H. Bunting, of Samarai, Papua, reached Australia by the *Macdhui* in the middle of May on a visit to her daughter who lives in Sydney. Mrs. Bunting has resided in Papua for 35 years.

Mr. H. V. C. Randall, of the New Guinea Public Works Department, married Miss Gwendolen Backhouse, sister of Dr. Clive T. Backhouse of Rabaul, on May 14.

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STILL SEEKING COCOS TREASURE

Activities Which Harass Costa Rica's Navy

IT appears that the search for the Cocos Island treasure still goes on, and that the Central American republic of Costa Rica is still on the warpath.

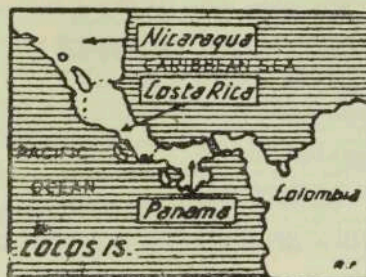
The extraordinary and amusing story, up to that date, was told in the *Pacific Islands Monthly* of May, 1935.

An expedition organised by Treasure Recovery Limited, of Carlton House, Regent St., London, sailed from London in the luxurious yacht, *Queen of Scots*, in September, 1934; and, with much expensive equipment, landed upon Cocos Island, in the Pacific Ocean, 559 miles south-west of Panama. Everything had been planned in lavish style, and the leaders were confident that they would find the pirates' treasure, estimated at from £12,000,000 to £25,000,000, which had been buried there in the eighteenth century.

But one thing was forgotten—and it was vital. Everyone had assumed that Cocos Island was No-Man's-Land, whereas it is claimed as part of the empire of Costa Rica. On October 13, 1934, an armed force left Punta Arenas, in Costa Rica, and arrested the British expedition on Cocos Island, and confiscated all their equipment. The treasure-seekers, who had departed from home in a blaze of publicity (during which the shares of Treasure Recovery Ltd. were sold freely and profitably) returned disconsolately to London.

The expedition's leader, Commander F.

A. Worsley, was not daunted. Early in 1935, he left London in the motor drifter *Veracity*, 45 tons, for Panama, Costa Rica and Cocos; and it was announced that the trouble with the Costa Rica Government had been overcome, and that the expedition would be allowed to land on



Sketch map showing position of Cocos Island in relation to Costa Rica and other Central American states.

Cocos and resume operations, on the understanding that Costa Rica would receive one third of any treasure recovered.

Nothing much was published about developments in 1935. It was reported that Costa Rica, "for the second time in two years," had chased another British ex-

pedition off the island; but this may have been the party of a Captain Bellamy, who in 1935 left Vancouver to make his second attempt to find the treasure. There seems, as a matter of fact, to have been four or five separate enterprises centred on the Cocos Island treasure; and the Costa Rican army and navy—reported to consist of 14 officers and 29 men—has had an exhausting year, protecting the treasure isle from the rovers.

UPHEAVAL IN TREASURE CO.

The search of Treasure Recovery Ltd. evidently did not prosper in 1935; because, towards the end of the year, a section of dissatisfied shareholders called a meeting, threw out the old directorate, and appointed an entirely new board. A friend has sent us a copy of a circular issued to shareholders by the new board. It is dated from Carlton House, Regent St., London, on January 21, 1936, and its careful phraseology is worth quoting in full:

The Extraordinary General Meeting of Shareholders, of which you received formal notice, was duly held at Central Hall, Westminster, S.W.1, on Thursday, December 19, 1935, and the Share-

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holders present passed the Resolution appearing on the Notice of Meeting and elected Messrs. Baron, Bevan, Arthur, Mendelssohn, Thorp and Bergmans to form the new Board of Directors.

The full proceedings of this Meeting proved to be too protracted to warrant the expense of circulation to the Shareholders, as had been proposed, but a verbatim report may be inspected by Shareholders at the Offices of the Company.

The new Board, on taking charge, have, as may be supposed, discovered many matters requiring urgent attention, including the question of finance for continued operations. They have kept in mind

the primary object for which the Company was formed—the location of Cocos Island treasure. Reference has already been made at the Extraordinary General Meeting to Mr. P. A. Bergmans and the Directors believe that Mr. Bergmans' information holds the only sure road to early and complete success.

This documentary information is now for the first time in possession of your Directors. It consists of:—

1. A plan of Cocos Island, showing the general location of the treasure cave.
2. A large-scale plan, showing the site and approach to the cave, with instructions.
3. A description of the contents of the cave.

The information contained in 1 and 2 obviously cannot be disclosed herein, but the description in 3 above is as follows:—

"When arriving in cave you will first notice on your left the form of a person (skeleton)

"Further on the left are sacks with gold nuggets and more sacks further inside on the same left.

"You will have to walk on silver coins and other metals which is filled up in abundance.

"On the right from the entrance are seven little barrels containing gold coins and in the farther and middle are eight boxes or trunks and many different pieces of ornament from churches, together with statuettes.

"Two of the boxes have been opened by me and jewels have been removed.

"Notice an old shirt was used to make a sack from, but was later left in the cave and gold nuggets of all sizes are spread on the ground in order to use two of the bags to fill them with jewels."

NOTE.—The above is reproduced exactly as written by Mr. Bergmans who, it will be remembered, is a Belgian. The above-mentioned documents were drawn and signed by Mr. Bergmans.

As will have been evident to those Shareholders who were able to attend the Extraordinary General Meeting, the Company's finances are in no state to-day to defray the cost of turning the above information to account and your Directors feel that their proper course is to advise Shareholders fully of the highly important new facts and of the considered recommendations of the Board, so that the steps taken shall be those having the fullest approval and support of the Shareholders.

The information now in the Directors' hands has been carefully studied, particularly by Mr. Arthur and Mr. Studdert, both of whom have a close acquaintance and knowledge of Cocos Island. These two gentlemen—both Directors of the Founder Company, Spanish Main Exploration Limited, as well as of this Company—have formed such a favourable opinion that they have intimated that their Company, as the largest shareholder in Treasure Recovery Limited, will be prepared to advance to your Company, on loan, immediately, such funds as are necessary to meet its present urgent commitments and to maintain your Company in good standing until Shareholders have decided upon the future policy of the Company.

This gesture of confidence has been made, not only as the result of Mr. Bergmans' documentary information and an examination of samples of the treasure which he has brought to London, but also, and to a very large extent because, there has been accumulated over the past year much contributory information from entirely independent and separate sources, all tending to corroborate and confirm the genuineness of Mr. Bergmans' documents.

The proposals which the Directors now put forward for the approval and support of Shareholders are as follows:—

1. That the information now in the hands of the Board be turned to immediate account, utilising "Veracity" to proceed to Cocos Island with a selected personnel from those already in the Company's employ with any special additions to personnel that may be found necessary.
2. That the additional finance required, amounting as it does to but a small part of that already invested in the Company, be subscribed by Shareholders.
3. That such subscriptions shall be by way of loan to the Company and that the loans shall constitute a first charge upon the proceeds of all treasure recovered, after the agreed Costa Rican Royalty has been deducted.
4. That a bonus of one fully-paid share of the Company shall be issued free to Lenders in respect of every £1 advanced. This has been made possible by the offer of Spanish Main Exploration Limited to place at the Company's disposal, free of charge, a sufficient number of fully-paid shares from its holding, to provide the above Bonus.
5. That Shareholders be asked to indicate the extent to which they are prepared to support these proposals and to forward their cheques in respect of same, together with the enclosed form, duly completed and signed.

By this means, the proposals, receiving the support of the Shareholders can be put into operation with the minimum of delay. The "Veracity," now at Punta Arenas, Costa Rica only 300 miles from Cocos, can be recommissioned and the whole programme completed well within the time limit of the Company's Concession. The Directors therefore recommend with confidence every Shareholder to support this programme in their own interests and to subscribe to the Loan.

Miss Eleanor Fellowes, of Philadelphia, who arrived in Sydney early in March, 1936, told of a day spent only a few weeks before at Cocos Island, where she said a band of Englishmen are looking for treasure. They had spent nine months searching the mountainous and forest-clad island, but had met with no success. They lived in the huts erected by previous explorers, and had an electric plant which enabled them to have a refrigerator for keeping their supplies fresh.

This, presumably, was Captain Worsley's party, which left London in the *Veracity* early in 1935.

Captain Bellamy, of Vancouver, who spent some months searching on Cocos in 1932, reported that he had found 133 gold and silver Spanish coins, bearing dates of the 16th and 17th century. He said the pirates' cache seemed to be in quick-

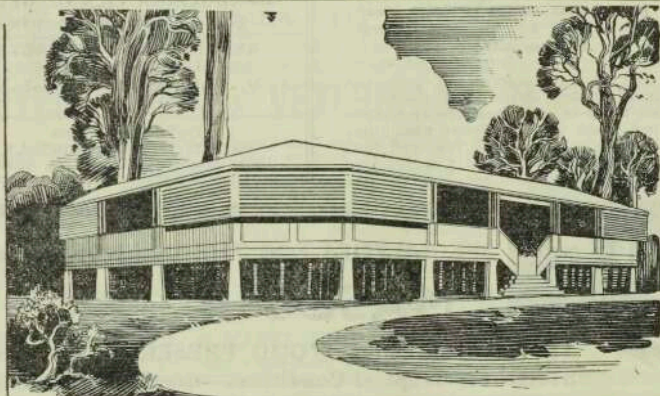
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sand, and that it would require comprehensive engineering equipment to recover it. Obsessed by the idea that he might be the discoverer of treasure, variously estimated up to 20 millions sterling in value, Bellamy fitted out a small schooner at Vancouver last summer. After a dispute with his partners, he set out alone, but his vessel was wrecked in British Columbia waters. A trading vessel, which arranged to drop him at the island, met a similar fate on the Costa Rica mainland.

SOME HISTORY

Mr. Frederick Wall, writing in *Gibbon's Stamp Monthly* a few months ago, said:

"It has been the Central American republic's custom for quite a time to grant licenses to those who thought they could unearth the Spanish and Portuguese gold which is said to be hidden there. I thought that the matter of ownership was settled in 1897 when British Admiral Palliser and a party of blue-jackets landed on the island and calmly started blowing it to pieces in the hope that the explosions would reveal something more valuable than upturned earth and rock! As a result of this intrusion upon foreign territory Cocos was put out of bounds by the Admiralty!

"The island is first found marked on a French map of the sixteenth century and no doubt was a hiding place for pirates for a number of years. There are commonly supposed to be two vast treasures hidden there, that belonging to a Portuguese pirate, Benito Bonito (buried about 1820), and that raided from Lima about the same time, during the Peruvian war

of independence. Looking at the map, Bonito's hoard is said to be on the shores of Wafer Bay (the westerly of the two bays at the north of the island) while the great treasure of Lima lies somewhere in the other and nearby bay, Chatham Bay.

"Whether they do exist still remains to be seen; it is quite likely that they are there somewhere in the island which is hilly and almost impenetrable with vegetation. Dozens of exploring parties have tried their luck (including one led by Sir Malcolm Campbell) and, in spite of so many failures, the attraction still remains."

THE LIMA TREASURE

Admiral B. M. Chambers, in a letter published in the London *Daily Telegraph* in August, 1934, described lengthy searches which he had made, all over the world, for any kind of contemporary history or documentary evidence which might support the story of the Lima treasure. The story is that when Cordova was approaching Lima, the church authorities gathered together an immense treasure, the property of the church, and shipped it away in an English ship, the *Mary Dyer*, or *Dier*; and that the crew of the ship murdered the priests who were in charge of the treasure, and seized it and buried it on Cocos Island. The Admiral said he could find no evidence whatever that any such crime had been committed or that any such ship had ever sailed the seas. The indications were that the treasure from the Lima churches was taken away inland.

IMPERIAL AIRWAYS

Another Survey of Gulf Route

THE announcement made in April last stating that Imperial Airways Ltd., in association with the Commonwealth Government, were again making a survey of the waters between Darwin and the eastern coast of Australia with a view to finding a suitable route and bases for flying boats, apparently disposes for the present of the plan of deflecting the air mail route so that it would come down to Australia via Borneo and New Guinea instead of via the Netherland Indies.

There is no doubt that Imperial Airways Ltd. have given serious consideration to the Borneo-New Guinea idea; but, as we pointed out recently, if the new flying boats are to give definite service to British territories they must come down by the Mandated Territory of New Guinea and thus lose a good deal of time on the journey; whereas if they take the more direct route, via the south coast of Dutch New Guinea and Torres Strait, they will not be giving service to any important British territory.

Apparently, it is in view of these considerations that a further survey of the Darwin-Gulf of Carpentaria-east coast of Australia route is being made.

Mr. W. W. Petrie, of the Seventh Day Adventist missionary organisation, recently was transferred to Western Samoa from the S.D.A. station in the Purari region in the interior of New Guinea.

Mr. J. C. Archer, delegate of the Custodian of Expropriated Properties in New Guinea, recently married Mrs. Nina Gallagher, daughter of Mrs. C. H. Luxmoore, of the Rabaul Hotel. The ceremony at Rabaul was a very quiet one, and was performed by the Registrar (Mr. J. L. Street) at the home of Hon. H. O. and Mrs. Townsend.

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NATIVE SURGERY

Practices in Pre-European New Britain

THE general idea of cannibal surgery does not as a rule extend beyond battle axes and sharpened shells, with which bodies are reduced to manageable proportions for rapacious appetites.

So it comes as a surprise to read in the late Richard Parkinson's work "Dreissig Jahre in der Sudsee" ("Thirty Years in the South Seas—1875 to 1905") that not only did the inhabitants of the Gazelle Peninsula, New Britain, practise trepanning for injuries to the head, but that they had a considerable knowledge of medicines and anatomy; which they put to good use, in spite of their cannibalistic tendencies.

In dealing with the customs of these people, Richard Parkinson writes:

"Their knowledge of medicine is far from unimportant, and though of not a high order, those who practise it, command attention and respect on account of their profound belief in their inspired powers.

"It is difficult to draw the line between bona fide remedies and white magic. Certain maladies are treated with specific medicines varying in potency, concocted chiefly from plants and herbs.

"Their knowledge of anatomy, in line with their cannibalism, is astonishing, and could be said to be far ahead of that of the average educated European. The exact position of each internal organ is known to them and they are capable of deciding in which organ a malady is seated."

It seems they showed their greatest skill in operations on broken heads, received during fighting, from stones from slings.

Stones were hurled from considerable distances and did great damage, and it was not unusual for warriors to be carried unconscious to the village "Specialist" and his assistants, who had prepared

and sharpened obsidian splinters, mussel shells and sharks' teeth for emergency cases.

These crude and simple implements were evidently equal to their task for in most cases the operation proved successful. Within the knowledge of an old man of a village, states Mr. Parkinson, 23 out of 31 cases survived treatment. Many of them were known to him personally.

Great care was taken to wash the wound before setting to work with water contained in a coconut shell, used previously for the "surgeons" far from clean hands. The operation consisted briefly in making an incision, pulling back the scalp (to expose the skull bone), extracting broken portions, and making a careful and extended search among the folds of the brain for embedded matter.

This delicate procedure over, and all rough edges removed (with obsidian "scalpel"), the hole was carefully covered over, either with a small portion of bark cloth, or a piece of the inner leaf of a banana—first sterilised over glowing coals for a few seconds.

The scalp was then drawn slowly back, washed with coconut milk and bound in position by means of a fine wide meshed net, fitting closely and firmly to the head. Finally to hasten healing, the patient was adorned with charms, hung either around his neck or on various parts of his body.

Trepanning was practised also in the Duke of York Islands and along the southern shores of New Ireland and on Gerrit Denys and Caens Islands as well. Here, the practice was extended to patients suffering from continued headaches and epileptic fits. The operation was less complicated, though an opening seems to have been made in the skull bone by scraping.

Broken bones also received surgical attention, and were set by means of bamboo splints, fitted closely to the exposed bone. These were withdrawn after two or three weeks apparently with good results. This method was chiefly applied in the Gazelle Peninsula (New Britain).

Beyond these measures, and blood-

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SOUPS, in 8 oz., 16 oz., ½ gal. and 1 gal. tins. Varieties: Vegetable, Ox Tail, Mulligatawny, Mock Turtle, Tomato.

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letting, which was universal, sorcery played the chief role in their treatment of diseases, and when the power of sorcery failed they abandoned all hope.

Numbers fell victims early to pulmonary complaints and epidemics, and smallpox at various times decimated whole districts. This disease was well known to the inhabitants and regarded with such horror that, on the first sign of its symptoms, the wretched victims were killed to prevent contagion.

According to Parkinson, they placed little faith in European medicine, though they submitted willingly to the surgeon's knife, when they showed extraordinary courage and endurance, never flinching under the severest treatment.

Richard Parkinson was one of the earliest pioneers for the German New

Guinea Company, which commenced operations on an extensive scale in the Bismarck Archipelago as a chartered company in 1885. Before his death in Herbertshöhe (New Britain) in 1909, he published this valuable record of the customs and habits of the natives of the Bismarck Archipelago and the Solomon Islands, together with a detailed description of the principal features of the country. In 1926, at the request the publishers (Streaker and Schroder) a second edition, abridged and revised, was published by Professor D. August Eichhorn, Director of the Oceanic branch of Ethnology, at the Berlin State Museum, in view of its valuable information to ethnologists.

—MOLLIE LETT.

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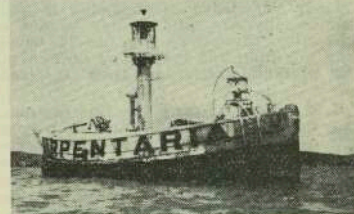
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"Carpentaria" Goes Off On a Jaunt

Torres Strait Lightship Drifts
300 Miles

ANCHORED near the Markura Shoal, at the western end of Torres Strait, the lightship *Carpentaria* guards Australia's northern shores and warns mariners of the dangers of the reef-studded strait. Frequently, however, the vessel will not "stay put" and, breaking away from her moorings, goes off on a jaunt out into the seas to the west.

Early in May word was received at Thursday Island that the frisky ship had slipped her shackles again and was making off in the direction of the Aru Islands,



The lightship "Carpentaria."

off the coast of Dutch New Guinea. Hurriedly the Commonwealth steamer *Cape Otway* was despatched to search for the runaway.

Bearing evidence of battering in heavy seas, the *Cape Otway* returned to Thursday Island on May 20 with the lightship in tow. The *Carpentaria* had drifted 300 miles westward. When she was located on May 15, the seas were so rough that eight hours were spent in getting the first man on board. Finally, after working under terrible conditions, a rope was got aboard and the anchor was taken in.

The lightship has no steering apparatus of her own and consequently, while being towed back to port behaved very capriciously. On May 17 the tow line parted, and as the light had been switched off the boat again drifted off into the darkness. She rammed 30 miles before the *Cape Otway* found her again. A fresh tow line was got aboard and the remainder of the journey to T.I. was accomplished without mishap.

When she has been overhauled the *Carpentaria* will again be towed out to do sentinel duty at the western gate of Torres Strait. There with her flashing automatic light and her big booming bell she will be securely moored, and there she will stay until she is stirred by the winds of wanderlust to explore once more the seas that lie beyond the horizon.

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FIJI'S SUGAR EXPORTS FALL

Huge Decrease Upsets Colony's Trade Balance

THOUGH the general trade position of Fiji has considerably altered, figures supplied by the Customs Department for the first three months of 1936 show an increase of £20,932 in the total volume of trade compared with 1935.

Imports have jumped up £92,903—from £255,464 to £348,367. An extraordinary and unexplained falling off in shipments of sugar from the C.S.R. centre at Lautoka was responsible for a large decrease in exports from £332,211 to £260,240—sugar exports during the first quarter of 1935 totalled 24,776 tons valued at £208,782 against 8,759 tons worth £78,642 this year. Surplus of imports is now £88,127.

The following figures illustrate the position:—

	1935	1936
Imports	£255,464	£348,367
Exports	£332,211	£260,240
Total trade	£587,675	£608,607

EXPORTS IN DETAIL

	1935	Quantity	1936	Quantity
Sugar	208,782	24,776 tons	78,642	8,759 tons
Copra	64,666	7,559 tons	97,196	8,107 tons
Bananas	16,392	38,142 cases	27,830	49,102 cases
		1,682 bunch.		3,140 bunch.
Molasses	2,490	2,490 tons	5,564	5,564 tons
Gold				
Bullion	5,957	758 ozs.	18,421	2,397 ozs.
Trochus				
Shell	7,684	119 tons	3,785	53 tons
Other				
Articles	26,240	—	28,812	—

SEARCH FOR GOLD ON MALAITA, B.S.I.

From Our Own Correspondent

TULAGI, May 5.

THE interest in gold other than the Pioneer Co's proposition still continues to a small extent.

A local vessel is under charter to a small mining party to investigate certain parts of Malaita where rumours of gold exist. The disposition of the natives, the nature of the country and the thickness of population (waste land being almost non-existent), have hitherto deterred prospectors there. So many local adventures have turned out "duds" that a look at less prospected islands is worth while. Guadalcanal having apparently concentrated its riches in the comparatively small Pioneer area.

Work on Guadalcanal proceeds without any fuss or excitement. The "shows" which were marked by excitement all seem to have petered out.

Mr. A. G. Steber, chief inspector of the Bank of New South Wales, retired at the end of May after 48 years' service. For some years he served with his firm's branches in Fiji.

Rev. Vernon Sherwin, of the Melanesian Mission staff, who is stationed at Wau, New Guinea, arrived in Sydney by the Macdhui on May 22, on three months' furlough. He went on to Adelaide where he is to be married. Mr. and Mrs. Sherwin will return to Wau in August.

NATIVES SUFFER LIKE WHITES

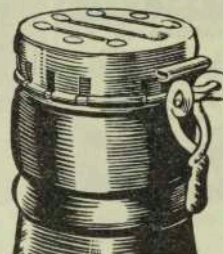
IT is a popular superstition that native races do not suffer from the diseases of white people, and that if we could only get back to a simple diet, like they have, all our ills would be cured. A recent issue of the *Medical Journal of Australia* has an interesting article contradicting this idea. A doctor from the Tropical Medicine School at Sydney University has just completed a medical survey of Papua and has analysed the ailments of the various tribes and villages.

Among the things which he has discovered (apart from the indigenous diseases like malaria, ringworm and hookworm) are goitre, infantile paralysis, epilepsy, arthritis, middle ear disease, paralysis, rheumatism, and in fact most of the ills to which the flesh is heir.

Miss Lucille Dupain, daughter of Mr. and Mrs. W. M. Dupain, of Port Moresby, arrived in Sydney by the Macdhui from Papua on May 22. For several months prior to her departure, Miss Dupain had been taking an active voluntary part in broadcasting from station 4PM at Port Moresby, and she now has returned to Sydney to make a dramatic career for herself in Australia.

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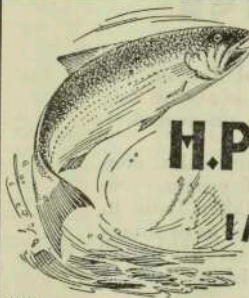
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THOMAS LEWIS'S JOURNAL

Pathetic Document Secured By Mitchell Library

IN the April issue of the *Pacific Islands Monthly* reference was made to the sad fate of Rev. Thomas Lewis, one of the original missionaries of the *Duff*, who arrived in Tahiti in 1798. Since then a portion of his journal, together with other important papers relating to South Seas missions, has been purchased by the trustees of the Mitchell Library in Sydney and added to the valuable series of documents already in their care.

Lewis was the first of the band to fall by the wayside. The sin in the eyes of his colleagues was that he lived openly with a native girl, and he was placed under a solemn ban of excommunication. The pages that survive in his handwriting make sad reading. Even when one takes the intolerance of the period into consideration, one marvels at the bigotry and lack of heart of his comrades. Lewis was later found murdered in his native house some miles from Point Venus.

The journal is incomplete: it commences on July 7, 1798, and the last entry is dated August 21 of that same year. All through Lewis complains of the "coldness of the brethren." On Sunday, July 15, he wrote: "This is the first Sabbath that I have ever spent entirely among the heathen of Tahiti. . . . I enjoyed a great share of tranquility." Again and again he returned to the "British House" at Point Venus, only to be shunned by his former colleagues.

Much space is devoted to his quarrel with Rev. J. Jefferson, the head of the missionary band. When Jefferson in chapel, (which Lewis persisted in attending), demanded to know if he had had carnal connection with any of the females of Tahiti, he replied: "Is that all you have got to ask?"

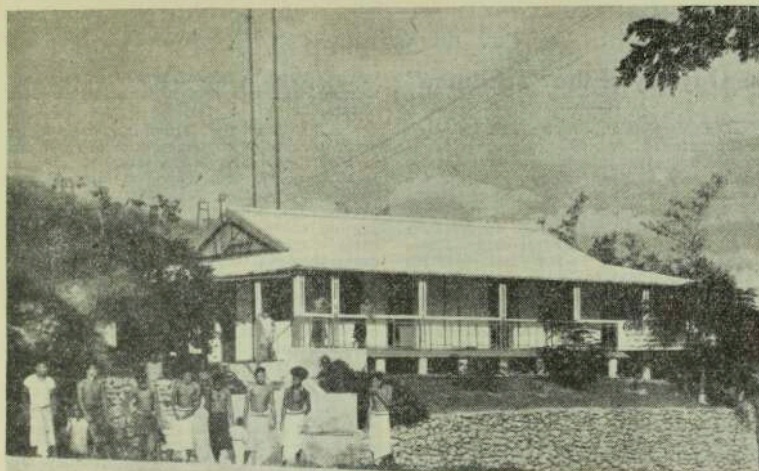
After selecting the young lady of his choice (to whom, he decided, he "would abide faithful until death"), Lewis sent for her parents. "I told them solemnly what my intentions were, and how I would act towards them all," he wrote. "I then delivered to her parents some articles according to the custom of the country."

When he attempted to shake hands with Eyre, one of the missionary band, the latter refused to do so and was "quite sullen." Henry Nott, however, readily did so. On returning to the "British House" in August, Nott told Lewis that the society had "determined not so much as to eat with me." "I then took my solitary meal," says Lewis, "and took leave of him." The last line in his journal, unfinished, reads, pathetically: "God help me to bear"

With the journal are several additional pages wherein Lewis, in a very convincing manner, states the reasons that prompted him to take the step he did. He also included copies of the letters that passed between him and the other missionaries. Throughout his journal he preserved a much more Christian outlook than his former colleagues, and it is, indeed, remarkably free from recrimination or even bitterness.—E.R.

Mr. and Mrs. W. L. Heron, of Tovakundum Plantation, Rabaul, returned to New Britain from a visit to Australia by the Montoro from Sydney on May 6.

PACIFIC'S FIRST BROADCASTING STATION



The first broadcasting station to operate in the South or Central Pacific was opened in Papua by Amalgamated Wireless (A/sia) Ltd. a few months ago. Photograph shows the station—4PM.

TRAFFIC LAWS IN TULAGI

(Contributed)

TULAGI, April '35.

INFLUENCED no doubt by the appalling number of road accidents in less civilised countries, our Solomon Islands authorities have seen fit to introduce the first road-traffic regulations.

This is a result of the inflow of cheap Japanese bicycles, to which the natives have taken as a duckling takes to a pond. But, of course, they are not yet expert in the management and repair of such contraptions, and it is a common sight these days in Tulagi to see natives by the roadside wearing expressions of profound puzzlement and wrestling with twisted handle-bars, askew wheels, blow-outs, and what not.

Notices have been posted to the effect that:—

(1) Cyclists must ride slowly. (As though Tulagi roads would allow of anything else!)

(2) They must ring bells vigorously on approaching pedestrians. (And thus invite the temptation to push them over into the harbour on the one side, or drains on the other!)

(3) They must pass pedestrians on the left side. (On what is left of the road after the pedestrian has his needs!)

(4) They must dismount before passing. (To a pedestrian this is priceless! Road traffic authorities in Australia and England please copy and apply to motorists!)

(5) They must carry lights and ring bells on approaching bends and cross-roads. (A master stroke of economy in bringing about much needed street lighting; but in view of the twists and turns the bicycle-bell babel!)

What is to happen when we take the next step, to motor-bikes, is too awful to contemplate.

Mrs. Duncan Irvine, wife of the manager of Gill Gill Plantation, which is 30 miles from Samarai, Eastern Papua, arrived in Sydney by the Macdhuil on May 22 on a holiday visit to Melbourne.

Mr. R. R. Pugh, who for 12 years was N.S.W. manager of the Commonwealth Oil Refineries Ltd., has been appointed general manager at the Co's head office in Melbourne. Before he entered commercial life, he was for some time in the Solomon Islands as treasurer and collector of customs.

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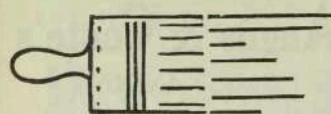


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AGENTS

THROUGHOUT

THE ISLANDS

PAGES FROM THE PAST

BY JULIAN HILLAS

The Odyssey of the "Takitumu"

UNRECORDED in Lloyd's Register and commanded for the greater part of her three years afloat by a ticketless skipper, the 97-tons schooner *Takitumu* was from first to last enveloped in a Gilbertian atmosphere of light opera. Even on her final and most spectacular voyage this same air of semi-comedy was inextricably mixed with hair-breadth escapes and quasi-tragedy.

Five and forty years ago communication between Rarotonga (Cook Islands) and New Zealand was irregular and uncertain, and although a ready market for Islands oranges lay waiting in that Colony, the fruit itself often lay rotting on the ground 1800 miles away. To rectify this the inhabitants of Ngatangia village determined to build a vessel of their own. A mass meeting was called and there it was decided to carry out their project with the aid of an old but experienced boat-builder named Rapu, a native from the Austral Island of Rimatara.

This settled, the whole district set to work felling timber, *tamamu* for ribs, *moto* for the keel. But as horses were scarce in those days trees cut on the mountain side had to be dragged to the settlement over roads little better than rough tracks through the bush. Men, women and children worked together, and as the days passed the skeleton of the new ship rose gradually on a crudely improvised "bed."

A cargo of oranges was despatched to New Zealand by Captain Goodwin with instructions to spend the proceeds on planking and other necessities. Returning to Rarotonga, Goodwin's schooner ran foul of the reef opposite Ngatangia harbour and the villagers dismally watched their timber pound to match-wood on the knife-edged coral.

Delay followed delay. Another consignment of oranges left and eventually the planking arrived back. Meanwhile an anchor and cable had been acquired by the simple expedient of salvaging both articles from Captain Goodwin's ill-fated

vessel. From a second wreck in Mangaia rigging, shrouds and a wheel were also obtained.

As the time for launching drew near a large clumsy structure was erected out of ironwood trees on the shore of a small *motu* opposite the proposed slipway. For days men peeled, scraped and twisted *purau* bark, knotting it into lengths and joining these together until a great rope, thick almost as a man's body, stretched from the ship to the capstan, a distance of some two or three hundred yards.

To bring the vessel from the perpendicular on to her side Rapu hit upon a novel and ingenious method. Scores of *mario* plants—a tall, thick and succulent stemmed variety of banana—were cut and placed against the starboard side of the schooner. A man with a hammer was assigned to each plant and at the order "Patia!" (Strike) the whole row simultaneously struck the upper ends of the spongy textured *marjos*. Imperceptibly the ship listed over. "Patia!"—and the hammers swung again, only this time they struck lower, and as the blows were repeated the vessel slowly sank on to a prepared carriage of logs.

Pulling on the rope and using the trunks of trees for rollers it took the villagers a further four days to drag her to the edge of the lagoon where with one last turn of the clumsy capstan still to go, work was stopped and preparations begun for a feast which was to include the entire island.

On the night before the launching, cooking fires blazed among the palms, native ovens dug in the sandy soil glowed red, and the squealing of hundreds of pigs gradually gave place to the pungent fatty odour of roasting pork.

Next day, with songs and dancing and amid scenes of the wildest enthusiasm the capstan bars were manned and the vessel launched into deep water.

At first the *Takitumu* carried oranges to New Zealand, trading her cargoes for copper to plate her bottom and sides. But, this attended to, her numerous owners now felt it incumbent upon them to accompany the ship on a *tere*, or gigantic picnic party, around the neighbouring islands, taking with them a large selection of native mats, coconut oil, soap and other articles as gifts for their respective hosts.

The first port of call was Mangaia, which they reached after seven days—a distance of 118 miles! There, what with one thing and another, the junketings were so protracted that at the end of a month all the presents originally intended for the remainder of the Group had been given to the Mangaiaans, and the *tere*, ashamed of its empty-handed condition, returned to Rarotonga.

But before setting out again, important changes were made. Captain Rennie, a European, resigned from his position as Master and his place was taken by Tuaua, a former member of the crew whose ambitions had led him to study the rudiments of seamanship and such pickings of nautical knowledge as he was able to abstract from books and charts formerly belonging to Captain Goodwin. Tuaua must have been a man of considerable intelligence, for when objections were made to his taking out the schooner he promptly appeared before Captain Emil Piltz, who passed him as competent.

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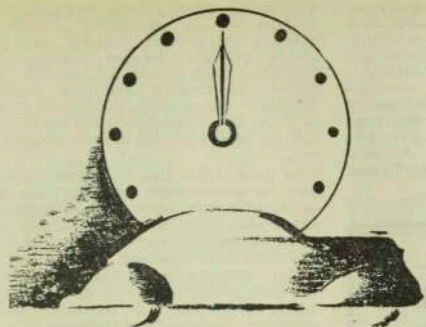
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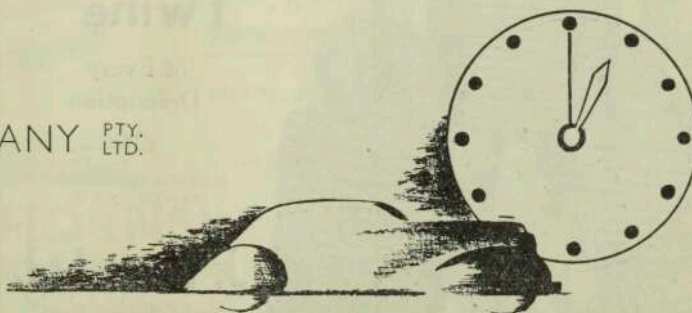


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Steering for Mauke Island, the *Takitumu* sailed cheerfully across empty seas for five days! Shortage of food then causing anxiety to the picnic party, a general meeting was called of all passengers, amongst whom were two master mariners, old Rapu, the builder of the ship, and a half-caste, Ben Cummings. It then transpired that three separate courses were regularly set, and by following each in turn the *Takitumu* had been zig-zagging energetically across the Pacific!

Somewhat dismayed by this state of affairs the meeting ordered Rapu and Cummings to "lay off," with the result that two days later Tuaua brought the vessel safely and accurately to Aitutaki. Thence, by easy stages, the *tere* circumnavigated the lower Cook Islands, finally returning home. Thereafter, for the next couple of years, the *Takitumu* ran between the Cook, Austral and Society Groups, making periodical calls at Tahiti, Rurutu and Rimatara.

At this time the reefs of Penrhyn—700

odd miles north from Rarotonga—were well-known as an ocean cemetery for careless or unwary sailors, and on the atoll's boulder strewn beaches lay a veritable lumberyard of valuable timber which the thrifty islanders, having no use for it themselves, were always willing to trade for fresh foodstuffs such as could not be raised on their own sparse sandy soil.

In July, 1894, the *Takitumu* spread her now weather-worn canvas and with a cargo of maize nuts, taro, kumura, kape, yams and bananas sailed for Penrhyn on what eventually turned out to be her last and lengthiest voyage.

Fair breezes sped the schooner north to within 80 miles of her destination, where they left her becalmed until the morning, several days later, when a squall suddenly blew two of her three jibs into shreds, heeled her over at a dangerous angle, placing such a strain upon the remaining canvas that before sail could be reduced the forestay carried away and the mainsail was also in tatters.

Running before the wind in a south-westerly direction, all hope of beating back to Penrhyn was quickly abandoned, and Tuaua wisely decided to set a course which he fervently hoped would bring them to Samoa.

For weeks they drifted helplessly with patched and inadequate sails. Sometimes the wind blew strongly, and sometimes it scarcely blew at all. Meanwhile they lived upon the provisions intended for the Penrhyn islanders.

Nukunono, in the Tokelau Group, was the first land to be sighted. A low atoll, it appeared towards evening as a faint green smear on the horizon. Working round to the lee side of the island the schooner fell in with a large fishing canoe whose nearly naked occupants were easily persuaded to come aboard where they speedily succumbed to the novel charms of a mouth organ. This so captured their fancy that hauling up their canoe they prepared to "make a night of it."

In the morning Nukunono had disappeared. Fortunately, however, a light wind sprang up and by noon the tops of the trees were again visible. Steering for these, Tuaua and one of the crew paddled off with their new friends, reaching land at 4 a.m. Next day the schooner stood in close to the reef whilst most of those on board went ashore, where a lone Portuguese trader presented them with a bale of gunny sacks and several balls of twine for substitute sails, and, the natives having also contributed a number of *rau ara* mats for the same purpose, the *Takitumu* continued on her way, arriving at Fakavao in the same Group twenty-four hours later. There she obtained a further supply of sacks and mats.

From Fakavao they made Puka Puka, after endless trouble with their sack and matting sails. The former split under the least strain while the latter chafed constantly so that they were forever obliged to be at work sewing and patching up the damage.

At Rakahanga, which they visited next, the entire ship's company spent four days ashore, leaving the vessel in charge of a 14-year-old boy and a volunteer crew of local natives!

At last, five months after setting out from Ngatangila, the *Takitumu* limped into Penrhyn lagoon, cargoless and crippled. They were able to borrow another mainsail and replenish their supplies. With these, and a fair wind, they then started on the last 700-miles lap.

Five days later the mountains of Rarotonga rose above the horizon and soon the voyagers were able to distinguish the

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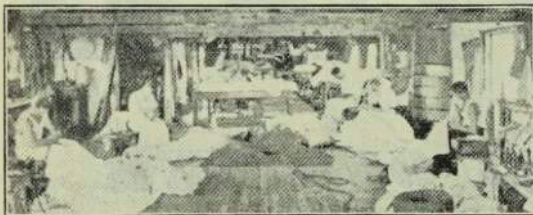
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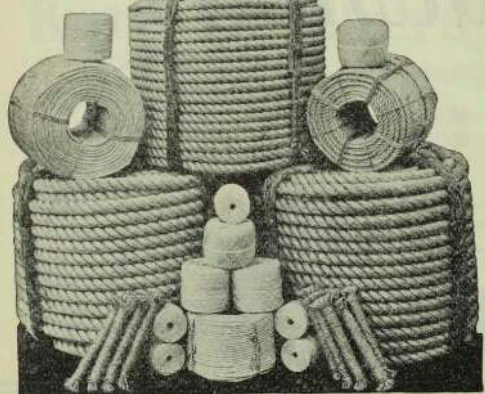
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buildings in Avarua settlement. Food-stuffs were now divided out equally, but just as all hands were preparing to make harbour the wind suddenly veered and the *Takitumu* commenced a backward and forwards manoeuvre which continued for exactly a month, each evening the wind bringing her within view of land and each morning dropping her back out of sight of those onshore. Finally, with their provisions almost finished, a half gale blew them 140 miles out to sea, where they fell in with a three masted barque bound for Australia. Fortified by a gift of flour, potatoes and kerosene they struggled back under two sails, only to be in imminent danger of repeating their previous will-o'-the-wisp performance.

During the night, a number of whale-boats put out from shore to investigate a phenomenon which had begun to worry the islanders, and in the morning the *Takitumu* found herself surrounded and boarded by friends who had long since given her up as lost at sea. One boat was despatched to shore and, having returned with a new set of sails, the schooner entered Ngatangia passage on a Sunday, seven months to a day from the time of her departure. Tuana and his crew were met by wives and daughters whose hair had been cut short in mourning, but whose grief had fortunately prevented them acquiring fresh husbands.

Two weeks later, a hurricane smashed down on the island and the *Takitumu*, at anchor in Ngatangia harbour, was driven ashore and there quickly battered to pieces by the great waves which thundered across the lagoon. Thus ended, in a little over three years, the career of the first and only vessel of any size to be built in Rarotonga entirely by native labour.

COCOA-GROWING IN NEW GUINEA

A Planter's Experiences

Letter to the Editor

A PROPOS your article on "Cocoa-Growing in New Guinea," in the February issue, I would like to make the following observations.

Firstly, the cocoa-growers in this Territory are most appreciative of the Commonwealth bounty. It has been, and is, a great help in establishing a badly-needed new industry, and has stimulated an interest in a crop which could be grown here on a large scale, and which would be a valuable alternative to copra at its recent low prices. As to whether the grower gets the full benefit of the bounty, it is a debatable point.

The main thing, as the Department of Agriculture and some growers realise, is to turn out an improved bean, which will fetch a good price on any market, and to keep on improving, by means of careful selection and budding etc. Work is being done on these lines at this moment.

The present output, which is very small, comes from only a few sources, and some of it is not cured any better than Accra beans. This is apt to give all New Guinea beans a bad name. Some growers, however, have gone to a lot of trouble and expense to improve the quality of their product by looking around in other tropical countries, and by obtaining advice from officers of the Department of Agriculture and from Mr.

Tyler, the General Manager of Nestle's factory at Abbotsford, N.S.W., and acting on that advice.

The resultant prices paid by Sydney buyers for these improved beans have not been encouraging; in fact, £A31/10/ per ton was paid the writer for his last shipment of 6½ tons of carefully cured, sundried, and polished beans. This is no better than the ruling Accra price, and to rate them with native-cured Gold Coast cocoa is certainly disappointing. Recent quotes for good New Guinea beans from overseas have been round the £A45 mark, which is about the present price of Trinidad cocoa.

It would appear that if one realises £32 plus £11 bounty per ton in Australia for a bean which would sell at about £45 overseas, the person who benefits most by the bounty is the buyer, who is getting a good bean at Accra price.

But, having established connections in Australia, and having regard to the bounty, not to mention the help and advice from Mr. Tyler and Mr. Foreman, Nestle's factory manager and chief chem-

W. M. FORD

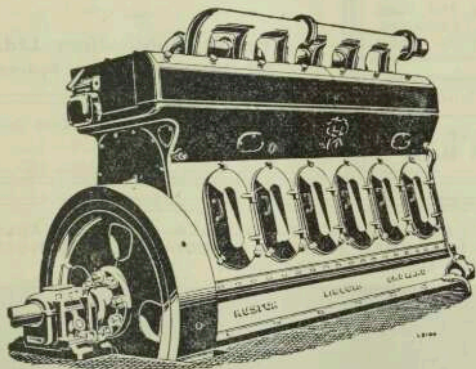
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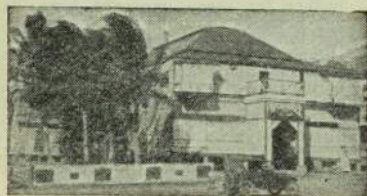
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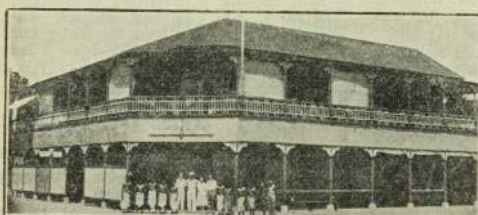
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ist respectively, in Sydney, one would prefer to sell one's beans in Australia if possible, and to hope that eventually they will be recognised as superior quality.

Grading, by the way, is done very thoroughly at the factory, and it is not necessary for the grower to do this, unless some of the overseas markets prefer it. Likewise, washing is generally considered undesirable, as it tends to weaken the shell, and the loss of weight is considerable.

Since copra slumped, nearly 2,000 acres of cocoa have been planted in New Guinea, and most of it has yet to reach bearing stage. The demand in Australia is between 6,000 and 8,000 tons per annum; the yield from the above area is not likely to exceed 500 tons per annum, so there is ample scope for expansion in planting.

The industry is likely to expand, and if grafting and budding can do anything to improve the quality, which it must do, New Guinea cocoa-buyers may one day command a really good price on any market. The industry is yet in its infancy and is bound to have its difficulties.

I am, etc.,

D. S. HORE-LACY.

Garua, Talasea,
New Guinea, 10/5/36.

Some Practical Hints for Cocoa-Growers

Letter to the Editor

I NOTE in your February issue that you have, and rightly so, opened up the question of cocoa production in New Guinea. In the course of your admirable article you touch on that vexed question of grade. As cocoa-beans are produced by only small planters, it naturally follows that everyone producing must have a different grade, and also, as the beans are sold as New Guinea, the poorest quality is made the basis for price.

In 1916/17 I was a buyer on the Gold Coast for a large European firm, and although all the beans were entirely produced by natives, their slipshod methods seemed to produce a finished article, almost of one standard. This was because the native, in his elementary way, had learned one method only, and as this system was passed on to other districts, the fermentation and curing enabled one standard (which was very low, however) to be shipped. Later, I went to Java, and found the methods adopted entirely different; whilst Ceylon, with its hand-picked ultra-washed product, seemed to be the most expensively produced article of all. And it paid them, because Ceylon was always a high-priced product.

The London buyer is a difficult person to satisfy, and some of their likes and dislikes are often difficult of understanding. For a long time, one of the buyers of a large corporation thought washed was always worth 10 per cent. more than unwashed. Then for some reason, known only to himself, he switched right over to unwashed and refused to say why. Some other buyers said that what you gain in weight by purchasing washed, you lose in flavour; and a number plumped for Venezuelan varieties on account of the flavour.

Samoa was always looked on as being excellent, but the dozens of different brands caused the buyers to fight shy. It therefore behoves the Government of the Territory of New Guinea to see that all

cocoa is standardised, and this may be done by the installation of central fermenting depots, with a proper method of fermentation, so that the beans, once they leave the boxes for the dryer, be it sun or hot-air, are full and free of acid. The temperature in the boxes must be closely watched, as well as the temperature of the day. Cold weather, be it only of a few hours' duration, retards the fermentation. Altitude is another important factor. Hot steamy days assist.

It is also most helpful to see that nothing but wood touches the beans—I mean from the time they are put into the fermenting boxes, until bagged for shipment. The drying shed, if curing is done by machinery, must have a non-corrosive paint on the ceiling, if made of corrugated iron; whilst the surroundings of the curing house should be boarded. As

the cocoa falls from the drums, it must on no account be allowed to meet cement, on account of the sweating. Wood floors are best.

Also, it helps the bean considerably if allowed to "cool off" a couple of days before being finally shipped.

One other important thing is grading. A grader costs very little and pays for itself in a few months.

From my experience, I am certain that if a central station is provided, or if necessary several depots, where a minimum tonnage is available, and all fermenting and curing is done according to rules laid down (which should be suitable to the location) better prices and no complaints would be received.

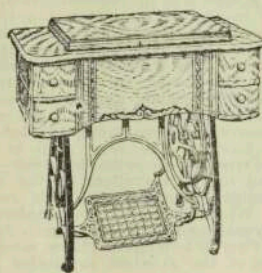
I am, etc.,

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CIVILISATION'S PROGRESS ON SHOW

PACIFIC Islanders going abroad in the near future would be wise to include in their itinerary visits to two huge fairs in America—the California Pacific International Exposition at San Diego now open until September 9, and the Canadian National Exhibition at Toronto between August 28 and September 12.

Life in the South Seas has its compensations, but residents find it difficult to keep abreast of the rapid progress of mankind in industry, art and science; a visit to these great shows will awe one with the wonders of the age.

The Californian exposition portrays the revolutionary advancements in every phase of human endeavour. The gigantic Ford Building of 1935 houses the history of transportation, including the gondola of the National Geographic Society's stratosphere flight of last year.

Canada's exhibition has been described as the "Show Window of the Nations." From a small and comparatively obscure fair in 1897, it has transformed into a national yearly event, with sidelines of pageantry and sport on a stupendous scale. The exhibition illustrates four centuries of Western progress in science, industry, commerce, agriculture, art, and education.*

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French Adventurer Builds Another Strange Ship

Capt. de Bisschop to Continue His Research Work in Pacific

ANOTHER unusual craft to sail the South Seas is being built in Hawaii by Captain Eric de Bisschop, the French adventurer, who with a companion, Monsieur Joseph Tatibouet, has been studying ocean currents in the Pacific for the last three years.

It will consist of two 30 ft. canoes joined by decking, on which will be two masts. Each canoe will contain a small cabin. The ship will be propelled by batwing sails not unlike those of a Chinese junk.

The ocean rovers previously used a queer junk-like craft called the *Fou Po*, in which they sailed from Papua to the Marshall Islands and thence to Hawaii, where it was lost in December last. Their arrival in Hawaii was almost a tragedy. After suffering for 15 days from lack of food, they came in sight of Molokai. Then a sudden storm wrecked the vessel, destroying their books, instruments, records, manuscripts, charts, and specimens. The two Frenchmen managed to get ashore, and eventually were taken to Honolulu.

The cost of the new ship is being met partly by a prize of 6,000 francs awarded to the travellers by the French Geographical Society for their research work. When the craft is completed the two Frenchmen will sail again for the South Pacific hoping to throw some light on one of the greatest mysteries of the

South Seas—the origin of the Polynesian race. Capt. de Bisschop will attempt to prove his contention that the Polynesians did not come from Asia.

Captain de Bisschop bases his ethnological theories largely upon a study of ocean currents. His research in the Pacific has convinced him, he said, that the prevailing currents are from east to west. The currents move with such force, he stated, that it is impossible to sail directly against them. They can only be circumvented by the intricacies of modern navigation. It is chiefly upon this general observation that he believes the Polynesians migrated with the currents, east to west.

NAURU'S TRADE INCREASES

NAURU, the small island territory in the Central Pacific which is administered by the British Empire (Australia, New Zealand, and Great Britain) under mandate from the League of Nations, experienced a marked increase in trade, both in exports and imports, during 1935, according to the annual report of the Administrator (Commander R. C. Garsia) which was tabled in the House of Representatives at Canberra on May 22.

At the end of the year the accumulated funds of the Administration amounted to £29,560. Only once in the past six years has expenditure in Nauru exceeded revenue. That was in 1931 when there was a shortage of £463.

Mr. Don. W. McMillan, wireless operator at the A.W.A. station, Rabaul, New Britain, returned from leave in Australia by the *May Montoro*.

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FIBRE GOODS**Chance for Papua and New Guinea**

A MOVE is being made to introduce into Australia cheap manufactured fibre goods from Ceylon. At present most of the fibre goods which Australia imports come from India. The fibre used by the Indian manufacturers, however, comes from Ceylon, and the Ceylon Coconut Board is now investigating the possibilities of exporting Ceylon-manufactured goods direct to the Australian market.

Here is an opportunity for Papua and New Guinea. Australia's imports of fibre goods amount to something like £10,000 worth a year, and instead of importing this volume of manufactured goods each year she could obtain the fibre direct from her own Islands territories, from the by-products of the copra industry.

At present the copra industry in Papua and New Guinea uses only the kernel of the coconut; from a commercial point of view, the fibre is largely considered to be waste. It could be brought to Australia and turned here into cordage, twine, brushware, matting and other fibre goods. Not only would this benefit the Pacific territories, but it would eliminate the necessity for importing in such large quantities and furthermore would provide employment for Australian workmen.

Rev. C. F. Andrews Investigates Fiji-Indian Conditions

From Our Own Correspondent

SUVA, May 21.

ON a visit of investigation, Rev. C. F. Andrews, friend of Mahatma Gandhi, and worker for the improvement of conditions for Indians overseas, arrived in Fiji on May 5. He was enthusiastically welcomed by members of the Fiji Indian Association, and an extensive programme has been planned for him, including visits to practically all Indian settlements on Viti Levu.

His objective on this visit is to inquire into present political questions, with particular regard to the constitution and the vexed question of land leases. He has been requested to do this by the Imperial Indian Citizenship Association, and in due course will make a report to that body in India.

Mr. Andrews previously visited the Colony in 1915 and 1917, when his efforts were largely responsible for the abolition of the Indian indenture system. The visitor states that in his opinion the condition of the Indians has vastly improved since his previous visits. He attributes this to a large extent to the suspension of the indenture system, which at various times he has described as "virtual slavery."

Mr. and Mrs. G. A. Peck left Suva for Auckland on leave by the May Monterey. Mr. Peck is a Sub-Inspector in the Fiji Constabulary.

Rev. and Mrs. D. E. Ure, of the London Missionary Society, departed for Port Moresby, Papua, by the Montoro on May 6.

Mr. J. Twycross, inspector of Amalgamated Wireless (Australasia) Ltd.'s radio service in New Guinea, arrived in Sydney from Rabaul on leave by the Nellore on May 21.

JEANNE D'ARC CELEBRATIONS AT PAPEETE

From Our Own Correspondent

PAPEETE, May 12.

THE fete of Jeanne D'Arc was celebrated in Papeete on May 10 with ceremony and a popular enthusiasm much more than customary.

The Roman Catholic Cathedral, decorated with multi-coloured flags, was filled to overflowing when the Governor entered followed by other Government officials. A special service was conducted to the memory of Jeanne D'Arc, daughter of the people, who, in saving her country, sacrificed her own life and forever endeared

herself to the people of the French nation.

After the mass the crowd proceeded to the Post Office where local garrison troops passed in review before the Governor. These were followed by a detachment of marines and a company of infantry stationed at Tahiti under the command of Commandant Jeanpierre, but undoubtedly the most interesting feature of the display was the large mustering of Great War veterans who, preceded by their flags, brought up the rear of the procession.

At the head of the veterans was a distinguished visitor to Tahiti, M. Roger Barthie, Advocate of the Court of Paris, and founder of the Federation of Inter-allied Volunteers, who also led the recent grand parade of the French and British Legions in San Francisco.

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B.P.'s SUVA MANAGER RETIRES

From Our Own Correspondent

SUVA, May 21.

THERE was a representative gathering of members of the Suva Chamber of Commerce at the Grand Pacific Hotel recently when Mr. A. O. Mackenzie, manager of Burns Philp (South Sea) Co., who left for Sydney by the *Monterey* on May 12, was the recipient of a farewell presentation of a handsome tortoise-shell desk set.

In the absence of the president of the Chamber (Sir Maynard Hedstrom) the vice-president (Mr. T. Horne) presided and made the presentation. Mr. Horne re-

ferred to Mr. Mackenzie's long residence in the colony, stating that he arrived in Levuka in 1914, and had been a vice-president of the Chamber of Commerce there from 1921 till 1926, when he was transferred to Suva. He had been a member of the Suva Chamber of Commerce ever since, serving as a vice-president from 1930 to 1934.

Mr. Mackenzie has gone on long leave prior to retirement, and will henceforth reside in Sydney where he will still be connected with the company.

Mr. G. N. Harris, who has been manager of the Levuka branch of the Bank of New South Wales for a number of years, arrived in Australia on transfer by the *Niagara* on May 16.

ELECTRICITY FOR FIJI GOLDFIELD

Tavua Power Co.'s Plant Ready
by End of Year

TAVUA POWER PROPRIETARY LIMITED, which was formed in April to supply electricity to the Loloma and Emperor mines on the Tavua goldfield, Fiji, was registered in Melbourne in May. The company announced that it will be ready to supply electrical energy and compressed air at the end of this year.

The company's consulting engineer (Mr. P. J. Mars) has designed a power plant capable of generating electricity to treat a very large tonnage, but units to be erected in the first place will be sufficient only to enable the main companies to treat 4000 tons weekly. The equipment is in the process of manufacture in England, where the company's local consulting engineers (Messrs. Robert Bruce and Sons) are supervising the construction.

The plant will comprise three, each 525 K.W. 750 horse power Belliss and Morcom Diesel A.C. generating sets, and one Belliss and Morcom Diesel air compressor set, with a capacity of 2000 cubic feet of free air compressed to 90 lb. a square inch, together with a switchboard and accessories. The units will be added to by the transfer of the present Diesel-driven compressor in use at the Emperor mine. The building to house the Diesel plant will be constructed of iron and steel fabrication, and clothed with asbestos sheeting.

The site for the proposed power plant has been approved, and the preparatory ground work completed ready for the arrival of the buildings and plant. The first delivery, which will be the building, left England on April 22, and arrangements have been made for the delivery of the plant in accordance with the programme of erection.

Mr. R. P. Kay, who has gained considerable experience in Diesel and electrical engineering, has been appointed electrical engineer in charge of the power station, and will take up duties in Fiji early in August.

Shares in Tavua Power Pty. Ltd. are held by Emperor Mines Ltd. and Loloma (Fiji) Gold Mines, N.L. The board consists of nominees of the two companies, comprising Messrs. W. H. Smith, E. G. Banks, A. G. Campbell, T. R. Victor, P. F. Cody and E. G. Theodore.

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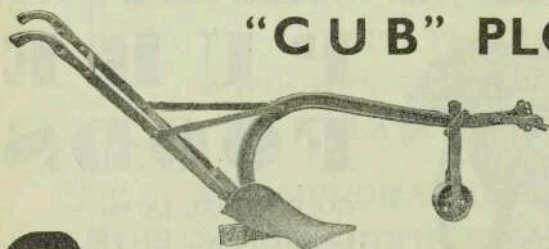
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Nurses' Home Opened at Rarotonga

From Our Own Correspondent

RAROTONGA, May 12.

THE new Nurses' Home, a much needed addition to the hospital, was officially opened at Rarotonga on May 4 by the Resident Commissioner, Judge H. F. Ayson, C.M.G.

Referring to the new building which consists of eight rooms, large airy verandahs, and the usual offices, Judge Ayson paid fitting tribute to the excellent workmanship carried out by the Public Works Department under Messrs. Reid and Henry Williams.

Mr. G. K. Roth, a District Commissioner in the Fiji Civil Service, was a passenger en route to England by the *Niagara* on May 8.

WRESTLING BANNED**Inter-Racial Bad Feeling
Engendered in Fiji**

From Our Own Correspondent

SUVA, May 21.

ALL-IN wrestling, which has been in the boom in Suva since the beginning of the year, has been stopped, temporarily at least, by the police, and the five matmen, who have been performing here, left for Australia by the *Monterey* on May 12.

It is understood that this action was taken on account of a considerable amount of inter-racial bad feeling that had been aroused by the wrestling, owing to the fact that the five wrestlers comprised two Europeans, one Chinese and two Indians.

Throughout the series, the two Indians had the best of the contests, a fact which suited the promoters, for when the Indians were winning, it drew a large audience of their countrymen who, by their numerical strength, proved a better paying audience than the Europeans. If the Indians lost, it was noticeable that there was a smaller attendance.

There is no doubt that there has been a strong undercurrent of bad feeling existent during the series, and on several occasions it would have taken very little provocation to start several fights in the vicinity of the stadium. Several times the police had to warn the participants with regard to the application of "rough stuff."

Unfortunately, there is no legislation on the Fiji statute book to govern wrestling, but it is understood that regulations are being framed, in the event of there being any future contests arranged here. These regulations, it is believed, will embody a

clause prohibiting wrestling between European and Indian.

In a colony such as Fiji, this is a very necessary clause, for although in New Zealand or Australia, there might be no objection to Indian wrestlers meeting Europeans, it has to be remembered that those countries have not the large Indian population of Fiji. The effect of the large percentage of Indian wrestling victories on the general rank and file of the less educated class of Indian here has not been a good one.

**PARTY TO VISIT EASTER IS.
FROM TAHITI**

From Our Own Correspondent

PAPEETE, May 13.

THE three masted schooner *Oiseau des Isles*, a steel-built vessel which recently arrived in Tahiti from France to the order of the Makatea Phosphate Co., has been chartered for a special trip to Easter Island, and will leave Papeete towards the end of June.

The itinerary of the voyage includes calls at Mangareva (Gambier Group), Rapa Island, some of the Tuamotu Islands, and possibly Pitcairn, if the weather permits. It is understood that the party for whom the trip has been arranged will arrive in Tahiti from San Francisco on the June mail steamer.

The *Oiseau des Isles* is a fast and comfortable vessel of 398 tons, and is equipped with French Diesel engines of 375 horse power as auxiliaries.

Mrs. A. R. Tarte, of Vuna Estate, Taveuni, Fiji, has been holidaying in Sydney with her sister, Miss Beatrice Carr, also from Fiji.

**CAR HURTLES 200ft. OVER
CLIFF****Young Man Killed In Fiji
Accident**

From Our Own Correspondent

SUVA, May 21.

TERRIBLE injuries, resulting in his death later in the day, were received by a young man, Mr. Arthur Murray, aged 23, when the car he was driving hurtled nearly 200 feet down a cliff on the Suva-Rewa road in the early morning of April 28.

There were three other young people, Miss E. Low and Messrs. H. Stackhouse and T. Young, besides an Indian and a Fijian in the car, which was returning to Nausori from Suva, and they had a miraculous escape from death. Mr. Stackhouse received serious back injuries, but is making a good recovery.

The car left the road on a slight bend and somersaulted over and over down the cliff, coming to rest partly under water in a creek in the gully. It was a closed car, and on the descent the roof was torn open, all the occupants being thrown out, apparently about the last bounce of the vehicle, for they were all found near the car.

Miss Low, who was in the front seat with the driver, had an amazing escape, receiving only a few scratches. Both she and the driver were found unconscious in the creek.

Mr. Murray had been in the Colony only about 12 months, having come from Auckland, New Zealand. He was in the employ of Messrs. Leyland's butchery at Nausori.



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Fiji Hockey Team May Tour New Zealand

From Our Own Correspondent

SUVA, May 21.

THERE is a movement on foot at present to raise funds to send a ladies' hockey team to New Zealand during the coming winter.

In view of the fine performances put up by the local team against the New South Wales Ladies' team which visited Fiji some three years ago, the tour should be an interesting one, and the Suva girls should give an excellent account of themselves in New Zealand.

Mr. A. E. Beddows, Postmaster at Suva, was a passenger for the United States and England by the Mariposa from Fiji on May 5.

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LAUTOKA'S TOWN SERVICES

An Appeal To Caesar

A BUSINESS man, resident in Lautoka, Fiji, sends two photographs and the following article:—

In the accompanying photographs there is shown the main street of Lautoka, the second town in size and importance in Fiji.

At a time when the control of towns is being vested in Governmental boards, these are dismal pictures of the progress made under departmental management.

To try to ascertain just what department is responsible is to become a puzzled spectator of the perfect sport of "passing the buck". The Road Board, which has funds to administer, places the obligation on the shoulders of the Township Board, an advisory body which apparently has not and never has had any funds to utilise. The state of this thoroughfare bears picturesque testimony to the efficacy of the administration. In one of the side streets of the town a child of six was drowned recently in a street drain.

About a mile from the business area shown, is the wharf, nearby which are the Public Works Department buildings. Rumour has it that when a high official of the Service was inspecting these offices he was very inconvenienced by the dust from the road and gave instruc-

tions that the area be bitumenised forthwith. However that may have been, this stretch of road, about two hundred yards, was surfaced shortly after the visit, and with astounding alacrity, while the main street (illustrated) is still in its rustic simplicity and very notable for the quality of its mud or dust, according to the weather and the time.

In the business area of Namoli there is not a yard of bitumenised road or a foot of pavement. The Post Office, established temporarily in a disused private house some two years ago, has now had a telephone exchange and radio installed in it; and, when the time comes for removal, it is estimated that it will cost more to transfer those two services to the new buildings than the cost of a new Post Office would have been originally.

The Police Station, absurdly a good mile from the township, was, following an agitation by the local Chamber of



This photograph was taken by an exasperated Lautoka shopkeeper, who has put three lorry loads of sand onto the footpath before his shop, only to see public officials driving their cars over it. For present condition of footpath, see native standing ankle-deep in mud.

Commerce, to have been moved into a more central position. As the exchange closes at 11 p.m., the prospects of getting a constable after that hour are remote, as experience has shown. The station still stands in splendid isolation.

There is no ambulance, and patients are taken from all over the northern part of the island to the Lautoka hospital in private cars or taxis—very hygienic in contagious diseases and exceedingly comfortable for the seriously injured. There was previously an ambulance but, when it either fell to pieces or was pensioned off, it was apparently nobody's job to see that it was replaced. Added to this, the stretch of road to the hospital has been one of the worst in Lautoka.

Street lighting for the town generally,

Suva's ~ ~ Fashion ~ ~ Rendezvous

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NUMEROUS BRANCHES THROUGHOUT THE COLONY

promised for some time past, is among the good things to come. The present lighting plant gives what must be close to the world's worst service.

There is no fire fighting apparatus in the town—although, at long last, an adequate water service is being installed.

The present system of sanitation, the bore hole, is generally considered to be a virulent menace and totally unsuited to the town conditions. Where the blame lies for its adoption, what the expensive fiasco cost, and who shoulders the re-

sponsibility for its continuance, are interesting points.

Schemes have been mooted and plans, it is said, have been prepared to remedy some of these matters, but on latest information, they are to be temporarily shelved.

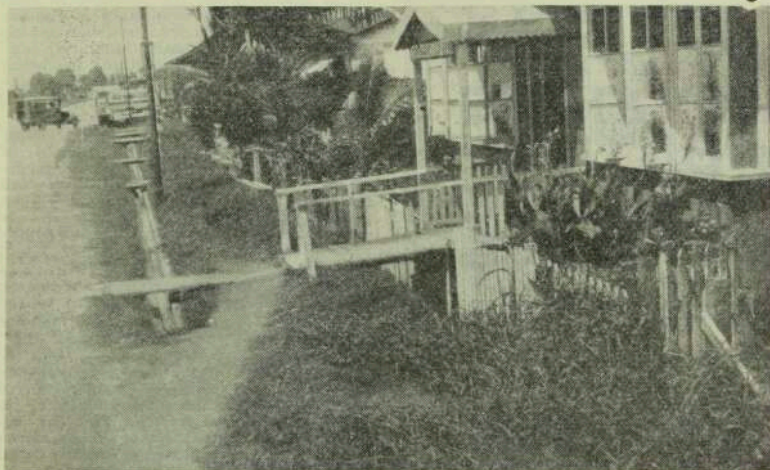
Dr. Reo Fortune, the American scientist who recently carried out anthropological investigations in New Guinea, is now on a visit to relatives in New Zealand, where he will prepare his field notes.

£800 Nugget Found Near Wau

A HUGE nugget, said to be worth £800 and the second largest found in New Guinea, was found on the claim of Koranga Gold Sluicing Ltd., near Wau, early in May.

It was a huge piece of water-worn gold which a strong man could lift with difficulty with one hand.

Mr. H. H. Hemus, supervising inspector for Messrs. A. B. Donald Limited, of Auckland, New Zealand, paid a business visit to Fiji early in May.



One side of the main street of Lautoka—no footpath, no kerbing, practically no road formation.

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(Vincent K. Brothers)

Day and night service . . . Most modern hire service in Suva . . .

Excellent drivers.

Our special trips embrace Rewa Valley and Sugar Mill, River Scenery, Lami, Suva Point, and Native Kings' Town of Bau.

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

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In Suva . . . Stay at The Pier Hotel

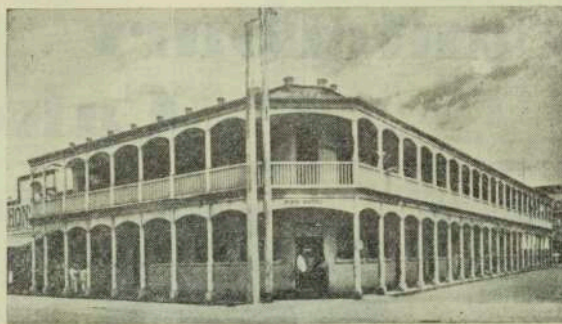
(Licensee: D. B. COSTELLO)

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Mandates Commission Considers N.G.'s 1935 Report

THE half-yearly session of the Mandates Commission of the League of Nations commenced at Geneva on May 27. In the presence of Sir John McLaren, who appeared as Australia's representative, the Commission considered privately the annual report on New Guinea for 1935. The Commission has re-elected as its

president the Italian member, the Marchese Theodori, who is attending the session, despite Italy's abstention from League work. All members of the Commission are appointed in their personal capacity, and not as representatives of their respective Governments.

Mr. E. G. Theodore left Sydney for Fiji by the Monterey on May 27 in connection with his goldmining interests on the Tavua field.

FEVER PREVALENT IN WAU DISTRICT

Administration Blamed for Failure to Control Spread of Malaria

IT is reported from Wau that malaria is definitely on the increase in that locality, and there have been a number of bad cases of blackwater fever, which is the sinister attendant of malarial conditions. The Administration is being criticised for its apparent failure to control the spread of malaria in the Wau district.

Malaria always has been present there; but it was hoped with the spread of sanitary conditions and the use of medical science it would be controlled, and perhaps stamped out. The New Guinea goldfield lies on a high plateau and is not subject to the humid malarial conditions of the N.G. coastal districts.

Some critics say that the Health Department's representatives in Wau do not give nearly enough attention to the destruction or treatment of possible breeding places for the *Anopheles* mosquito.

Cases of Japanese river fever continue to be reported and the proportion of fatalities shows no diminution. It is generally accepted in Wau that the infection comes from the bite of the *Mosca* parasite, which is picked up in the scrub in the *kunai* grass. The fever infection apparently comes through the bite of this creature, but only a very small proportion of the latter appear to give the infection. Japanese river fever, of course, is a very old disease—it is said that it was known in the East a thousand years ago. In its early stages it seems to resemble malaria, but it tends to develop rapidly towards pneumonia.

THREE SALES: THREE LOTS OF STAMP DUTY

PROPERTY known as Killili, in the administrative district of New Ireland (New Guinea) has been sold three times in a few years, New Britain Plantations Ltd. being the last purchasers. Under the stamp duties ordinance which came into force on February 1, 1928, the Commissioner of Stamp Duty assessed duty on each sale. The company paid the duty but appealed to the Supreme Court of New Guinea for a decision.

The court held that the Commissioner was empowered to assess duty on each of the three sales and against this decision the company appealed to the High Court of Australia asking that duty should be charged only on the last sale, and not on the three. The High Court upheld the decision of the New Guinea Supreme Court, and dismissed the appeal with costs.

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PRESERVED
GINGER
SULTANA
CHERRY
RIPE
GENOA

Each Cake is Enclosed, by special process, in air-tight tin, and is warranted to keep its condition for a considerable period

Housekeeping in the Tropics

BREAD

A LOAF of bread. What is there in it? That depends on the baker. It may be full of all sorts of ill-effects, of which indigestion is the least. Or it may be "the staff of life," as when made and baked by the housewife who knows "that there is more religion in a loaf of bread, than many think."

How, then, to make light, nutty, delicious bread, on which the children will thrive and beg for more? Follow these well tried directions and it will be your proud and justifiable boast that your bread is the best in the district.

Choose the right flour. Wheatmeal provides the body with, probably, twice as much mineral salts as does white flour. The latter is also deficient in the all-important vitamins. How, then, can children especially become sturdy and well nourished, if given devitalised and anaemic-looking white bread? How can they derive robust health and vigour, strong bones, and beautiful teeth, from denatured white bread?

Phosphorus, iron and calcium, very necessary to adults, and vitally so to the children, are found in the bran and the germ, yet these are carefully sieved away in the preparation of white flour, and the life-giving bran, pollard and sharps are fed to poultry and animals. Rickety children are fed on whole-meal bread, preferably to white, because of the mineral-salts so necessary in the cure of their disease.

It is necessary to have the wheat fairly finely ground, in order to make it digestible for children, and also in order that the body may derive maximum benefit from the mineral salts. Again, if the flour be finely ground, it is possible to make a very light loaf with a larger proportion of brown flour. On the other hand, to grind it too finely kills something in the wheat.

HOW TO MAKE YEAST

Now for the yeast. Here is an excellent and well tried recipe:

Boil a pinch of hops (about $\frac{1}{2}$ teaspoon) very thoroughly in $\frac{1}{2}$ pints of water. Allow to cool.

Sieve the liquid into a jug.

Add two heaped up tablespoonsful of white flour, 1 level tablespoon sugar, $\frac{1}{2}$ teaspoon salt.

Mix well and bottle. A beer bottle should be almost full to the top. Stand the bottle in an empty tin to exclude sunlight, which kills the yeast. Leave for at least twelve hours before using. If a new bottle is being used, this process will have to be repeated two or three times, to make a really live yeast.

Next comes the dough. Mix with the yeast and water—never put milk into bread. Water bread keeps sweet longer after baking than milk bread; nor does it dry so quickly. Milk causes bread to ferment in the stomach, and last but not least in these days, water is cheaper than milk.

RECIPE FOR WHOLEMEAL BREAD

Wholemeal flour, 4 breakfast cups; salt, 2 teaspoonsful; yeast, $\frac{1}{2}$ pts. (one beer bottle, full to two inches of the top); white flour, 3 breakfast cups; water may not be necessary for this quantity, it depends on the grade of flour used.

Method: Put wholemeal flour and salt into bowl and mix well. Add yeast, and, if necessary, just sufficient warm water to make a stiff batter. Mix very thoroughly, then cover and leave overnight in the safe.

Next morning, add white flour, and mix with a spoon. Knead thoroughly until the dough no longer sticks to the fingers or bowl, and until there are cracking sounds caused by the bubbles of gas bursting. Much of the success depends on thorough kneading.

Divide into two equal portions and put into well greased tins (coconut or salad oil are excellent for the purpose of greasing) and cover with plates and a thick cloth.

Allow to rise in a warm place, turning the tins round occasionally, to ensure that the dough is evenly warmed, and so rises evenly.

The tins must not be allowed to get hot, or the dough will be sour. Take care not to over-rise the dough, or the bread will be coarse and of poor flavour and will lose an undue amount of nourishment.

During the first seven to ten minutes in the oven, the bread should be rising and scarcely browning at all. If the oven is too hot a hard dry crust will be formed, which will hinder proper cooking. Undercooked bread is most dangerous.

A reliable test for the heat of the oven is to put a piece of white paper in for two minutes, when it will have taken on a nice brown tinge without burning.

After the first seven to ten minutes, the bread should brown gently, and the fire should be carefully regulated until the bread is well baked throughout. It takes $\frac{1}{2}$ hours for this size of loaf. It is a great mistake to make bigger loaves.

To test the loaf, tap with the knuckles, when there should be a hollow sound. The top of the loaf should be crisp, golden brown and dome-shaped. The sides and underneath should be light brown, but not hard.

To cool, allow steam to escape by standing up or leaning the loaf against the tin. If the steam goes back into the bread it will make it sag.

Do not put on to the table until the next day, as new bread is extremely difficult, if not impossible, to digest. There are three good reasons for this. First, it is soft and moist and, therefore, difficult to masticate. Second, being moist, it cannot mix with the saliva. Third, when it reaches the stomach, it forms stodgy, gummy masses, which hinder the working of that organ.

Because of the activity of the germ, brown flour does not keep well. It is an excellent plan, therefore, to have a small machine and grind the wheat as it is needed. The larger size of coffee machine will do the work quite well.

—"EVO" Bougainville, New Guinea.

Shortland Is. Plantations Ltd.

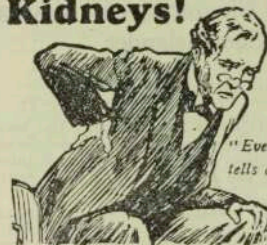
SHORTLAND Islands Plantations Ltd., operating in the Solomons Group, reports a net profit of £1542 for the year ended January 31, compared with a loss of £120 the previous year. The company returns to the dividend list with a distribution of 3 per cent., requiring £1432. The last dividend was 2 per cent. for 1932-33.

Against £860 brought forward, £970 is carried forward. The directors state that the price of copra improved during the year. Copra production for the year was 613 tons, compared with 680 tons the previous year. The decrease is attributed to seasonal conditions. Capital is £47,736, and estates are valued at £45,023.

Mr. T. L. Sefton, manager of Koitaki Para Rubber Estates Ltd., Papua, joined the Macdhuil at Brisbane on May 30 on his return to Port Moresby.

Mr. Henry Holland, of the New Guinea Mission, returned to his station at Isivita, Papua, by the May Macdhuil.

Suspect Your Kidneys!



A great danger of kidney weakness is that it often gains a firm hold before the sufferer knows what is wrong with him.

BUT CERTAIN COMMON symptoms can be easily recognised. The first alarm may be a dull, nagging pain across the small of the back or sudden twinges when bending. Dizzy attacks, headaches, urinary irregularities, getting up at nights, are other good reasons to suspect weak kidneys.

All these complaints yield to Doan's Backache Kidney Pills; when this special kidney tonic has put the kidneys right, you need no longer fear rheumatism, sciatica, lumbago, renal dropsy or bladder weakness.

Look for the Leaf Trade Mark.



Doan's
Backache Kidney
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PRODUCING UNIFORM GOOD RESULTS SINCE 1868

Brunton's
FLOUR

ALWAYS ASK FOR IT

"TIARE—HER LIFE AND LOVES"

Colourful Biography of a Young Cook Islander

From Our Own Correspondent

RAROTONGA, May 17.

MRS. D. MUIR, who has spent the last three months in Rarotonga, returned to San Francisco by the *May Makura*, taking with her the manuscript of what may easily prove a best-seller.

Working in collaboration with a young Rarotongan woman whom she had recently taken on a visit to the United States, Mrs.

Muir completed in record time a full-length biography written from an entirely new angle. So many books have set out to portray the South Seas as seen by Europeans that it is refreshing to learn of an attempt to reverse this procedure. Those who were privileged to see the manuscript entertain the highest hopes for its success. All agree as to the vividness and virility with which it is written.

From *kikau* hut to wife of a European planter, on through the passionate confusion of divorce and disillusion, past the love-lottery of life in Papeete, the story races unflaggingly to Hollywood and back finally to Rarotonga. "Tiare—Her Life and Loves" should be a work well worth whatever the bookseller may ask for it.

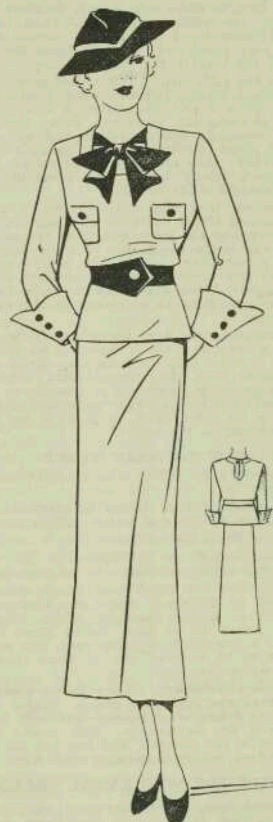
Dr. H. Ian Hogbin, of the Department of Anthropology, University of Sydney, who recently carried out research work in Melanesia, returned to Australia from England in June. He has resumed his duties at the University.

Mr. R. G. Box, formerly connected with Colyer, Watson and Co.'s branch in New Guinea, recently sailed from Rabaul with his wife for Salamaua en route to the Morobe goldfield where he has transferred his interests.

AT BLUE MOUNTAINS
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Springwood Ladies' College
Est. 1897. Kindergarten to Leaving Certificate. Tennis, Riding, Swimming, Team Games. Unequalled climate. Pure Jersey Milk. Senior and Junior Houses. Open-air sleeping. Inclusive fees. Special vacation arrangements for Island pupils.
M. E. DURAND, Principal.

PATTERN SERVICE

WE have arranged with a well-known Sydney firm of pattern-cutters to publish each month a diagram of a seasonable frock, patterns of which may be obtained by our readers direct from this office, post-free, on payment of the sum stated under the diagram. Address your letter to "Patterns," Pacific Islands Monthly, Box 3408R, Sydney, and enclose a note giving the number of the pattern you want and bust size, and enclose also the price of the pattern in postal note or stamps. The pattern will be sent by return mail.



Jumper Suit,
2004—1s. 1d.

2004—Jumper suits again promise to be much in demand. The blouse favours a square neck, which fastens at the back, and is relieved with contrasting trimming. Buttons give a smart finish to the pockets and gauntlet cuffs. Skirt is in the two-piece tailored style. Material (for 36in. bust): 44 yds. 36in. wide; contrast, $\frac{1}{2}$ yd. 36in. wide. Bust sizes 32 to 40in.

BACK NUMBERS OF THE "P.I.M."

READERS of the "Pacific Islands Monthly" requiring back numbers of the journal to complete their files may obtain certain issues of the first three volumes from Mr. W. D. Fearnley, 40 Argyle Place, Miller's Point, Sydney, who informs us that he has the following numbers for sale:—

Volume 1: Nos. 7, 8, and 11.

Volume 2: Nos. 1, 3*, 4*, 6*, 9*, 10*, and 11.

Volume 3: Nos. 1*, 2*, 3*, 4*, 5*, 9*, and 11*.

*Either clipped or has pages missing.

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No Fatigue

will mar the pursuit of sport if you keep fresh and fit through "4711" Genuine Eau de Cologne. A whiff of its aromatic fragrance inhaled from the handkerchief, a dab on wrists or forehead — and there you are!

Representative:
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SYDNEY.

Fashion Hints for Islands Women

By Therese

SINCE there is no prevailing silhouette, the modern woman may go clad as she will—Edwardian, sixteenth century, or ultra-modern, she haply may follow her own choice thus unfolding a tale of individuality and chic.

Evening gowns exude charm from every fold. The pleated gown of gold satin, its low cut bodice tapering to almost nothing at the shoulders, swathes itself with lame belt and is breathless with glamour from the top of its shoulder to the tip of its lovely hem.

A siren in silver, slim, svelte, and sophisticated, envelops her beauty in a wrap of startling loveliness evolved from lame taffeta—a dreamlike material, with a softly crumpled tinfoil air, but which, alas, is most unsuited for tropic climes.

Following the body's every lovely line is the violet crepe gown, flaring into sudden fullness at the knees. Exquisite water lilies trail from the low cut corsage to the waist. A cape, slim fitting of shoulder, follows the same sudden flaring lines as the gown.

A prelude to pleasure is the gown of black crepe, splashed with enormous exotic flowers. Further allure is added by the black net cape which floats floorwards, its hem appliqued with the same vivid blooms that adorn the frock.

The sun tan top of an evening frock, held aloft by a sequin collar, clusters flowers at the throat in a most delightful fashion. Very youthful is the check gown of taffeta, swathed at hip line with draperies falling into the swirling fullness of the back of the skirt. A frock of pastel taffeta, with quilted flare from the knee, is charm personified with its quilted puritan collar in startling contrast to its boldly flaunted nothingness at the back.

Grey for both day and evening is fashion's decree, and nothing could look cooler for tropical wear. Contrasting wraps and sashes give it added charm. Turquoise acts on it like magic. Leaf green adds a further note of coolness. A red and green peppermint striped sash of taffeta falling in folds to the floor lends it an undreamed air of sophistication; and always silver shoes play a fitting accompaniment.

Delightful is the little shirt waist frock for informal evenings. Fastened with diamantine buttons, it may be worn high to the throat, or open necked. The full wrist length sleeve and softly falling skirt supply the feminine touch.

"Dinner at Eight" announces the chic dinner suit with pencil slim black skirt, and white backless top, covered by a loose sleeve bolero jacket of black, over which extend the wide revers of the bodice. A chartreuse sash swathes the waist and reaches to the floor.

For cocktail hours comes the heavy

white coat of linen, short and tailored, with wide trousers and a man's shirt. If a touch of colour is needed, then a vivid blouse will do the trick.

The new materials make glad our hearts—chiffons, gossamer light; glazed printed linens; pastel tinted lawns; Shantung fantastically figured and flowered; voiles; artificial silks; and dull crepes. They all have marvellous washing propensities.

Blue is well to the fore in day time colour schemes. A glazed linen, blue flower sprinkled on stone ground is charming in a two-piece. The collarless bodice has crisp fan pleating at neck, which is repeated in the basque. (How fortunate we are that such a slimming mode has been revived.) Full three-quarter sleeves are gripped in below the elbow, and the square yoked jacket cape, waist length, has an upstanding pleated collar and cape sleeves.

Young and provocative is the spotted

frock of blue, with collar and waist swathing of pique, tied kitten-ear fashion. Its skirt is full and short, and a blue up-turned sailor hat dips a greeting with ribbons of blue and white.

All purpose ensembles are well to the fore with figured jumper tops, loose swing jackets, and skirts of plain materials.

White with colour still persists—the perfect antidote to heat. A cornflower blue linen, slim and straight, wears a short white linen coat jaunty and fresh, complete with Peter Pan collar. A red scarf peeps from above the collar and the same brilliant touch of colour is repeated in the bag. Red and white ribbons dangle pertly from the brim of the blue hat, and blue shoes complete an ensemble of undeniable attraction.

Over a white frock goes a coat of

B. & S. Estate Agency

ROSEVILLE, SYDNEY

Specialising in Flat reservations, any suburb, for Island Residents visiting Sydney. Correspondence invited. Phone J 5269.

Principals: Edwin M. Bastard & Campbell M. Smith

DELICIOUS BISCUITS

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... ideal for afternoon tea, lunch,
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Shredded Wheatmeal Biscuits

a valuable appetising health food;

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the perfect base for savouries;

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put in the oven for one minute and
served with cream or milk make a
most delicious sweet.

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Fashions and Home Fashions available.
P.O. Box 116. Tel.: 141

gaily printed linen in red and white. With it the new square toed shoes in white canvas march boldly to success.

White top coats over dark or printed dresses are in universal favour. They are enormously smart in linen or piques. A simple sleeveless frock, backless too if one cares, becomes formal wear when topped by one of these gallant garments.

A string linen dress, slim and smartly cut, has a square neck-line and shoulder strap top. Over the bareness of its sun-tan back pops a sailor collar of brown or rust—both equally attractive contrasts. Detachable leather buttons trim its bodice.

A grey linen frock dons a patent leather belt, and with it go attractive sandals. A lemon linen with brief gored skirt trims itself with enormous white buttons,

and pique belt, bag, and hat are the matching accessories. Practical, since it can be laundered over and over again, is the spotted blouse of voile, so youthful with its high neck. Little pleatings outline its front panel and short sleeves.

Over a dark dress goes a spotted hip length coat with matching cravat. Navy is the frock and mushroom pink the colour contrast.

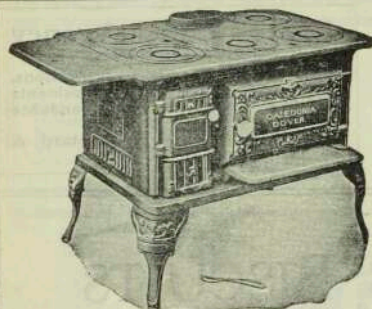
Boleros have staged a come-back, worn over very slim, cleverly pleated skirts. A formal afternoon frock, almost Chinese in its straight simplicity, adds fine pleating to the sleeves and down the bodice, and tucks a white flower at its neck.

Plaid or flowered tunics are delightful formal wear, worn over pencil slim skirts. They have a dignity all their own.

Morning frocks are all cut with a rather longer waist line and full flared skirt, which is quite short. The V-neck and crossover bodice find great favour in the tropics—the donning and doffing of this type of frock causing the minimum amount of trouble, particularly when it opens to the hem.

Gayer and brighter is the new note in accessories. Crimson, yellow, cornflower-blue and terra-cotta are all marvellous against dark backgrounds. Knitted cotton gloves are made with scarves to match in these brilliant colours, and stockings too, for the heroic among us.

Sports jewellery comes in coloured leather, studded with nail heads. Metal belts with matching bracelets are charming for evenings. Velvet belts and taffeta sashes offer wide scope for colour contrast and white pique belts and collars add zest to daytime frocks.

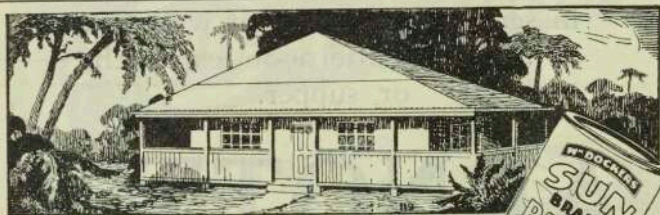


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Sun Proof and Rain Proof on every Surface

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W. R. CARPENTER & CO., LTD.
NEW GUINEA, SOLOMON ISLANDS
and all other South Sea Islands.

NEW PICTORIAL STAMPS FOR FIJI

From Our Own Correspondent

SUVA, May 21.

AN ANNOUNCEMENT of interest to philatelists the world over was made by the Fiji Government a few days ago, when an advertisement appeared in the *Gazette* calling for designs for a new set of postage stamps for Fiji.

This has been advocated at various times in the Legislative Council by elected members, but the Governor had opposed it, stating that he was against making postage stamps a large revenue-producing factor, such as a new set would be.

The Postmaster-General is calling for pictorial designs for the following denominations: 1d, 1d, 1d, 2d, 3d, 5d, 6d, 1/-, 2/-, 2/6, 5/-. It is stressed that the designs must include characteristic or notable Fijian scenery or genre, or industrial, pastoral or agricultural views. The King's head must also be included in the design.

Mrs. Tufue Morris, an old resident of Fiji, died at her home at Onivero, Levuka, on May 11. She went to Fiji from Samoa some 50 years ago.

Miss Beatrice Blackwood, of Cambridge University, England, is now in Sydney, en route to New Guinea, where she will continue her anthropological studies.

Mrs. J. G. Neilson, wife of Hon. "Gus" Neilson, M.L.C., of Papua, sailed from Sydney for Port Moresby by the *May Macdhui*.

Miss A. Uppill, who has been spending furlough in South Australia, left Sydney by the *Niagara* on May 21 on her return to the Methodist Mission station at Nadroga, Fiji.

Sister H. Donoghue, of the Methodist Mission's Salamo Hospital, arrived in Sydney by the *Macdhui* on May 22. Owing to ill-health she will not be able to return to Papua.

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ROYAL MAIL CONTRACTORS.

Reliable Cars and Trucks

We aim to give quick and reliable Service at reasonable costs. P.O. Box 116, 'Phone 141.
W. WALKER-FLYNN, Proprietor,
Malaguna Road, Rabaul, T.N.G.

T.B. IN HANUABADA

Medical Report on Bad Condition of Port Moresby's Native Quarter

THE Government of Papua is giving serious attention to a report made recently by Dr. F. W. Clements, of the School of Public Health and Tropical Medicine, University of Sydney. Dr. Clements reports on behalf of the first medical expedition from the School, which, at the request of Sir Hubert Murray, and with the co-operation of Dr. Strong (Chief Medical Officer) made a tuberculosis survey of Hanuabada village—the well-known settlement, built on piles over the shallow water of Dogu Harbour, near Port Moresby, where about 2000 native Papuans live.

The survey gave the following result:

The tuberculosis rate was found to be 21.5 per 1,000, and the tuberculosis death-rate 700 per 100,000. There have been 38 deaths from tuberculosis in the last 2½ years, or an average death-rate of 15 per annum. The total death-rate from all causes in this village is 45 to 47 per annum.

From these figures it is obvious that the population of Hanuabada village is markedly affected with tuberculosis.

The condition of the Hanuabada villagers was known to the Papuan Government and to the missions—which do much medical work—before Dr. Clements made his report; but it is probable that the latter report showed that the disease was more strongly established than was suspected.

Sir Hubert Murray, before he left for Europe, placed £800 on the next estimates, wherewith to build a hospital for native sufferers from tuberculosis and leprosy, and this will be staffed and equipped in collaboration with the mission bodies.

Dr. Clements report probably will have the effect of hastening the construction of this very necessary hospital.

It is probable, also, that the local authorities will give some attention to the actual housing conditions in Hanuabada. So far, the natives live almost wholly in native style—more than one family in one house; a cooking-fire always smouldering on an earthenware base in the middle of the house; and insufficient ventilation for the inhabitants. Dr. Clements points out that present conditions are very favourable for the spread of the tuberculosis.

SHOWING N.Z.'s FLAG IN THE PACIFIC

From Our Own Correspondent

AUCKLAND, June 4.

THE itineraries of warships of the New Zealand Division of the Royal Navy on cruises to the Pacific Islands this winter are as follows:

Sloop H.M.S. "Leith."—Leave Auckland, June 17; Nukualofa, June 22-25; Vavau, June 26-29; Suva, July 1-3; Funafuti, July 6-9; Nukunono, July 9-10; Vaitupu, July 10; Nui, July 11; Ocean Island, July 14-18; Makin, July 20-24; Tarawa, July 25-30; Beru, July 31-August 1; Phoenix Group, Aug. 3-6; Suva, Aug. 12-30 (including visits to other Fiji ports); Hog Harbour, Sept. 3-7; Tonga, Sept. 7-9; Paama, Sept. 10; Epi, Sept. 10-11; Vila, Sept. 12-17; Dillon Bay, Sept. 17-18; Tanna, Sept. 18-20; Noumea, Sept. 21-24; Norfolk Island, Sept. 28-29; return to Auckland, October 2.

Sloop H.M.S. "Wellington."—Leave Auckland,

June 17; Lautoka, June 22-29; Suva, June 29-July 4; Niuafoou, July 6-7; Samoan ports and Tokelau Group, July 7-27; Rarotonga, July 31-Aug. 3; Hervey Is., Aug. 4; Atua, Aug. 5; Bora Bora, Aug. 7-13; Papeete, Aug. 14-18; Moorea, Aug. 18-19; Flint Is., Aug. 21; Caroline Island, Aug. 22; Vostock Is., Aug. 23; Penrhyn Is., Aug. 25; Starbuck Is., Aug. 26; Malden Is., Aug. 27; Christmas Is., Aug. 29-31; Fanning Is., Sept. 1-3; Jarvis Is., Sept. 4; Danger Is., Sept. 8; Pago Pago, Sept. 10-14; Suva, Sept. 15-22; Tongatabu, Sept. 24-27; return to Auckland, Oct. 2.

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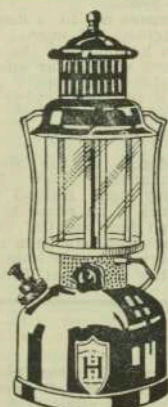
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WORLD-WANDERING

Marc. T. Greene Pulls the Tail of Il Duce

THE world-wandering American press-man, Marc T. Greene, well-known in Polynesia, has just completed what must be nearly a record journalistic tour—in countries, 45 cities and 11,000 miles in seven months. And that does not include his visit, last year, to the South American countries.

Writing to the editor from Brussels, Mr. Greene gives his route thus:—

"Southampton-Bremen by the *Europa*, then Berlin, Nuremberg, Lindau and St. Gallen, Switzerland, by train. Then Lucerne, Lausanne, Geneva, Berne, Zurich and back through Germany to Munich, where I was lucky enough to be at the famous Oktoberfest, or homage to King Beer. This was one of the most jovial, friendly, gay and happy feasts I have ever participated in, yet without the least

sign of rowdyism, intoxication or brawling.

"Then I went to Vienna, with a stop at Salzburg, then to Buda-Pest by Danube steamer. Both cities are pleasant and hospitable, but quiet compared to the days of old. From Buda-Pest I went to Szeged, on the Austrian-Yugo Slav border, thence for several days to Belgrade, then on to Skopje, a queer old place still very Turkish. From there I proceeded to Salonica, where I took a steamer for Athens.

"I made a long stay in Greece, this being my first visit, going during that stay to Crete and Corfu, and also to Constantinople, Constanza and Bucarest by Roumanian steamer. About Christmas time I went to Naples by Italian boat by way of Malta, stopped a few days in Naples and quite a while in Rome and Florence. Thence I visited the Riviera which was cold, rainy, thieving in charges and generally repellent.

"From Marseilles, which shares with Shanghai the dubious distinction of the being the worst town on earth, I took a German steamer out to the Balearics, regarding with mingled emotions as I did

so the old *Ville d'Amiens* about to sail for Tahiti. The Balearics are lovely and, being Spanish, inexpensive now.

"From Palma I went by a good British ship—and what a joy to board one after sailing under a dozen other flags—to Gib., thence visiting Granada, Malaga and Seville. In Seville I boarded a little German tramp, whose saloon contained no less than four pictures of the Fuhrer in various moods, for Lisbon, a bright cosmopolitan town.

"Then I went up to Oporto to see how port wine is made, and had a fine visit to Sandeman's great plant there. Then to Madrid, a hectic and unrestrained town where nowadays fights start at the drop of the hat. I was nearly in one.

"From Madrid to San Sebastian, a beautiful seaside resort, then to Bordeaux for a look at the largest high-grade wind-producing district in the world, to Orleans, Tours and Paris. After a fortnight of the high-priced frivolity of that town, I escaped to Brussels—which is pretty nearly as frivolous at half the cost.

"In the course of contributing to many different periodicals, I have had quite a scrappy time. A couple of years ago our friend, O. F. Nelson, out of the keenness of his discernment, advised me to 'lay off' Samoa and go over and interfere in the affairs of Europe. I took the advice and have lately interfered, journalistically speaking, in Germany, Italy, Greece and Spain. My Italian articles, not favourable to the Duce, made the biggest row I have yet engaged in. The Samoa episodes were ping-pong compared to it. In one American city a delegation of the leading Italians descended upon the newspaper offices and, as I understand it now, were only placated by the promise that my name should not again appear in that paper. Which is the price you pay when you take any definite stand on anything. However, that is no new experience for me and out of them all I am quite as intransigent as ever.

"I see you compare me to 'a disturbing wind in the Pacific.' If ever I get to Tahiti, and I am hoping that the coming elections in France will be far enough to the Left to devalue the franc, I propose to subside into a tranquil zephyr across the Papecte lagoon."

Miss J. K. March, of the Methodist Mission at Vunairima, New Britain, arrived in Sydney from Rabaul by the *Van Rees* on June 9, en route to South Australia to spend four months' furlough with her parents. She has been in New Guinea for 11 years, and now is in charge of the District Girls' School at Vunairima.

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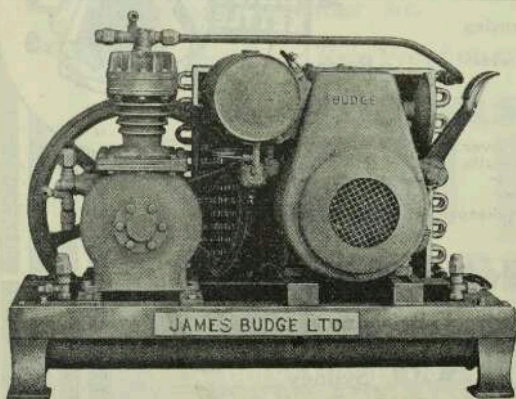
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GUINEA AIRWAYS

Financial Year Shows Good Profits and Reduced Freights

THE accounts of Guinea Airways Ltd. (the senior air transport company in New Guinea) were published at the end of May. The whole story is told in the following figures:—

Period Ended	Ton- nage trans- ported by Air	Passen- gers Car- ried	Gross Rev- enue	Net Rev- enue	Avg- freight charged per lb. of cargo
1929 ..	434	869	44,006	6,226	10.61d.
1930 ..	949	2,047	72,756	31,567	8.28d.
1931 ..	1,146	1,995	67,922	22,077	6.50d.
1932 ..	3,947	1,607	95,619	28,725	5.91d.
1933 ..	3,980	3,856	77,095	13,053	4.31d.
1934 ..	6,844	7,398	111,203	30,202	4.12d.
1935 ..	5,688	9,721	114,465	20,818	3.36d.
1936 ..	6,476	12,137	137,729	25,876	2.90d.

Totals 28,664 39,630 £721,395 £178,344

This shows that the net profit, after providing for necessary reserves, was £25,876 for the year, compared with £20,818 for the previous year. Turnover was £137,729, an increase of £23,264 on the previous year's record total. With £220 brought forward, there is a total of £20,096 available. Quarterly dividends of 1/- per share absorbed £15,000, and £11,000 was transferred to general reserve.

The company's subscribed capital is £75,000, and the general reserve now stands at £50,000. The company's assets are shown as £70,949 in aeroplanes, building and equipment; £20,175 invested in Holden's Air Transport Service Ltd.; £11,613 in other investments; and £8244 in cash.

The following are interesting paragraphs from the directors' report:—

"The foregoing table illustrates the consistency with which the Company has adhered to its policy to reduce its freight charges to the public. The bulk of the small freighting has been carried out at rates considerably below the averages given above which include the higher rates necessary for long distances, for special charters and for lifting of heavy pieces of machinery.

"The regular reductions in rates have been rendered possible by the natural development of the volume of traffic which at the same time has enabled sufficient reserves to be set aside to maintain the air fleet and other plant in an up-to-date and efficient condition.

"In this connection, and since the close of the year under review, orders have been placed for new aircraft to a total value exceeding £40,000, consisting of five high-speed new models, namely, two twin-engined Lockheeds, two single-engined Stinsons and one Taifun. It is proposed to finance these purchases out of reserves.

"The Commonwealth Government having now lifted the ban on the importation of foreign aircraft, the Company has been able, by the abovementioned large outlay, to take full advantage of the most recent improvements in the technique of commercial aviation, in respect of which British manufacturers of aircraft are unhappily not yet in the forefront.

"The Company's ground organisation has undergone extensive improvements during the past year, with the result that its equipment is adequate to maintain its position as the largest and best equipped cargo-carrying aviation company in the world.

"The inclusion in this report of the balance sheet and accounts for the year

1935 of Holden's Air Transport Services Limited of New Guinea indicates that Guinea Airways Limited now holds a controlling interest in that undertaking."

Mr. C. M. Rouse, of Nubia Plantation, Madang, returned to New Guinea by the May Macdhui.

Mr. C. G. Rutledge, technical adviser of Cuthbert's Misima Goldmine Ltd., sailed from Sydney for Samarai, Papua, by the Macdhui on May 28. He will act as resident managing director of the Company at Misima Island for several months until Mr. Frank Hambridge, who became seriously ill in April, can take up that position. Mr. Hambridge is still in hospital, but his condition has much improved and he is now out of danger. It is expected that it will be six or seven weeks before he is able to leave St. Luke's hospital at Darlinghurst, Sydney.

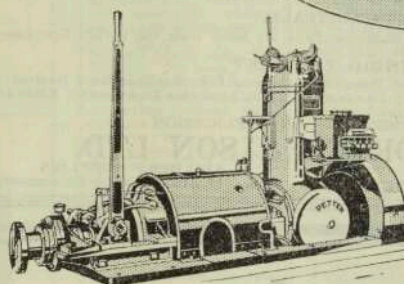
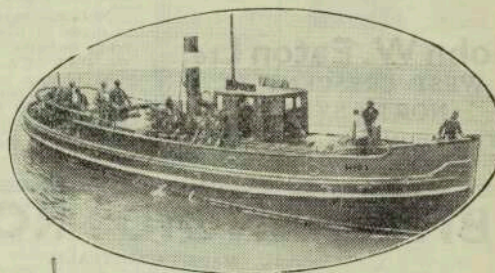
Mr. S. M. Paisley, manager of Marangis Plantation, Madang, arrived in Sydney from New Guinea by the June Van Rees.

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TROPICAL FISH

Some Methods in Papua

By C.R.

A PAPUAN MISSIONARY told me of many ways in which fish are caught by the natives of Papua.

Big nets and little nets are used; spears and fish traps made of cane-like baskets; hand scoop-nets, used by the women and girls; bows and arrows managed by small boys to catch fish in the pools on the reef when the tide is out.

A number of fish are caught in pools on the coral reef with poison. The poison is the juice of the crushed root of a vine. It is tied to a stick and poked about under the water. The fish soon succumb to it.

A kite is also used to snare some kinds of fish. The kite is flown over the water and the snare dangles on the surface.

Nets are made of strong cord. The cord is made of fibre and the fibre is obtained from banana, wild cotton, pandanus and the stalk of a strong creeping vine whose root is dug up for food. The fibre for string and cord and rope is in the pith of the aerial roots of the pandanus tree—roots that grow down from the branches or trunk to the ground. It is wonderfully strong.

The fishing kite is made from a dried pandanus leaf. A light string about 40 feet long is attached to the tail of the kite about half-way down. At the end of this string is suspended an egg-shaped ball of strong spider's web. The fisherman rows out in his boat and flies the kite; the ball of web trails along the surface of the water. A fish leaps at the ball; its teeth become hopelessly entangled in the web; and the native draws it into the boat.

Dugong are found all along the coast of Papua. The dugong, or sea-cow, is the siren and mermaid of a thousand legends. When suckling her only babe the cow raises herself in an upright position with her head well out of the water and clasps her little one to her breast, so that it may breathe while feeding; she is a great mother. Old-time sailors fancied that the dugong was a human creature—hence 2,000 years of romance.

The dugong's bones are heavier than the bones of any other animal. The skin is one inch thick, in an old cow, and very hard with bristly hair. The creature nips off the marine grass and seaweed at the bottom of the sea with its thick, hard lips, and chews it with its teeth.

Men catch the dugong in the Fly River district with harpoons. As the animal swims through the water it leaves a white phosphorescent line of light behind it. It comes to the reef for food and natives watch the place. They build a platform there and rub sweet smelling leaves on the sticks of the platform. The fisherman stands on the platform with the harpoon in his hand. The dugong is attracted by the smell; it makes a funny noise; the immortal "Song of the Siren" is, if anything, a huff and a puff, a snort and a grunt. The man makes the same kind of noise with his lips. The dugong thinks a friend is there and swims to the platform. The native jumps down into the water and plunges his harpoon into the animal. He clings to the end of the rope attached to the harpoon and is dragged quickly through the water by the wounded sea-cow.

His mates paddle hard after him in a canoe and he calls out to them all the time. The dugong swims away to deep water, pulling the man behind him, but soon wearies. The canoe men pick up the spearsman and tie a rope to the tail of the sea-cow, thus preventing it from lifting its head above water to breathe. It dies by drowning.

Sluggish and inoffensive, the dugong is doomed to become extinct. Its flesh is needed for food, its hide for leather, and its blubber for oil.

JUNE B.P. MAGAZINE

FROM the glistening snowy slopes of Kosciusko to the sun-drenched, green-clad islands of the Cook Group is three thousand miles across stretching blue ocean, but to readers of the June B.P. Magazine it is but a flicking of a few pages. Russell Roberts has taken his camera to the famed Australian Alps to capture a dozen beautiful studies of "White Magic—Kosciusko's Winter Charm," and Eric Ramsden paints delightful pen pictures of "Rarotonga in Retrospect."

This issue, as usual, is crammed with interesting travel sketches of out-of-the-way corners, including an article by Mr. Cherry Kearton, the noted photographer of nature, on "Dassen, Home of the Jackass Penguin." Contributions dealing with Aviation on the Continent, the Early Days of Adelaide, and Honolulu's Flower Festival add to the general interest of this well-produced number.

Informative sections on the Arts, Music and Drama, and People in the Public Eye keep one abreast of current opinions and events. The front cover, depicting giant water-lilies in an Eastern garden, is by Walter Jardine.

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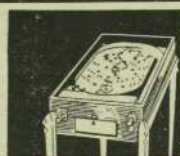
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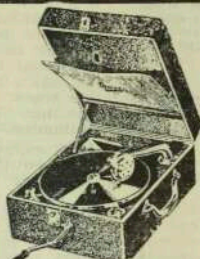


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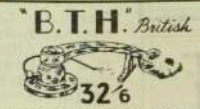


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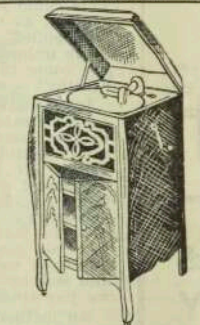
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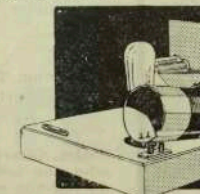


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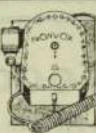


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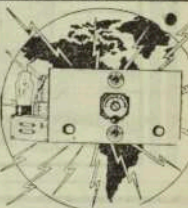


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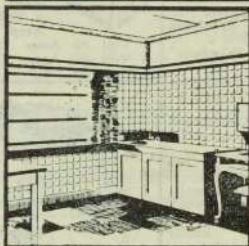
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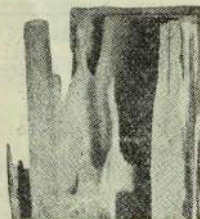
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"Too Much Revenue!"

Letter to the Editor

READERS of the *Sydney Morning Herald* will have noticed a paragraph under the above heading on March 18. To readers who are not acquainted with New Guinea customs and our peculiar social system, this Territory must appear a veritable paradise.

The informant to the *Herald* says we are taxed as little as possible, which is one way in which the Administration is attempting to cut down our yearly surplus. As a planter I could suggest many other ways. But let us analyse the statement that "Taxation has been reduced to a minimum."

It is suggested that one first purchase a book, entitled "Statutory Charges," compile by the Department of the Treasury, and which costs about 2/-. We notice in this book that there is a tax of about 10 per cent. *ad val.* on practically every item used in general consumption in New Guinea. The Administration has been taking £152,000 per annum in Import Duties, which gives us a mean average of £28 per annum per head of population. This is augmented by the Export Duties on Copra and by Gold Royalties.

No mention has been made here of the Taxes for Licenses paid each year, which average nearly £2 per person per annum. Yet the Administration "has cut Taxation to a minimum." We also find that Survey Fees, Rentals, etc., make New Guinea one of the most unattractive countries from a settler's point of view.

Under the heading of "Hospital Charges" one discovers that if one happens to be a member of perhaps the highest paid Government Service in Australia, a special reduced rate is granted. This could be termed an ignominious concession, as the struggling member of the "hoi polloi" must pay his £1 per day if he is unfortunally enough to become ill. Do not come to New Guinea if you are unhealthy!

If, as the Acting-Treasurer of the Administration says, the Administration has too much revenue, why not reduce the Hospital Charges, also our Import Duties, etc., and other charges? Or why not spend our surplus by building roads, repairing bridges and wharves where necessary? If one happens to be a resident in Madang District, one finds that the only pinnace wharf at all serviceable has been erected by one of the big firms, and not by the Administration, to whom we pay these taxes.

An inclination is felt by all to regard a remark like that of the Acting-Treasurer as foolish, although well meant. It advances our claims further, however, for a representative in the Federal House, Canberra. Our population far surpasses that of the Northern Territory, which has a representative.

It is "money that talks." Our economic importance must be recognised, and it is the Administration's duty to see that any revenue that is surplus is returned and used for the benefit of those from whom it was gained, and not put to any special uses under the heading of "native welfare."

I am, etc.,

QUARTPOT.

Madang, T.N.G.,

April 25, 1936.

Mrs. Charles Bennett, of Norfolk Island, who has been staying at Bondi, Sydney, during the convalescence of her husband, will return to N.I. with Mr. Bennett by the *Morinda* on June 25.

Why Fiji Franchise was Withdrawn

(CONTINUED FROM PAGE 15)

return of the political agitators to the Council, leaving the minority sections of the community without any representation at all, they decided to support the move for a return to the nominative system.

Incidentally, the European community also were "so keenly interested in their electoral rights" that they allowed all the members of the Council to be returned unopposed, in spite of the fact "that a return to the nominated system would be preferable to a continuance of the electoral, with the danger of a common roll always looming in the near future," had been agreed to by practically all the elected members of the European community.

During the last two or three years, feelings have changed considerably in the minority sections of the Indian community. Mahomedans, Madrassis and others have realised that it would not be to their best advantage to be governed by a majority of Hindus and Ayra Samajists, and now would prefer to return to the nominative system and trust to the government to give them a fair representation in the Council.

The agitators and Common Roll supporters also realise that their non-cooperation was an error and are now screaming for the retention of the elective rights which they ignored in the last election.

Unfortunately, a number of Europeans are doing exactly the same thing, regardless of what the ultimate result of their

protests may be. Reference to the "common roll bogey" is frequently made, and a lot of hot air blown off, about "retaining our elective rights given to us in 1902 by the Secretary of State and fighting for them to the last ditch," etc.

The common roll is no "bogey"—it is a sinister and definite menace, especially to the European community, which is only too lucky to be given the chance of reverting to the nominated system again. The case is clearly one in which we must be prepared to sacrifice our rights in order to do our duty—a duty we owe to our rising generation and those who follow, if we wish to keep up the status and prestige of the British race.

UNDER THE SURFACE

At present the Fijians are quiescent, but quite determined that the elected or nominated Indian members of the Council shall have no say whatever in native matters, as their motion passed in the Council of Chiefs on *Bose vaka taraga*, very forcibly indicates.

There is, however, a possibility always of another "Apolosi" appearing upon the scene and advocating a united appeal with the Indian community for a common roll and self-government, in order to undermine or destroy the power of the Chiefs.

There are many pernicious influences at work to cause unrest and disaffection amongst the natives, but it is only when a case comes before the Courts and a conviction is secured that we observe the undercurrents which are disturbing the even tenor of the native community life.

We must remember that the first matter which brought up the franchise question in 1921 was purely a local one, viz., the continuity of a labour supply to carry on the industries of the Colony.

To-day it is associated with the problems of a subject of much greater magnitude, viz., the passing of a measure for a

form of self-government for India. Consequently, the pressure from India through the Indian Office upon the Colonial Office is infinitely greater, and we are very lucky indeed to have the chance offered to us, of a return to the nominative system. It will not occur again if we turn it down this time, and we shall have to abide by the results of our choice if we are foolish enough to insist on regaining the elective system, which can only lead to "common roll," followed by domination by the Indian section of the residents in these islands. There is no middle way.

I am, etc.,

OLD SETTLER.

Suva,

April 10, 1936.

The Case for Elective System

Letter to the Editor.

THE franchise question in Fiji actually is simple and easy of solution. The matter resolves itself into this and nothing else: "Who is going to control the destiny of the Colony of Fiji?" The answer is: "The British"—not the Fijians, the half-castes, the Chinese or the Indians. They come under the protection of Great Britain, as subject people, and have no legitimate rights to interfere with the internal or domestic affairs of Fiji.

The King's representative, the Governor, wielding almost autocratic power, has succumbed to the influence of local plutocrats, who have instituted a policy of fear, holding aloft with apprehensive shudders such ridiculous bogeys as "common roll and Indian domination." To prevent which they insist, erroneously, of course, that nomination by His Excellency, of

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specially chosen representatives, for elevation to the Legislative Council, is the one and only safeguard.

The propounders of the nominative scheme have failed to adduce one sound argument in support of their theory "that the electors of the Colony are incapable of even assisting to solve the admittedly momentous questions, relating to general economic conditions, special political perplexities, complex financial intricacies, and the question exciting the present agitation—racial adjustments."

The people of the Colony think differently, and very rightly demand the retention of the all-too-limited voice they have been privileged to use per medium of the ballot box for over 30 years in the political councils of the Colony. To rob the electors of this privilege is an act of flagrant political dishonesty.

Nomination has very truthfully been defined as Domination. The trial of

strength, as it stands at present, is a struggle between Autocracy plus Plutocracy versus Democracy. The democratic power, invincible in its potency, must in the end triumph over all obstacles. The whole subject is under careful, honest review by the Secretary of State for the Colonies. Citizens of Fiji need have no fear. British justice, supporting truth, honesty and fair treatment, will prevail.

I am, etc.,

A. S. McLEOD, Hon. Sec.,

V.L.P. Association, Fiji.

March 9, 1936.

Rev. and Mrs. H. L. Schlencker returned to the London Missionary Society's station at Daru, Western Papua, in May. Their marriage took place recently in Brisbane, the bride being Miss Nancy Binns, of Adelaide.

"PITCAIRN'S ISLAND"

"Bounty" Sequel to be Filmed

CAPITALISING on the publicity given to the film, "Mutiny on the Bounty" when it won the Motion Picture Academy's award for the best production in 1935, the Metro-Goldwyn-Mayer Company has announced that work is to start immediately at their studios on "Pitcairn's Island," the sequel to the famous sea story written by Charles Nordhoff and James Norman Hall.

Clark Gable will still have the role of Fletcher Christian, and Mamo Clarke, a young Honolulu girl, will again play the female lead of Christian's native wife, Maimiti. Frank Lloyd, who directed "Mutiny on the Bounty," is now a producer with M.G.M.'s rival company, the Paramount Corporation, but he may be "borrowed" to direct "Pitcairn's Island."

Nordhoff and Hall's story of what happened to the mutineers on Pitcairn after they burnt their ship in Bounty Bay is a vivid, stark tale of horror and tragedy, containing all the elements for another first-class film.

The nine mutineers with six Tahitians and 12 native women found sanctuary on the little island in 1790. Ten years later only one man and 10 women were left, with a family of small children, and of the 16 dead 15 had come to violent ends. Drink, jealousy over the women, and race conflict between black and white played their part in the tragic drama enacted on Pitcairn between 1790 and 1808 when their refuge was discovered and made known to the world by Captain Mayhew Folger, of the American sealing vessel *Topaz*.

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Within the Jersey breed certain blood lines have been developed to produce milk with butter fat high above this average, and those of Bellefleur Farm (N.S.W.) average round about 6 per cent. Bellefleur Jerseys are wholly based on imported blood, and are notable both for type and production.

Except in Fiji the dairy industry in the Pacific has not yet been developed up to a high standard. Residents in other islands, however, are also entitled to have fresh milk and this should be available wherever groups of Europeans are associated. Even if common cows are kept for the purpose it should be realised that the use of a Jersey bull, backed by high average butter fat production, will increase the butter fat average of the whole of his female progeny.

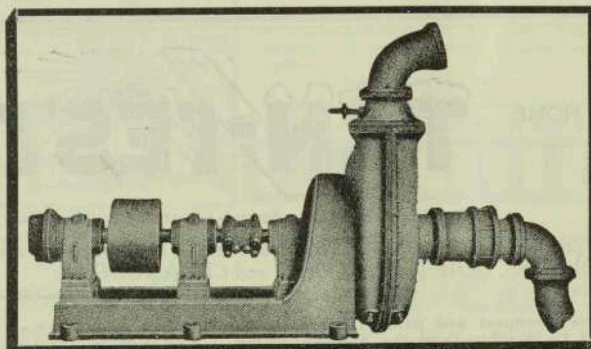
Everyone, especially women and children, should have fresh milk for its health-giving qualities, and if only for this reason alone the question should be investigated. Mr. Walter Burke, the proprietor of Bellefleur Farm, whose advertisement appears in this issue, will gladly advise readers on this subject.*

Rev. F. H. L. Paton, Presbyterian minister of Deepdene, Victoria, will resign at the end of the year to accept the invitation of the trustees of the John G. Paton Memorial Fund to work in the interests of the trust in Great Britain. He is the son of the late Dr. John G. Paton, whose name is outstanding as a Presbyterian pioneer of mission work in the New Hebrides, and in whose memory the Missionary Fund was created. Mr. Paton, who is one of the best known ministers in Victoria, was born in the New Hebrides and did valuable work as a missionary there.



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IN PHOENIX GROUP

N.Z. Party Will Observe Total Eclipse in 1937

From Our N.Z. Correspondent
AUCKLAND, May 30.

A PARTY of New Zealand astronomers will visit the Phoenix Islands, an uninhabited group of coral islands not far south of the equator, next year, to observe the total solar eclipse, which will occur on June 8.

The expedition, which is being organised by Mr. C. B. Michie, of Auckland, will comprise six members, several of whom took part in the N.Z. Solar Eclipse Expedition in 1930 to Niuafoou, Tongan Islands. It will be sponsored by the N.Z. Department of Scientific and Industrial Research. As it will be the only party observing the eclipse, the expedition will be equipped with the 19ft. coelostat and coronagraph, which has been made available by the Astronomer Royal.

The party will be landed at Canton Island by one of the warships of the New Zealand Division of the Royal Navy, which will bring them back to Auckland again. No drinking water is available on the island, so H.M.S. *Leith* is taking two 100 gallon tanks and rain catchment units there on its Pacific cruise this winter.

The Phoenix Group comprises about a dozen small islands, with a total land area of 19 square miles. They lie due north of Samoa, and are of little economic importance. Canton Island (also known as Mary Island), where the expedition will set up its camp, is eight miles long and four

wide. It is covered with stunted vegetation, except at the southern end, where there are coconut groves. Formerly it had large deposits of guano, but these are mostly worked out.

Some of the islands of this group—notably Howland and Baker—achieved much prominence last year when American interests began to plan a trans-Pacific air service from Honolulu to Samoa. These islands are on the direct route.

For a decade or more it had been taken for granted that these islands were British, but early in 1936 America established a small colony of Hawaiians on Baker and Howland and claimed them as her own. After considering the whole position Britain resolved that she would not dispute the claim.

GUINEA GOLD N.L.

FOR the year ended February 29, Guinea Gold, N.L., shows a net profit of £38,113, compared with £21,488 the previous year. The profit was almost wholly represented by dividends from the company's share holdings in Bulolo Gold Dredging Ltd., which remains unchanged.

The directors state that the market value of the company's investment assets at February 29 was £527,785. Owing to the general depression in gold scrip values, that sum was £44,021 lower than the market value a year ago. The issued share capital of the Company is £50,000.

The total cost of the exploration and testing campaign of the Papuan properties, which has been written off against the general reserve, was £33,739.

At an extraordinary meeting at the end of May, shareholders agreed to a pro-

posal for an alteration of the articles of association for reserving the block holding of shares in Bulolo Gold Dredging Ltd. as an invested fund of the company.

Rev. Father Michael McEncroe, missionary of the Sacred Heart Order in Papua, arrived in Australia on furlough by the June Montoro.

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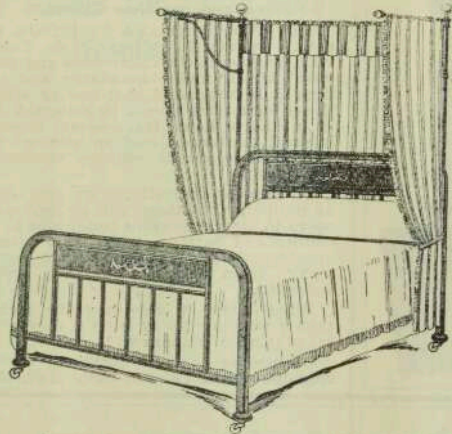
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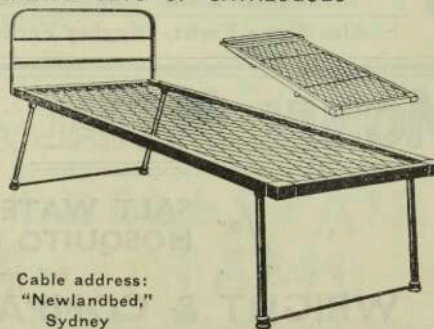


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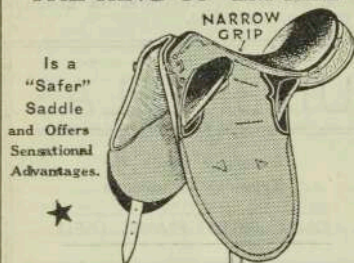
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Germany and Her Ex-Pacific Colonies

She Wants Africa—Not New Guinea

MUCH continues to be said about the "future of the former German colonies"—which, of course, is a matter of direct concern to the Territories of New Guinea, Western Samoa and the Caroline and Marshall Islands. Also, because any change in the control of those Territories will affect all other Pacific Territories, the subject is of interest to all Europeans in the Pacific.

Certain statements, more or less official, have been issued by the Governments of the various Powers.

The German attitude is that, in order to uphold "German prestige and dignity," as well as provide Germany with an outlet for her colonising energy and supply her with a source of raw materials, Germany will not forego in any degree her demand for the return of her former colonies.

There have been several statements made on behalf of the British Government. Summed up, they are to the effect that Britain has not considered, nor is she considering, the transfer of British mandates to any other Power. The subject has not been brought officially before the Government. It is clear, however, that there is in Britain a large and apparently

growing section of British public opinion which is in favour of a return to Germany of some portion of her lost colonies—preferably, in Africa.

The official attitude of France is that "France would no more think of giving up her mandated territories than would Britain," and would be unwilling to expose the native populations now under French rule to "German racial theories." That statement, however, was made before the new Socialist Government took charge in France.

Japan has stated, in unequivocal terms, that she will not voluntarily return the Caroline and Marshall Islands to Germany. There is no doubt that some secret understanding between Germany and Japan was reached early in 1936; and there is a report current that, in that agreement, Germany surrendered all claims to those island groups. There also is good ground for the belief that, if Japan is not actually fortifying the Marshall and Caroline Islands, she is accumulating supplies of certain essential commodities in certain secret bases in the groups—especially oil.

Australia, naturally, is deeply concerned. Under Australian administration, New Guinea and the Bismarck Archipelago have undergone rapid development, and newly-created values represented in the gold industry must amount to millions of pounds. Those important interests cannot be sacrificed.

Germany's demand for the return of her colonies is bound to receive increasing attention in the Chancelleries; but the following extract from a private letter, written to a friend in Sydney recently by a very well-informed Dutchman, who knows New Guinea well, and who recently has been travelling in Holland and Germany, supplies some reassurance for Australians:

"I heard from very well-informed circles in Germany that they will only try to get back some of their African colonies, and not New Guinea."

The problem remains for Britain, however. Britain, in Africa, holds Tanganyika, Togoland, the Cameroons and South-west Africa under mandate; and every time it is suggested that one or other of those territories should be returned, there is a sharp howl from some important interest concerned, and an attempt made to influence public opinion against the suggestion.

On present indications, we may take it as unlikely that there will be any serious move to disturb present conditions in New Guinea and Samoa. Apart from economic considerations, the islands are too far away from Europe to be properly defended.

What body—if any—has the right to take a mandate away from a Power? Can mandates be withdrawn?

Discussing these questions in the columns of the *London Daily Mail*, Mr. P.

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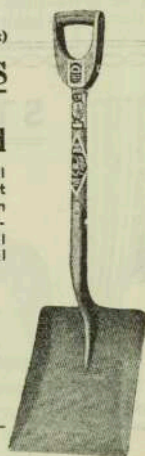
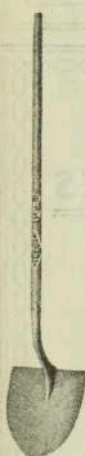
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Donner, Conservative, M.P. for Basingstoke, England, says that there has been much loose talk about the Mandated Territories by the man in the street. Many people have believed our authority over these territories is derived from the League of Nations. This is due to ignorance of the genesis of this complicated system. The actual position is as follows:—

The former German colonies were distributed among the Mandatory Powers by the Supreme Council of the Principal Allied and Associated Powers at the San Remo Conference on May 7, 1919. The territories were finally ceded by Germany, under Article 219 of the Treaty of Versailles, to the Principal Allied and Associated Powers collectively, i.e., Great Britain, France, Italy, U.S.A. and Japan.

These powers have never ceded them to the League, but, under Article 22 of the Covenant, agreed to submit annual reports of their administration to the Council of the League, and to require the assent of the Council to any amendments or alterations to the terms of each mandate. These mandates were documents drawn up by the Principal Allied and Associated Powers themselves, and later "approved" by the Council of the League.

The League only came into being on January 10, 1920, i.e., nine months after the allocation of the title to mandates was conferred by the only body capable of conferring it, viz., the Principal Allied and Associated Powers to whom the territories had been ceded. The League's job is only to see that the terms of the mandates are observed and to approve or disapprove any changes in these terms. Thus Japan, though no longer a member of the League, continues quite properly to administer the ex-German islands allotted to her by the Allied Powers.

New Homes for South Seas Residents

IN most Islands districts skilled labour for building homes is difficult to obtain. Much consideration has been given to methods of overcoming this disadvantage and the advent of the ready-cut home seems to solve the problem.

Homes can now be fabricated in the mill and sent out ready to assemble. The framework is cut and prepared ready for assembling, even doors and windows have the locks and hinges, etc. put on so that the whole unit is ready to place in position.

George Hudson Ltd., of Sydney, have perfected the "Ready-Cut" system and are able to quote for bungalows at prices which represent a considerable saving in cost of the completed building. They also supply an efficient Plan Service which makes the work of erection a simple matter, and this can be carried out by anyone with only a slight knowledge of carpentering.

Hudson's Ready-Cut cottages are constructed on well established principles, and are exceptionally strongly built. They are permanent buildings which will compare favourably with any similar structure. These homes can be supplied with weatherboard or asbestos cement exteriors, and can be lined with fibrous plaster, asbestos cement or 3-ply internally.

George Hudson Ltd. have recently introduced a new type of interior finish known as "Canec" which is used extensively in their Ready-Cut homes. This material is valuable for its insulating and sound proofing qualities, and is effective against heat. In addition, it can be finished in many attractive designs at little expense. This material is white-ant proof and is very light.***

Mr. G. J. A. Moore is at present managing the Port Moresby branch of Messrs. Burns, Philp and Co. Ltd. during the absence on furlough in Australia of Mr. W. M. Dupain.

Noted Missionary

Rev. F. J. Kirschbaum Returns to New Guinea

A DISTINGUISHED anthropologist, Rev. Franz J. Kirschbaum, of the Society of the Divine Word Mission, arrived in Australia by the *Maunganui* on May 31, on his way back to New Guinea after four years' furlough in Germany and Austria.

One of the best known missionaries on the New Guinea mainland, Father Kirschbaum has figured for 25 years in mission and exploratory work. In 1926, he was the first white man to discover a strange race of dwarfs who live in the mountains near the upper headwaters of the Ramu River.

Father Kirschbaum has made scores of journeys into unexplored parts of the wild, mountainous country of Central New Guinea. He has travelled hundreds of miles up the Sepik River by launch and canoe, collecting scientific information on the habits of the various tribes and races.

Both in his missionary work and through his first-hand and scientific knowledge of New Guinea, Father Kirschbaum

has been of great assistance to the New Guinea Administration. He has been able to guide parties into unknown country, and has been a force in the suppression of head hunting in the hinterland. He always travels unarmed.

Rev. Kirschbaum will leave for New Guinea by the *Montoro* from Sydney on June 17 to finish a book on which he has been working for many years. Although it will be written in German, he expects to publish the volume in English.

Mr. C. Budden, manager of Morobe Gold Alluvials in New Guinea, arrived in Australia by the *Montoro* early in June.

Captain A. Fitch, managing director of Steamships Trading Co. of Papua, arrived in Sydney on business by the *Montoro* on June 12.

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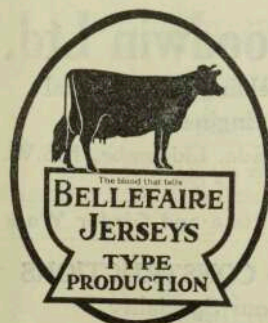
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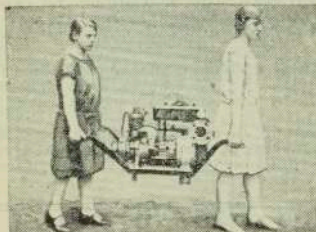
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PACIFIC ISLANDS MINING REPORTS

From Fiji

MT. MORGAN DEVELOPMENT LTD.

INTEREST in the property recently held by Aloha Central in Fiji may be revived soon if negotiations between Mt. Morgan Development Ltd. and the vendor—Mr. P. Costello—are satisfactorily concluded. It is believed that satisfactory option terms have almost been completed.

Mt. Morgan Development Ltd. already has one property in Fiji, but as the company was formed to acquire and deal in mining properties, the latest move will be watched with interest.

EMPEROR MINES LTD.

Output was increased by Emperor Mines Limited, Tavua, Fiji, during the four weeks ended May 16. The company treated 1900 dry long tons of ore, of a head value of 1134 dwt. a ton, for a recovery of 1027 oz. 12½ dwt. of fine gold. The tonnage treated during recent periods has increased, but the average grade has receded slightly, as a comparison of the following production figures disclose:—

	Mar. 21	Apr. 18	May 16
Ore (dry weight), tons	1,610	1,650	1,900
Fine gold, oz.	1,008	943	1,027½
Recovery, dwt.	12.5	11.43	10.81

Salient features of the developmental work carried out by Emperor Mines Ltd., during April and May were embodied in a report issued by the management on May 22. These consisted of (1) the cutting of a new muck of ore in the 190 feet, or No. 2 adit, which averaged 17 dwt. for a dis-

tance of 24ft., and 634 dwt. for a distance of 76ft., showing payable values for 100ft. It is not yet known at what angle the adit crossed this make of ore. (2) At 545ft. what is considered as the main Emperor shear was cut on the footwall side. Here the adit was turned easterly across the lode, 17ft. averaging 6 dwt. and 14ft. averaging 11 dwt., proving 31ft. of payable ore. The main adit is now being continued south at the point of intersection along the footwall, and has been driven 29ft., the first 19ft. averaging 7½ dwt. and the last 10ft. 23 dwt. per ton, with tellurides showing in face not yet assayed. (3) At the No. 1 adit, or mill tunnel, further work has been continued at crosscuts Nos. 5 and 6, which were stopped on andesite presumed to be footwall. In No. 5 crosscut 13ft. of payable ore was cut at 62ft., assaying 8 dwt., and at 83ft. out the crosscut went through 26ft. of ore averaging nearly 1 oz. a ton. A rise off this crosscut discloses 41ft. of 15 dwt. ore. The No. 6 crosscut, 100ft. south of No. 5, has been extended to 24ft. and has passed through a supposed footwall into ore at 16ft., exposing 8ft. of 7 dwt. ore to date. The ore now being developed by these crosscuts is in virgin country outside anything shown in the prospectus. (4) Another important development is the opening up of the Regent lode. This lode was opened up by the prospector of Loloma, who washed rich values in an open cut 100ft. northwest of the Emperor boundary. The Emperor company has a length of 200ft. on this lode between the Loloma and Korore boundaries, and on its easterly underlie will get a much greater length as it dips out of the Loloma property.

FIJI MINING CORPORATION N.L.

Of the 2250 shares recently offered for subscription by Fiji Mining Corporation N.L., Tavua, Fiji, 1862 have been allotted. The application and allotment money of £2 a share has been paid. The issued shares now consist of 1800 shares, paid up to £5, and 1862 shares, paid up to £2. The Company has exercised its option over prospecting licence No. 288, at Tavua, and developmental operations are being continued under the supervision of Mr. D. M. Deane.

PACIFIC GOLD SYNDICATE N.L.

Reporting on operations for period, February 11 to mid-May, directors of Pacific Gold Syndicate N.L., advise that diamond drilling operations were continued at the options at Tavua, Fiji. Results did not warrant further expenditure, and the company abandoned the rights over blocks 266, 267 and 268. The field superintendent (Mr. H. L. Bessell), and the prospecting group have been actively developing the option at Wainewisi, Fiji. A tunnel has been put into the hill—a high conical mound—and has intersected three distinct lodes. No. 1 is 25ft. wide, and separate 5ft. samples assayed 1 dwt. 5 gr., 1 dwt. 5 gr., 5 dwt. 5 gr., 14 gr. and 5 dwt. 4 gr. of gold a ton respectively. No. 2 is 9ft. wide, 5ft. and 4ft. samples of which assayed 1 dwt. and 1 dwt. 14 gr. a ton respectively. No. 3 is 9ft. wide, assays of which are not yet available. This tunnel has about 90ft. to go to reach No. 2 adit referred to below. A drive is now being made along the portion of No. 1 lode, where the best values were shown. On another side of the hill, adit No. 2 has been driven on a parallel lode, to the lodes intersected in No. 1 tunnel, for 71ft., assays from which are as follows:—17 to 23ft., 1 dwt. 5 gr.; 23 to 30ft., 19 gr.; 30 to 36ft., 1 dwt. 5 gr.; 36 to 41ft., 10 dwt.; 41 to 46ft., 6 dwt.; 46 to 51ft., 5 dwt.; 51 to 56ft., 5 dwt.; 56 to 71ft., present face, assays not yet available. This adit has 23 feet to go to reach point of intersection with No. 1 tunnel. Crosscuts will be made at intervals to determine the width of this lode. A further tunnel, No. 3, has been started, following encouraging surface prospects. It is estimated that about three months will elapse before a decided opinion can be expressed. Mr. R. A. Clinton's report, after investigation of the New Caledonian properties, was that they were of insufficient promise. The company was, therefore, liquidated, and £44/6/- per cent. was returned to the shareholders.

From Papua

MISIMA GOLD REEFS (N.G.) N.L.

The Melbourne attorney for Oroville Dredging Ltd., the big English mining concern, has informed the legal manager of Misima Gold Reefs (New Guinea) N.L., that the option granted by the latter company over its undertaking has been exercised. According to the terms of the agreement, a company with a capital of not less than

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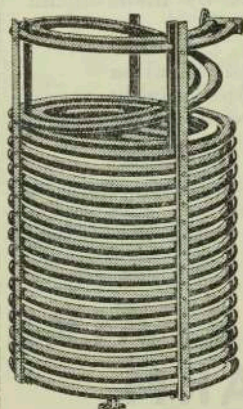
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£100,000 must be formed and registered within three months. The consideration to be received by the syndicate is 20,000 fully-paid shares of £1 each, for every £100,000 of capital.

Misima Gold Reefs (New Guinea) N.L. has a nominal capital of £4500, in 900 shares of £5 each, fully paid. The property comprises ten leases, aggregating 198 acres. Extensive prospecting and developmental work has been carried out by Oroville Dredging Ltd. on the property at Misima Island, Eastern Papua. Apart from the main lode, 20ft. in width, attention has also been directed to two small parallel lodes. Plant costing £30,000 will probably be installed to treat the 46,000 tons of ore, of an average grade of 5.8 dwts., which are estimated to be available.

OCEANIC GOLD EXPLORATION N.L.

Formed to equip and despatch an expedition to certain islands in Eastern Papua believed to be gold-bearing, Oceanic Gold Explorations N.L. failed to meet with the results hoped for. The expedition, consisting of four mining engineers, under the leadership of Mr. T. J. Shepherd, sailed on the Joseph Conrad in January last. The areas were thoroughly prospected, but the results were unsatisfactory, and the expedition was abandoned. The directors recommend that the company be wound up voluntarily and an extraordinary meeting for this purpose has been convened for June 17.

CUTHBERT'S MISIMA GOLDMINE LTD.

Cuthbert's Misima Goldmine Limited, Misima Island, Papua, reported early in June that the monthly clean-up on May 23 compared with the previous two months was:

	March.	April.	May*
Treated, tons	1810	1790	1436
Bullion, oz.	2016	2139	1877
Gold, fine oz.	484	561	499
Silver, fine oz.	1472	1520	1336
Value	£3975	£4590	£4095
(Gold at £A2 per oz.)			
Per ton of ore	43/11	51/3	57/-

* Five days' work lost by the mill during May for engine repairs. High return per ton of ore for May was result of release of gold locked up in zinc boxes from previous clean-ups.

Quotation has been granted by the Stock Exchange of Melbourne to 260,000 contributing shares of 10/- each, fully paid, in the Company.

In addition to the consideration of £75,000 in cash and £20,000 in 10/- fully paid shares paid to the vendor company, Cuthbert's Misima Goldmine Ltd. was required to pay £17,000 to Mr. Hambridge as promoter, who agreed to pay all flotation expenses, including stamp duty and underwriting commission at the rate of 1/- a share on the public issue of 260,000 contributing shares. By agreement Mr. Hambridge is entitled to £10,000 after the company shall have earned total net profits of £150,000. Mr. Hambridge has an option over 20,000 ordinary shares at par, but such cannot be exercised except with the consent of shareholders in general meeting, and until the abovementioned sum of £10,000 becomes due.

MANDATED ALLUVIALS N.L.

The directors of Mandated Alluvials N.L. announce that Mr. H. E. Hallam has been engaged to complete a geological survey of the Moresby King and Sapphire leases situated near Port Moresby, in Papua. The work of correlating the outcropping gossans with the lode bodies now being developed will proceed simultaneously with further developments. It is expected that this work will be completed within a period of two months of Mr. Hallam's arrival on the field in June.

From New Guinea

NEW GUINEA GOLDFIELDS LTD.

The monthly returns of production and estimated profits of New Guinea Goldfields Ltd., are as follows:—

Alluvial—	Feb.	Mar.	Apr.
Fine gold, oz.	1,331	1,227	1,111
Fine silver, oz.	942	953	838
Golden Ridges Mill,			
Fine gold, oz.	1,363	1,426	1,489
Fine silver, oz.	829	971	828

Estimated profit—	Jan.	Feb.	Mar.
Alluvial	£3,852	£6,045	£6,127
Golden Ridges Mill	3,937	4,995	6,605
Edie Creek Mill—			

Tons	3,107	3,425	3,000
Fine gold, oz.	1,095	1,153	1,172
Fine silver, oz.	2,715	3,818	3,249

* From February 14 to March 14. † From March 14 to April 14. ‡ From April 14 to May 14.
Diamond drilling, Karuka vein, borehole No. 5 was drilled 199ft to 358ft in schist.

SANDY CREEK GOLD SLUICING LTD.

The mine manager of Sandy Creek Gold Sluicing Ltd., New Guinea, reported on June 3 that during May 162 ounces of gold were recovered from 7350 cubic yards of material treated. The average value was approximately 3/34d. per cubic yard.

EDIE CREEK GOLD MINING, N.L.

The legal manager of Edie Creek Gold Mining Co., N.L. (Mr. J. Hearn) stated at the end of May that the liquidation of the company's affairs had shown that there would be no return of capital to shareholders.

Plans for the reconstruction of the company had not met the required support. Tenders for purchase of the company's assets had been accepted, but after meeting liabilities there would be no balance for distribution.

IROWAT GOLD ALLUVIALS, N.L.

Irowat Gold Alluvials, N.L., has received advice that sluicing operations began on the company's New Guinea property on May 23. The company, which has leases at the junction of the Iroa Creek and Upper Watut River—is the latest of the more recently-formed New Guinea companies to reach the production stage. First returns will be awaited with interest.

A radio message received from the constructional engineer on the field stated that the hydraulic

scheme was completed early on May 23, and that sluicing operations commenced on that date. The water is being diverted from the Iroa Creek by means of a composite diversion weir, and controlled by regulating gates placed at the entrance of an offtake race.

The race is an unlined earthen one, having a safe carrying capacity of 50 cubic feet of water a second, and is approximately 13,000 feet long on a grade of one in 500. There are two drops in the race each of about 50 feet, to negotiate terrace country on the ridge on which the race is located.

At the bottom of each drop there is a concrete dissipator to absorb water shock. The water is conveyed over gullies by Armco fluming carried on timber trestles having a total length in six sections of about 500 ft.

Concrete escape weirs have been constructed at various points along the race to provide safety for overflow in the event of an obstruction in the race during operations. The water will be drawn from the race through concrete regulators at three points and conveyed to the giant nozzles through steel pipes varying in diameter from 15 inches to nine inches. Provision is made for the operation of six nozzles at a pressure of 90 lb. a square inch.

The auriferous material will be sluiced into steel launders containing ripples of various kinds for intercepting the gold. Plans and designs for the

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scheme were prepared by the managing director, Mr. D. J. McClelland.

The time occupied in construction was only about seven months, and approximately 500 native labourers under white supervision were employed.

SUNSHINE GOLD DEVELOPMENT LTD.

Directors of Sunshine Gold Development Ltd., New Guinea, advise that a satisfactory method of remedying the trouble regarding the testing of the siphon line on the consolidated claims has been evolved. Arrangements have been made to put the work in hand immediately. The commencement of sluicing operations has consequently been postponed temporarily. During testing operations the water traversed the entire length of the water race, inverted siphon, and hydraulic pressure line, to the sluicing area at Goldfoil, thus demonstrating the efficacy of the water supply scheme.

The general manager has pegged out an additional area of 35 acres of alluvial flats and terraces

adjoining four leases of Bulolo Gold Dredging Limited. This additional area is practically a continuation of the consolidated claims on the eastern side of the Watut River. It has been decided to relinquish the option over the Sunshine claims.

The balance of the reserve shares of the Company have been issued. The issued capital is now £100,000, in 200,000 shares of 10/- each.

BULOLO GOLD DREDGING LTD.

Bulolo Gold Dredging Limited, New Guinea, has declared an interim dividend for the year ended May 31, 1936, of 1 dollar 40 cents (Canadian) a share, payable on July 2. Transfer books closed on June 10. Payment from the Sydney office will be made in Australian currency, calculated at the rate of exchange ruling on June 12. The dividend payable to non-residents of Canada will be subject to Dominion of Canada absentee tax of 5 per cent.

Production for the company's four dredges, for May, compares with that of the previous two periods as follows:—

	March.	April.	May.
Cubic yards	955,800	974,800	1,051,500
Bullion, oz.	16,005	17,398	15,815
Gold, fine, oz.	11,203	12,265	11,196
VALUE—			
Aust. currency* ..	£98,026	£107,318	£97,965
Per cubic yard ..	/24.61	/26.42	/22.36
Working profit	£70,253	£72,931	£66,797½

* At £A8/15/- per fine ounce.

PLACER DEVELOPMENT LTD.

Placer Development Limited has declared an interim dividend for the year ended April 20, of 50 cents (Canadian) per fully paid share, payable June 2. Transfer books closed on June 10. Payment will be made in Australia in a similar fashion to Bulolo Gold Dredging Limited, and will be subject to the Canadian tax of 5 per cent.

GUINEA GOLD N.L.

A dividend of 9½d. a share has been declared by Guinea Gold N.L., payable July 10. Transfer books will close from July 3 to July 10, inclusive. The company holds 63,500 shares in Bulolo Gold Dredging Limited, and the dividend is subject to any variation in the present rate of exchange between Vancouver and Sydney.

UPPER WATUT GOLD ALLUVIALS, N.L.

The management of Upper Watut Gold Alluvials, N.L., New Guinea, advises that the latest report from the company's constructional engineer stated that, with the exception of the laying of siphon and pressure line pipes, all bulk work was completed by the end of May.

The engineer's report also contains the following: "The lining of all tunnels has been completed. All inlets and outlets to tunnels, except outlet to No. 1 tunnel, completed. Flume super structure, six trestles and approximately 200 ft. of bearers to

complete. Fluming, approximately 300 ft. to be erected. Diversion weir complete. Pressure pipe line and power station—excavation in hand; 2000ft. concrete lining of race to complete. Surge tank completed."

ENTERPRISE OF NEW GUINEA N.L.

Reporting on the progress of operations for the period April 19 to May 13, Mr. Harold Tylour, general manager of Enterprise of New Guinea N.L., advises that in the Surprise Creek area, saw milling and preparation of timber for flume construction has been in progress, also the erection of flume trestles. The diversion weir at the main water race intake has been completed. A steep section of the water race has been stone-paved to prevent scour. Small scale box sluicing has also been under way.

At Oriabanda, work consisted principally of repairing flood damage and getting ready for a resumption of sluicing. A succession of floods has delayed the work in this area. Several encouraging native gold prospects were obtained in small creeks and traced to slip country.

Prospecting and geological surveying has been hampered by wet weather. The search for payable deposits will continue when the rainy season eases off. For the month ended April 30 10 oz. 19 dwt. of retorted gold was produced from 641 cubic yards treated.

UPPER SEPIK GOLD SYNDICATE

Directors of Upper Sepik Gold Syndicate N.L. met in Melbourne on May 26. Messrs. W. W. Robertson, J. L. Ellis and R. E. Tracey were appointed to the board. They will act with Messrs. E. F. S. England (chairman) and R. M. Boyd.

Mr. K. W. Steedman, legal manager, who has returned from New Guinea, presented his report to the board in regard to option secured. He stated that acting on the advice of the syndicate's engineers, Messrs. Spence and Smith, an option was secured over Theobald and Hyde's D.S.C. No. 287, known as the Rising Sun, and comprising 325 acres. This property is situated on the Upper Watut River, adjacent to the property of Irowat Gold Alluvials N.L., and takes in five miles of the Watut River. In addition to Messrs. Spence and Smith's recommendation that this property should be tested by pitting and boring, other favourable reports on the merits of the property were placed before the directors. Before leaving New Guinea, Mr. Steedman, under instructions from his board, made arrangements for Messrs. Spence and Smith to proceed immediately with the testing of this property. They notified that they commenced testing operations on May 15.

The other option secured by the syndicate is Messrs. J. and M. Leahy's amalgamated dredging lease No. 69, comprising 250 acres, and situated on, and taking in three miles of the Upper Watut River, between the leases of Bulolo Gold Dredging Limited and Upper Watut Gold Alluvials N.L. The testing of the lease will not be proceeded with until work on D.S.C. 287 is completed. This particular lease, the management reports, has been profitably worked by tributaries, and is believed to contain a considerable yardage of wash.

Death of British Botanist in Papua

From Our Own Correspondent

PORT MORESBY, JUNE 6.

THE death of Mr. E. C. Carr, the well-known botanist of the British Museum, occurred in the European Hospital, Port Moresby, early on June 3, from black-water fever.

Mr. Carr, who was completing his flora collection near Kokoda, Northern Division, was taken seriously ill and carried in an unconscious condition into the Government station on May 29. Communication was immediately established by air with Port Moresby and Wau, and the following day the patient was brought in to Port Moresby from the Yodda 'drome by Guinea Airways' plane.

The late Mr. Carr arrived in Papua in January last year to make a complete collection of all forms of plant life for the British Museum. Before proceeding to Kokoda, Mr. Carr had completed his collection of the flora of both the Kanosia and Sogeri districts.

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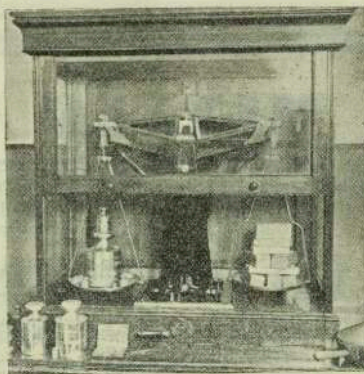
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ISLANDS GOLD
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Recent Fluctuations

	FIJI		
	Mid-Feb.	Mid-April	Mid-May
Aloha Central ..	b £3/10/-	s £1/10/-	—
Emperor Mines ..	b13/7	b12/3	b12/9
Granites Dev. ..	s5d.	b3d.	b3d.
Koroere	b5/2	b4/2	s4/8
Loloma	b24/3	b19/10½	b18/-
Mineral Dev. ..	s1/6	b1/9	b9d.
Mt. Kasi	b12/6	b9/6	s9/9
Mt. Morgan			
Developments	b4/1	b2/11	b1/10
Pacific Gold ...	b £8	s £7	b £3
Tavua Dev.	b1/8	b2/6	s2/3
Vees United	b3d.	b4d.	b1d.
	PAPUA		
Cuthbert's			
Misima G.M. ...	—	—	b10/4
G.M. of Papua ..	b12/-	b10/6	b8/6
Oriomo Exp.	b2/-	b1/6	b1/6
Samarai (p.d.) ..	s2/-	s3/-	—
Tiveri G.D.	—	s4/9	s4/-
Yodda Gold Co. ...	s2/-	b3d.	b3d.
	NEW GUINEA		
Bulolo Deposits	b9d.	b10d.	b9d.
Bulolo G.D.	b £8/6/-	b £8	b £8
Day Dawn			
(South)	s6d.	s4½d.	s6d.
Developments			
(N.G.)	b £2/10/-	s £2/2/6	b £3/15/-
Enterprise of			
New Guinea ...	b £3/8/-	b £3/2/6	b £3/5/-
Golden Deep ...	s3d.	s4d.	—
Guinea Gold ...	s17/3	s14/3	s18/-
Irowat	b3/2	b3/8½	b4/1
Mandated All. ...	b3/-	b6/6	b5/-
Mt. Lawson ...	b £25	b £15	b £16
N.G.G. Ltd.	b5/3	b4/1	b4/3
Oil Search	b3/-	s3/7	b3/10
Placer Dev.	b £5/7/-	b £5/15/6	b £5/10/6
Sandy Ck.	b2/3	b1/7½	b10d.
Sunshine Gold ...	b11/11	b13/1	b9/2
Up. Sepik	b £4	£1	—
Up. Watut	b7/11	b8/-	b6/9

FAR UP FLY RIVER

Progress of Archbold Party in
Western Papua

From Our Own Correspondent

PT. MORESBY, June 2.

THE Archbold Expedition's amphibian plane arrived here on May 23 bringing news that the main land party after travelling to Palmer Junction, some 570 miles up the Fly River, by the vessel *Maira*, have gone on up the river and are already well up the Upper Fly. They are now advancing to Mount Fram (9,000 ft.).

By reaching Palmer Junction, the *Maira* has travelled further up the Fly than any other vessel. Just below the Junction a base camp has been made, as there is a wide stretch of water affording good landing for the plane.

The amphibian has made several survey flights towards Mt. Blucher from Daru. On one trip, it was forced down on Lake Murray owing to bad weather conditions.

During the stay in Port Moresby the plane's wireless equipment was tested and overhauled by the local A.W.A. station. On May 29, Russell Rogers piloted the amphibian back to Daru, carrying Mr. E. C. Julstedt, wireless operator, as passenger.

Mr. E. E. Dunwoodie, superintendent of the Samoa Radio Department since 1921, will retire from the service at the end of the year. He arrived in Samoa in 1914 with the New Zealand troops, and was appointed to his present post when New Zealand took over the mandate.

UNWILLING STOWAWAY

N.G. Native Overcarried to
Sydney

IT was hot work loading the B.P. steamer *Neptuna* under the blazing Rabaul sun. At least Mouk, one of the wharf "boys," thought so.

Mouk was tired. He yawned, and crawled into a dark corner of the hold where the overseer could not see him. When he awoke, he was in complete darkness, and his bed was shaking. The *Neptuna*—and Mouk—had sailed for Sydney.

A Chinese sailor reported a mysterious knocking in No. 1 hold, and the bosun, removing the hatch-cover, found a frightened Sepik River "boy," dressed in a lap-lap, trying to explain in confused pidgin-English that it was not his fault.

Captain Rothery decided that he should stay on the vessel, and return to Rabaul on the next voyage. The crew gave him trousers and a coat against the cold, which he felt severely on the trip south. He spent most of his time in the engine-room, working willingly in order to keep warm.

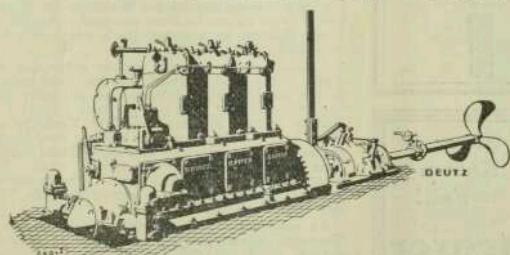
The regulations regarding New Guinea natives visiting Australia are very stringent, and only a few have had the opportunity of seeing Sydney, either coming as personal servants or as crew on Administration or trading vessels.

Morris, Hedstrom Ltd., traders and shipowners of Fiji, with branches throughout Central Pacific, have declared a final half-yearly dividend of 2½ per cent., (making 5 per cent. for the year) payable on June 30.

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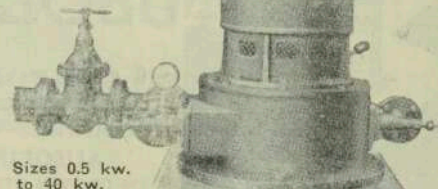
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POACHING SAMPANS

Minister Goes North to Investigate

TO investigate personally reports of Japanese sampan activities in North Australian and New Guinea waters, the Minister for Customs (Mr. T. W. White) sailed from Sydney by the *Mercur* on June 6 for North Queensland, Thursday Island, and the Mandated Territory.

His inquiries will include an examination of measures used to check smuggling and poaching, the landing of prohibited immigrants, and the evasion of quarantine regulations. He will also investigate the suitability of various types of craft

for coastal and inter-island patrol work.

This belated investigation is the result of numerous reports of the depredations of foreign raiders in territorial waters which have been received over a period of two years or more.

Only a week before Mr. White departed, Mr. C. G. Frazer, an engineer, who went to Darwin to install diesel engines in British-owned luggers, told the Federal Government that he had seen a fleet of 21 Japanese pearling vessels with a mother-ship of 200 tons in a remote harbour of Bathurst Island. A larger parent ship must have been working with them further out to supply the necessary stores, and to carry the young pearl-shell to the Caroline Group where they would mature, he contended.

Aboard the Japanese boats at Bathurst Island, added Mr. Frazer were aboriginal lubras from Melville Island, bartered by their relatives to the crew during their stay in Australian waters.

Referring to Mr. Frazer's report, Mr. Thomas Paterson (Minister for the Interior) said that poachers around Bathurst Island would be soon scared off as the Government patrol boat (armed with a Lewis gun) had just departed to police the Northern waters. However, the poachers apparently have wooed the gods, for no sooner had the new launch, *Larrakia*, arrived in Darwin than it sank at its moorings. It transpired that the automatic balling device began to pump inwards instead of outwards, and, filling, the vessel heeled over. It will be another month now before it is in commission again, as the engines have to be removed for overhaul.

Mr. I. Shoobridge, of the Crown Law Office, New Guinea, arrived in Sydney by the *Neptuna* on June 1. For several weeks prior to his departure from Rabaul, he was an inmate of Namanula Hospital.

NATIVES HAD FAITH IN HIM

Death of Mr. W. J. Swann, of Samoa

From Our Own Correspondent

APIA, June 2.

AT Apia Government Hospital on May 20 one of the few remaining old settlers, who came to Samoa at the end of the last century, Mr. W. J. Swann, died at the age of 77. For nearly half a century Mr. Swann had been a resident of Western Samoa, having arrived here as a young man in the late 80's.

For long years he has been a chemist and trader, and was one of the best known and respected identities of the territory. As a chemist he enjoyed an enormous reputation with the Samoans in all parts of the islands, who implicitly believed in his knowledge and advice, particularly regarding children's diseases. Natives came from the remotest districts to obtain his assistance.

Mr. Swann was a staunch Britisher and closely connected with all patriotic movements in Samoa. A brother, who died some years ago, was a well known chemist of Suva, Fiji, while a sister is a member of the Marist Sisters Order at Apia. Mr. Swann left a family of four married daughters and two younger sons.

Thursday Is. News

From Our Own Correspondent

THURSDAY IS., June 4.

A DRAMATIC fight to save the life of Roy Williams, 24, a Thursday Is. diver, has been waged in Darwin Harbour. While diving for pearl-shell in deep water on the Bathurst Island ground, Williams became paralysed. He was taken to Darwin where Dr. Kirkland ordered him to be "staged" in diving dress in the harbour at varying depths to 15 fathoms. For two days he was immersed for long periods, being suspended from a lugger anchored in Darwin Harbour's channel. This treatment was the only one available, as Darwin has no decompression chamber in which divers' paralysis can be treated. It was reported later that although Williams will be crippled for a long time, he is expected to recover completely from paralysis.

On May 15 His Lordship the Bishop of Carpentaria returned from Sydney by the *Marcella*, leaving on the same day by the *Wandana* for Normanston. From thence he went overland to the Mitchell River Mission by a motor truck which His Lordship delivered to the Mission.

A local record was put up the other day when copies of the "Cairns Post" that had been published in the morning were delivered at Thursday Island the same evening. These had been carried to the landing ground at Somerset, Cape York, by aeroplane by Pilot Hamilton, and brought over from the mainland by a launch. Thursday Island residents hope to have a regular air service soon. North Queensland Airways Pty., are at present considering the establishment of a service between Thursday Island and Cairns.

An experiment that is being closely followed by Thursday Island pearlsh and those at Broome is taking place in the Darwin pearling grounds. Messrs. J. B. Carpenter and Co. Ltd. has introduced a new kind of diving apparatus which will enable divers to operate at a lower depth than hitherto, and by its means they can descend quicker. This firm has taken four Thursday Island white divers to Darwin to operate the new machines.

Mr. and Mrs. George Hammond returned to New Guinea from Sydney in May by the *Montoro*. Mr. Hammond was previously stationed at Buka Passage on the District Services staff, and has now been transferred to Wau.

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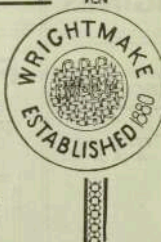
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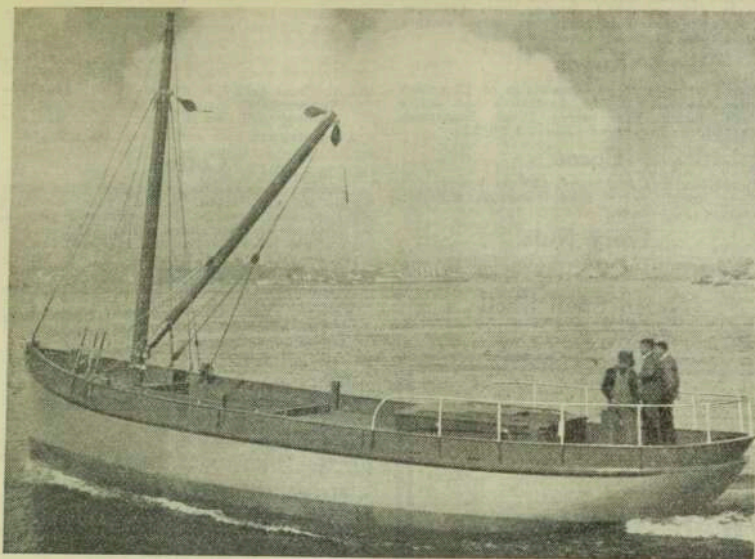
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Stores of Burns, Philp and
Co. Ltd., W. R. Carpenter
and Co. Ltd.

IT'S A
PASTE!

GUINEA AIRWAYS' NEW CARGO BOAT



This new 45ft. motor boat, built at the Neutral Bay yards of Lars Halvorsen, was shipped from Sydney for Salamaua, New Guinea, by the "Neptuna" on June 10 for Guinea Airways Limited. The vessel will be used in the cargo trade between Lae and Salamaua.

She has a 14ft. beam and a draught of 4ft. 6ins.

Her carrying capacity is 18 tons, and she is fitted with a derrick capable of lifting over two tons. The boat is fitted with a 66 horse power Kelvin Diesel Engine, giving a speed of 10½ m.p.h. The steering and control of the engine are carried out through the Kelvin patent steering column. The complete engine installation was carried out by Mr. George Rutherford, of Sydney.

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Wau Notes

From Our Own Correspondent

WAU, June 4.

ANOTHER step in the development of the Morobe Goldfields was enacted on May 23, when the Administrator (Brigadier-General W. Ramsay McNicoll) declared open the workings of Irowat Gold Alluvials N.L., by operating the first nozzle in the presence of well-known district residents and officials, at Surprise Creek. His Honour spoke of the Company's enterprise and the benefit its operations would be to the Territory and its residents.

The construction of the Stephen Aviation Co's. new hangar is progressing on its commanding site at the head of Wau aerodrome. It is of large proportions to enable the housing of their recently acquired Hercules plane.

Mr. N. H. Mendham who recently figured in an aeroplane mishap on the goldfields has gone to Australia on holiday.

Mr. Stewart Cameron who, for some time, was a pilot with Pacific Aerial Transport Ltd., has returned to Wau. He is now flying for W. R. Carpenter and Co. Ltd.

Mr. Andrew Jamieson who, for over two years, was postal clerk at Wau, has left for Australia on leave with his wife and small son. His place at Wau has been taken by Mr. G. Hammond, who is already well-known to Wau residents, having served here previously.

In the absence of Mr. Dave Sinclair, on furlough in Australia, his position has been filled by Mr. C. L. G. Harslett as Officer in Charge of Wau Roads. Mrs. Harslett and son are also in Wau.

The Wau telephone service is meeting with the appreciation of subscribers and new installations are under way. Soon it is expected that the present 60-odd subscribers will be increased to the vicinity of 100.

Mr. K. L. Spinks, for some time surveyor to New Guinea Goldfields Ltd., has taken up duties with the Administration.

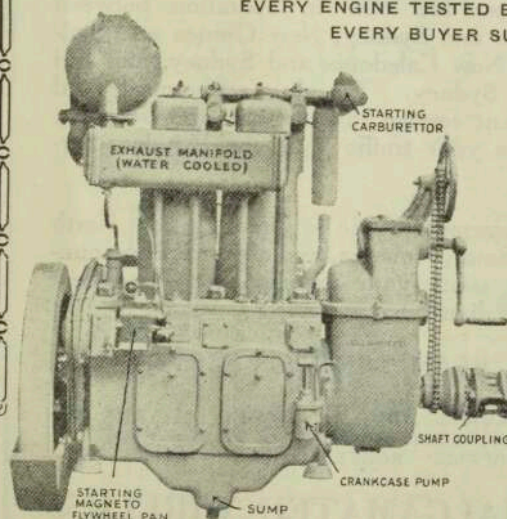
Mr. J. Thomas has been appointed as manager of the Wau branch of the Bank of New South Wales. He is no stranger to the Territory, having worked with the Bank of New South Wales in Rabaul.

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Islands Produce

Coffee

The following quotations were obtained on June 15:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1, 19/6 per cwt.; quote No. 2, 18/6 (based on 12 guilders).

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. No. 1 quotations: Grade "A," 49/-; grade "B," 47/-; grade "C," 42/-; Triage, 38/-; No. 2 quotations: Grade "A," 47/-; grade "B," 45/-; grade "C," 37/-; No. 3 quotations: Grade "B," 45/6; grade "C," 41/-; Triage, 40/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.; No. 1 quotation, grade "B," 48/6; Triage, 42/-; No. 2 quotation, grade "B," 48/6.

Arabian (Aden), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney, Quote (a) No. 1, pure, 54/- per cwt. Quote (b): 53/- per cwt.

Note: Importers of coffee from Java, etc., pay

the following additional charges: Exchange (25½ 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 gulden to the Australian £, the Australian c.i.f. prices current during June were: Prime Samarang, 3 21/32d. per lb.; prime Japara, 3 25/32d.

Cocoa

Quote No. 1: Cocoa beans, £33 per ton.
Quote No. 2: Accra, good fermented, £28/15/- per ton, c.i.f., Sydney.

Ivory Nuts

No. 1 quotation: £8/15/- per ton, f.o.b., Sydney.
No. 2 quotation: £8/10/- per ton, f.o.b., Sydney.

Green Snail Shell

Good quantity green snail shell was quoted in Sydney in mid-June at £50 per ton.

Trochus Shell

Quotations for trochus shell obtained in Sydney from two different sources were:

(a) Trochus shell, No. 1 grade	£105/-/-
Trochus shell, No. 2 grade	£101/-/-
Trochus shell, No. 3 grade	£89/-/-
(b) Trochus shell, No. 1 grade	£105/-/-
Trochus shell, No. 2 grade	£102/-/-
Trochus shell, No. 3 grade	£90/-/-

All quotes are f.o.b. and on the Australian £.

Cotton

London c.i.f. prices for cotton during the month were:—May 22, 6.16d. per lb., June shipment; May 29, 6.21d. per lb., June shipment; June 5, no quotation—market closed during Whitsun holidays; June 12, 6.32d. per lb., July shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £12/10/- 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 June 15:—

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, Selling.

Telegraphic transfer £110 15 0 £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 25/5/36	59.14
Average for week ended 1/6/36	59.24
Average for week ended 8/6/36	59.64
Average for week ended 15/6/36	59.70

Australia on Noumea

	Francs to £ Australian
Average for week ended 25/5/36	59.04
Average for week ended 1/6/36	59.34
Average for week ended 8/6/36	59.54
Average for week ended 15/6/36	59.60

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A100, selling £A100/10/-.
Exchange, Samoa on London, basis £100 in London:—

	Buying.	Selling.
Telegraphic transfer	£125 0 0	£125 0 0
On Demand	122 15 0	124 17 6
30 days	122 15 0	124 15 0
60 days	122 10 0	124 12 6
90 days	122 5 0	124 10 0
120 days	122 0 0	124 7 6

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 June 15, when the Australian £ was nominally worth 59.80 francs, £100 Australian would purchase a credit in Noumea of 5,980 francs.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby, £1 per cent.; on Rabaul 10/- per cent.—other N. Guinea districts £1 per cent.
From Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.

Australia, on Papua, £1 per cent. premium each way, equivalent to commission of £1 per cent.; Australia, on Rabaul, 10/- per cent. premium.
Papua and New Guinea on London: Same as Australia on London, and vice versa.

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Market Quotations

Range of Prices

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

Copra

London Price on—	South Sea, Sun-Dried, to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 16, 1931 ..	£14 7 6	£14 12 6
February 27 ..	£14 12 6	£14 17 6
March 27 ..	£14 10 0	£14 12 6
April 24 ..	£13 15 0	£13 17 6
May 29 ..	£10 17 6	£11 0 0
June 26 ..	£11 15 0	£11 17 6
July 31 ..	£11 5 0	£11 7 6
August 28 ..	£11 2 6	£11 5 0
September 25 ..	£12 15 0	£12 15 0
October 30 ..	£13 10 0	£13 15 0
November 27 ..	£13 15 0	£13 15 0
December 18 ..	£14 5 0	£14 10 0
January 1, 1932 ..	£14 10 0	£14 15 0
February 12 ..	£16 7 6	£16 10 0
March 25 ..	£14 17 6	£15 0 0
April 29 ..	£14 15 0	£14 17 6
May 20 ..	£13 17 6	£14 0 0
June 17 ..	£13 2 6	£13 5 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	£9 0 0
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 7 6	£8 0 0
June 15 ..	£8 0 0	£8 12 6
July 6 ..	£7 17 6	£8 15 0
August 3 ..	£8 0 0	£8 17 6
September 7 ..	£7 12 6	£8 15 0
October 5 ..	£8 0 0	£9 0 0
November 2 ..	£7 15 0	£8 15 0
December 28 ..	£9 0 0	£9 12 6
January 4, 1935 ..	£9 5 0	£10 5 0
February 1 ..	£11 12 6	£12 2 6
March 1 ..	£12 2 6	£12 15 0
April 5 ..	£10 15 0	£11 15 0
May 3 ..	£11 17 6	£12 12 6
June 7 ..	£11 15 0	£12 7 6
July 5 ..	£9 15 0	£10 5 0
August 2 ..	£9 15 0	£10 15 0
August 9 ..	£9 10 0	£10 10 0
August 21 ..	£9 15 0	£10 15 0
August 30 ..	£9 12 6	£10 12 6
September 6 ..	£9 17 6	£10 17 6
September 13 ..	£10 10 0	£11 7 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
October 25 ..	£12 2 6	£13 2 6
November 1 ..	£12 17 6	£14 0 0
November 8 ..	£12 10 0	£13 15 0
November 15 ..	£13 0 0	£14 2 6
November 22 ..	£13 2 6	£14 5 0
November 29 ..	£13 2 6	£14 7 6
December 6 ..	£12 17 6	£14 0 0
December 13 ..	£13 5 0	£14 7 6
December 20 ..	£13 7 6	£14 10 0
December 27 ..	£13 10 0	£14 12 6
Jan 3, 1936 ..	£13 2 6	£15 0 0
Jan. 10 ..	£13 0 0	£15 2 6
Jan. 17 ..	£13 5 0	£15 7 6
Jan. 24 ..	£13 12 6	£15 15 0

London	South Sea, Smoked, to Genoa and Marseilles Per ton, c.i.f.	South Sea, Sun-Dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
Jan. 31 ..	£13 15 0	£14 15 0	£15 15 0
Feb. 7 ..	£13 0 0	£14 0 0	£15 0 0
Feb. 14 ..	£13 0 0	£13 15 0	£14 15 0
Feb. 21 ..	£13 5 0	£14 0 0	£14 17 6
Feb. 28 ..	£12 15 0	£13 12 6	£14 5 0
Mar. 6 ..	£11 15 0	£12 15 0	£13 0 0
Mar. 13 ..	£12 12 6	£13 0 0	£13 15 0
Mar. 20 ..	£12 2 6	£13 0 0	£13 12 6
Mar. 27 ..	£12 5 0	£13 5 0	£13 17 6
Apr. 3 ..	£12 7 6	£13 5 0	£13 17 6
Apr. 9 ..	£12 10 0	£13 5 0	£14 0 0
Apr. 17 ..	£12 5 0	£12 17 6	£13 15 0
Apr. 24 ..	£11 17 6	£12 2 6	£13 0 0
May 1 ..	£11 10 0	£11 15 0	£12 10 0
May 8 ..	£11 7 6	£11 15 0	£12 7 6
May 15 ..	£11 15 0	£12 2 6	£12 15 0
May 22 ..	£11 15 0	£12 15 0	£13 0 0
May 29 ..	Market closed during Whitsun holidays.	£12 0 0	£12 17 6
June 5 ..	£11 10 0	£12 0 0	£13 0 0
June 12 ..	£11 10 0	£12 0 0	£13 0 0

Rubber

London Price on—	Para per lb.	Plantation Smoked Per lb.
January 6, 1933 ..	4½d.	2.43d.
February 10 ..	4½d.	2½d.
March 10 ..	4½d.	2½d.
April 14 ..	4½d.	2.34d.
May 5 ..	4½d.	2.81d.
June 2 ..	4½d.	3.56d.
July 7 ..	4½d.	3.71d.
August 4 ..	4½d.	4d.
September 1 ..	4½d.	3.78d.
October 13 ..	4½d.	4d.
November 10 ..	4½d.	4.09d.
December 8 ..	4½d.	4.05d.
January 5, 1934 ..	4½d.	4.28d.



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BANK OF NEW SOUTH WALES

Travellers' CHEQUES

207/1936

● Obtainable through any branch of the Bank.

Shipping Services in the Pacific

Sydney-N. Guinea-Hong Kong

Subject to Alteration Without Notice

M.V. Neptuna		
Sydney	Aug 10-15	Oct 17-21
Salamaua	Aug 22	Oct 28
Rabaul	Aug 24	Oct 30
Manila	Sept 3	Nov 9
Hong Kong	Sept 5-8	Nov 11-14
Saigon	Sept 14	Nov 20
Manila	Sept 18	Nov 24
Sandakan	Sept 20	Nov 26
Salamaua	Sept 29	Dec 5
Rabaul	Oct 1	Dec 7
Sydney	Oct 8-9	Dec 14
Melbourne	Oct 12-14	Dec 17-19

BURNS, PHILP & CO. LTD., Agents.

Wau-Port Moresby

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

Europe—Sydney—Suva—New Guinea

Subject to Alteration Without Notice

Rabaul. Salamaua		
London	Aug 5	
Copenhagen	June 15	
Port Pirie	Aug 4	Sept 25
Sydney	Aug 12	Oct 2
Suva	Aug 20	Oct 10
Salamaua	Aug 28	Oct 18
Rabaul	Sept 2	Oct 23
London	Nov 4	Jan 3

W. R. CARPENTER & CO., LTD.

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.

Hong Kong—New Guinea—Solomon Islands Service

Bremerhaven. Friderun.

Hong Kong	July 11	Aug 11
Madang	—	Aug 23
Salamaua	—	Aug 23
Rabaul	July 27	Aug 28
Manus	—	Sept 1
Tulagi	July 30	—
Kieta	Aug 3	—
Kavieng	Aug 11	Sept 11
Madang	—	Sept 19
Rabaul	Aug 17	Oct 2
Hong Kong	Sept 1	—

NORDDEUTSCHER LLOYD, Agents.

Papuan Inter-Island Service

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

M.V. Nusa (Steamships Trading Co., Ltd.) holds the Papuan Government's contract for carrying mails and passengers on the north-east coast of Papua. The Nusa connects with all Southern mail steamers at Samarai.

Sydney—N.Z.—Cook Is.—Tahiti

Subject to Alteration Without Notice

Maunganui. Makura. Maunganui.			
Papeete	July 11	Aug 8	Sept 5
Rarotonga	July 13	Aug 10	Sept 7
Wellington	July 20-21	Aug 17-18	Sept 14-15
Sydney	July 25	Aug 22	Sept 19
Sydney, dep.	July 30	Aug 27	Sept 24
Wellington	Aug 3-4	A.31-S.1	Sept 28-29
Rarotonga	Aug 8	Sept 5	Oct 3
Papeete	Aug 11	Sept 8	Oct 6

UNION S.S. CO., LTD., Agents.

Sydney—Papua—New Guinea Service

Subject to Alteration Without Notice

Macdhui. Montoro. Macdhui.		
Sydney	July 8	July 29
Brisbane	July 10	July 31
Townsville	—	Aug 3
Cairns	July 13	Aug 4
Pt. Moresby	July 15	Aug 6
Yule Is.	July 16	—
Samarai	July 18	Aug 8
Woodlark Is.	—	—
Rabaul	July 20-21	Aug. 10-11
Lindenhafen	July 22	—
Kavieng	—	Aug 12
Salamaua	July 23-24	Aug. 14-15
Lombrum	—	—
Lorengau	July 26	—
Borom	July 27	—
Wewak	—	—
Madang	July 28	Aug 17
Alexishafen	July 29	Aug 16
Finshafen	—	—
Salamaua	July 29	—
Kavieng	July 31	—
Pondo	Aug. 1	Aug 19
Rabaul	Aug 3	Aug 20
Salamaua	Aug 5	Aug 22
Samarai	Aug 6	Aug 24
Pt. Moresby	Aug 7	Aug 25
Cairns	—	Aug 27
Brisbane	Aug 11	Aug 30
Sydney	Aug 13	Sept 1

BURNS, PHILP & CO. LTD., Agents.

Sydney—N.Z.—Fiji—Samoa—Hawaii

Monterey. Mariposa. Monterey.		
Honolulu	June 29	July 27
Pago Pago	July 4	Aug 1
Suva	July 7	Aug 4
Auckland	July 10	Aug 7
Sydney, arr	July 13	Aug 10
Melbourne	July 17-18	Aug 14-15
Sydney, dep	July 22	Aug 19
Auckland	July 25	Aug 22
Suva	July 28	Aug 25
Pago Pago	July 29	Aug 26
Honolulu	Aug 3	Aug 31

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney—Rabaul—Hong Kong

Nankin. Nellore. Tandra.		
Hong Kong	July 3	Aug 1
Manila	July 6	Aug 4
Rabaul	July 14	Aug 12
Brisbane	July 20	Aug 18
Sydney	July 22	Aug 20
Melbourne	July 29-A.1	A.21-S.2
Hobart	Aug 3	Sept 4
Newcastle	Aug 6	Sept 7
Sydney, dep.	Aug 12	Sept 12
Brisbane	Aug 14	Sept 14
Townsville op.	Aug 17	Sept 17
Rabaul	Aug 22	Sept 22
Manila	Aug 30	Sept 30
Hong Kong	Sept 2	Oct 3

E. & A. STEAMSHIP CO. LTD., Agents

Saigon—Java—Noumea Line

Subject to Alteration Without Notice

S.S. Van Rees		
Saigon	July 7	Sept 8
Batavia	July 11-13	Sept 12-14
Samarang	July 14	Sept 15
Pt. Moresby	July 23	Sept 24
Samarai	July 25	Sept 26
Rabaul	July 27-28	Sept 28-29
Vila	Aug 3	Oct 5
Noumea	Aug 5-7	Oct 7-9
Sydney	Aug 12-14	Oct 14-16
Pt. Moresby	Aug 21	Oct 23
Batavia	Sept 1-3	Nov 3-25
Saigon	Sept 7	Nov 30

ROYAL PACKET NAVIGATION CO., LTD.

French Oceania Inter-Island

S.S. Tooya (597 tons) makes regular trips from Papeete, through Leward Group (Raitea, Huahine, Borabora, etc.) about every four weeks, and also regularly visits Tuamotu and Gambier Archipelagoes.

MESSAGERIES MARITIMES CO., Agents.

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BRANCHES:—In Papua: Hanuabada, Sivitoli, Aroma, Koki, 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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Hongkong, New Guinea, British Solomon Islands Service

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COLYER, WATSON & CO., N.D.L. Agents, New Guinea, Rabaul.
GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

Fiji Inter-Island Services

S.S. Malake, 786 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itinerary comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

A.K. Tui Labasa (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva. Round trip occupies about 9 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakola, Dreketi, Naiserewaqa, Lekutu, Gaoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaru (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Sakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

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

**Sydney—New Hebrides—
Noumea—Indochine**

Subject to alteration without notice
S.S. Laperouse.

Sydney ...	Aug 8	Sept 8
Noumea ...	Aug 12-14	Sept 12-13
Lifou ...	Aug 15	Sept 14
Pt. Vila ...	Aug 16-17	Sept 15
Epi ...	Aug 18	Sept 16
Laganville ...	Aug 19	Sept 17
Le Dart ...	Aug 20	Sept 17
Surenda ...	Aug 21	Sept 18
Hog Harbour ...	Aug 22	Sept 18
Pt. Sandwich ...	Aug 24	Sept 19
Pt. Vila ...	Aug 25	Sept 19
Lifou ...	Aug 27	Sept 20
Noumea ...	Aug 28-29	Sept 21-22
Sydney ...	Sept 2	Sept 26

MESSAGERIES MARITIMES CO., Agents.

Central Pacific Services

Subject to alteration without notice

The motor vessel Port Whangarei, under charter to the Union Steam Ship Co. of New Zealand Ltd., is now running on a regular monthly service between New Zealand and Tonga. She will sail from Auckland for Nukualofa on July 17. Her following trip to Tongatabu is scheduled for August 14.

The cargo vessel Cape Horn will depart from Australia for Fiji and Western Samoa on June 20. She will call at Suva (June 26), Lautoka (June 27-30), Suva (June 31-July 10), and Apia (July 12). She will then go on to Vancouver and American ports. The next cargo vessel due to leave is the Hauraki from Sydney on July 20 for the same Pacific ports and Vancouver.

The Union Co.'s vessel Wainahi (1783 tons) is now engaged running between Auckland and Suva on a regular fortnightly schedule.

UNION S.S. CO. LTD., Agents.

Sydney—N.Z.—Fiji—Hawaii

	Niagara.	Aorangi.	Niagara.
Honolulu ...	June 24	July 22	Aug 19
Suva ...	July 3	July 31	Aug 28
Auckland ...	July 6-7	Aug 3-4	A.31-S.1
Sydney ...	July 14	Aug 8	Sept 5
Sydney, dep.	July 16	Aug 13	Sept 10
Auckland ...	July 20-21	Aug 17-18	Sept 14-15
Suva ...	July 24	Aug 21	Sept 18
Honolulu ...	July 31	Aug 28	Sept 25

UNION S.S. CO., LTD., Agents.

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, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tonga, Epi, 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.

**Japan—N. Guinea—Noumea—
New Zealand**

Subject to alteration without notice

	Brisbane	Melbourne	Sydney
Maru	Maru	Maru	Maru
Kobe ...	June 27-30	J.30-A.2	A.30-S.2
Moji ...	July 1-2	Aug 3-4	Sept 3-4
Rabaul ...	—	Aug 13	Sept 13-14
Noumea ...	—	Aug 18-19	Sept 19-20
Auckland ...	—	Aug 22	Sept 23-24
Wellington ...	Aug 3	Aug 24-26	Sept 26-28
Lytelton ...	Aug 1-2	Aug 27	Sept 29
Dunedin ...	Aug 4-5	Aug 28-29	S.30-O.1
Wellington ...	Aug 7-8	A.30-S.1	Oct 2-3
Auckland ...	—	Sept 3-4	Oct 5-6
Cebu ...	—	Sept 19-20	Oct 21-22
Manila ...	—	Sept 21-22	Oct 23-24
Hong Kong ...	—	Sept 24-25	Oct 26-27
Shanghai ...	—	Sept 29-30	Oct 31
Kobe ...	Sept 1-3	Oct 3-6	Nov 3-6

OSAKA SHOEN KAISHA 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.

Ocean Island—Nauru Service

British Phosphate Commission, 16 Spring Street, Sydney, sends boats irregularly from Melbourne.

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THIS FINE MASONRY BUILDING lately occupied by S. R. Maxwell and Co. Ltd., Papeete, divided into warehouse, offices and residential flats, erected on freehold section, situated on waterfront, Rue de Commerce, Papeete, with frontage of 196ft. to Rue de Commerce, 246ft. to Rue Bonnard, and 199ft. to Rue Rivoli. This is a unique opportunity of acquiring a fine block of land on the Papeete waterfront in the heart of the business centre, and what may be described as the finest commercial building on the Papeete waterfront. Many desirable tenants in occupation.

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EXCLUSIVE LEASE, EXPIRING 2000 A.D., OVER THE FOLLOWING:—

FLINT ISLAND—400 miles north-west of Tahiti. A highly productive coconut plantation, producing copra of a quality unsurpassed in the Eastern Pacific. Rental is based on a royalty of 2/- per ton of copra produced. Average production last five years 230 tons per annum. About 25,000 trees in bearing.

CAROLINE ISLAND—100 miles north-east of Flint Island. Planted with approximately 15,000 coconut trees, majority of which were planted seven years ago. Copra output 1932-3, 16 tons; 1933-4, 20 tons; 1934-5, 29 tons. Output should steadily increase as trees mature.

VOSTOCK ISLAND—90 miles from Flint Island. Not planted. Further information may be obtained from

THE LIQUIDATOR
S. R. MAXWELL AND CO. LTD.,
P.O. BOX 125, AUCKLAND,
NEW ZEALAND

Solomon Islands—N.G. Service

Subject to Alteration Without Notice

M.V. Malaita				
Sydney	June 27	Aug 8	Sept 19	
Brisbane	June 29	Aug 10	Sept 21	
Townsville	July 2	Aug 13	Sept 24	
Tulagi				
Makambo	July 6-7	Aug 17-18	Sept 28-29	
Gavutu				
Su'u				
Domma	July 8	Aug 19	Sept 30	
Mamara				
Tasavrong		Aug 20		
Aruligo				
Lavoro				
Mamara				
Tasavrong	July 9		Oct 1	
Aruligo				
Meringe	July 10		Oct 2	
Hivo				
Yandua				
Banika				
Uia				
Faimai	July 11-12	Aug 21	Oct 3-4	
Younger				
Pepesala				
Lingatu				
West Bay		Aug 22		
Somata				
Gizo	July 13	Aug 23	Oct 5	
Faisi	July 14	Aug 24	Oct 6	
Kieta	July 14	Aug 24	Oct 6	
Arigua	July 15	Aug 25	Oct 7	
Numa Numa	July 16	Aug 26	Oct 8	
Teopasino	July 17-18	Aug 27-28	Oct 9-10	
Rabaul	July 19-20	Aug 29-30	Oct 11-12	
Soraken	July 20	Aug 30	Oct 12	
Faisi	July 21	Aug 31	Oct 13	
Gizo	July 22	Sept 1	Oct 14	
Tetipari	July 23-24	Sept 2-3	Oct 15-16	
Russell Group	July 25	Sept 4	Oct 17	
Gavutu	July 30	Sept 9	Oct 22	
Makambo	Aug 1	Sept 11	Oct 24	
Sydney				

BURNS, PHILP & CO. LTD., Agents.

N. Caledonian Services

S.S. Mawatta and S.S. Neo Hebrida (Societe Tour de Cotes) make regular five-weekly trips, carrying mails and passengers, from Noumea along the east coast to Arama, trip occupying 9 days. Also from Noumea to Ile Belep, via the west coast, voyage taking 8 days. Leaving Noumea on the run up the east coast the vessels call at Yate, Touarou, N. Goye, Kuakue, Thio, Nakety, Canalo, Gouaoua, Houailou, Mouco, 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, Pombout, Kone, Voh, Temala, Ouaco, Koumac, Karamble, Tangadiou, Paagoumene, Nehoue, Mouac, Belep, and return by same route. S.S. Loyaute (Societe des Isles 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 Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Is.

Sydney—Norfolk Island—New Hebrides

Subject to alteration without notice.

S.S. Morinda.				
Sydney	June 25	July 25	Aug 6	
Lord Howe	June 27	July 26	Aug 8	
Norfolk Is.	June 29	July 29	Aug 10	
Vila	July 2-3		Aug 13-14	
Bushman's Bay	July 4		Aug 15	
Malo	July 4		Aug 15	
Tangoa	July 4		Aug 15	
Segond	July 5		Aug 16	
Aoba	July 5		Aug 17	
Vila	July 6		Aug 17	
Norfolk Is.	July 9	July 30	Aug 20	
Lord Howe	July 11	Aug 1	Aug 22	
Sydney	July 13	Aug 3	Aug 24	

BURNS, PHILP & CO., LTD., Agents.

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, and Phoenix Groups.

Gilbert and Ellice Islands

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

French Eastern Pacific Service

Subject to alteration without notice

By vessels running between Marseilles and New Caledonia, via West Indies and Panama Canal.

Ville				
	D'Amiens.	C. Ramel.	Eridan.	
Papeete	May 23-24	July 3-6	Aug. 10-17	
Raiatea	May 25			
Suva	June 1		Aug. 24	
Vila	June 3	July 15	Aug. 26	
Noumea, arr.	June 5	July 17	Aug. 28	
Noumea, dep.	June 14	July 26	Sept. 6	
Vila	June 17	July 29	Sept. 9	
Raiatea	June 24	Aug. 5	Sept. 16	
Rapeete	June 25-27	Aug. 6-8	Sept. 17-19	

MESSAGERIES MARITIMES CO., Agents.

IMPROVED PAPUAN REVENUE

From Our Own Correspondent

PT. MORESBY, May 25.

PAPUAN revenue at the end of the third quarter of the financial year shows improvement. Receipts for the 9 months to March 31 are £9555 in excess of the amount for the corresponding period of 1935. Total revenue was £124,010.

Main increases were in import duties, postal receipts, sale of stations produce, and £5000 additional grant from the Commonwealth for mining development, subsequently transferred to Trust Fund. The only decrease in revenue of any note was £1144 in mining receipts.

Expenditure for the 9 months totalled £121,024, an increase of £9962 over that for the period ended March, 1935. Chief increases were in the Magisterial Service and Medical Department.

Surplus at March 31 was £3414 compared with £3684 the previous year.

Right Rev. W. H. Baddeley, Bishop of Melanesia, arrived in Auckland by the Aorangi on June 8, after a visit to England and America. He spent several days in New Zealand before leaving for Sydney.



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Year Ended February 28	Tonnage Transported	Passengers Carried
1929	434	869
1930	949	2,047
1931	1,146	1,995
1932	3,947	1,607
1933	3,980	3,856
1934	6,044	7,398
1935	5,688	9,721
1936	6,476	12,137
Totals	28,664	39,630

Guinea Airways Ltd. operates regular air services in New Guinea and Papua, and uses over 50 Aerodromes and Landing-grounds in the two Territories.

Unloading a Racehorse and Miscellaneous Cargo from a 3-engined Junker Monoplane, brought to Wau, New Guinea, by Guinea Airways Ltd.



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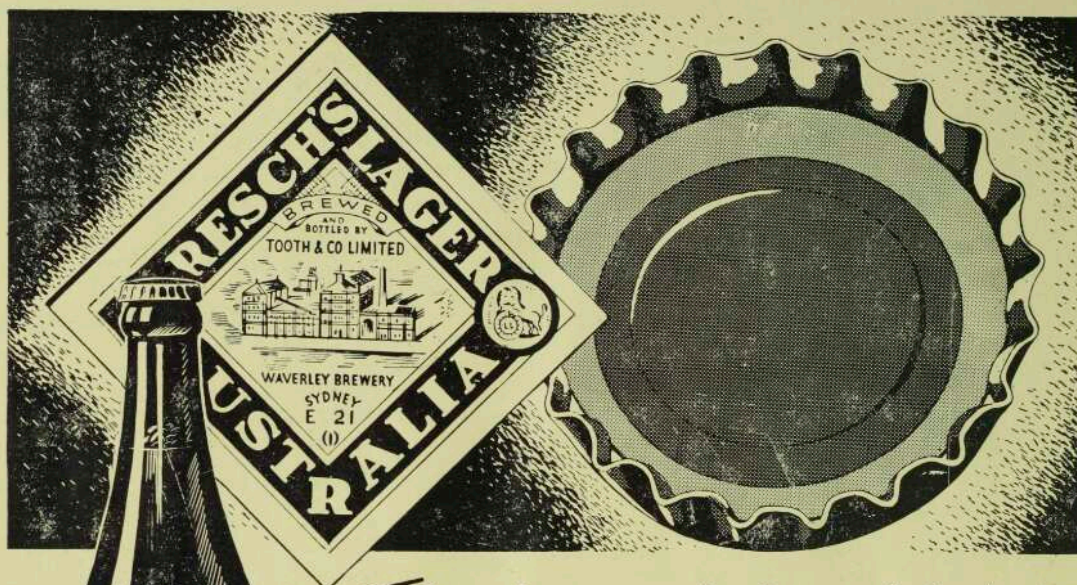
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Pacific Islands Monthly, June 17, 1936



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PRESERVES THE FLAVOUR

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