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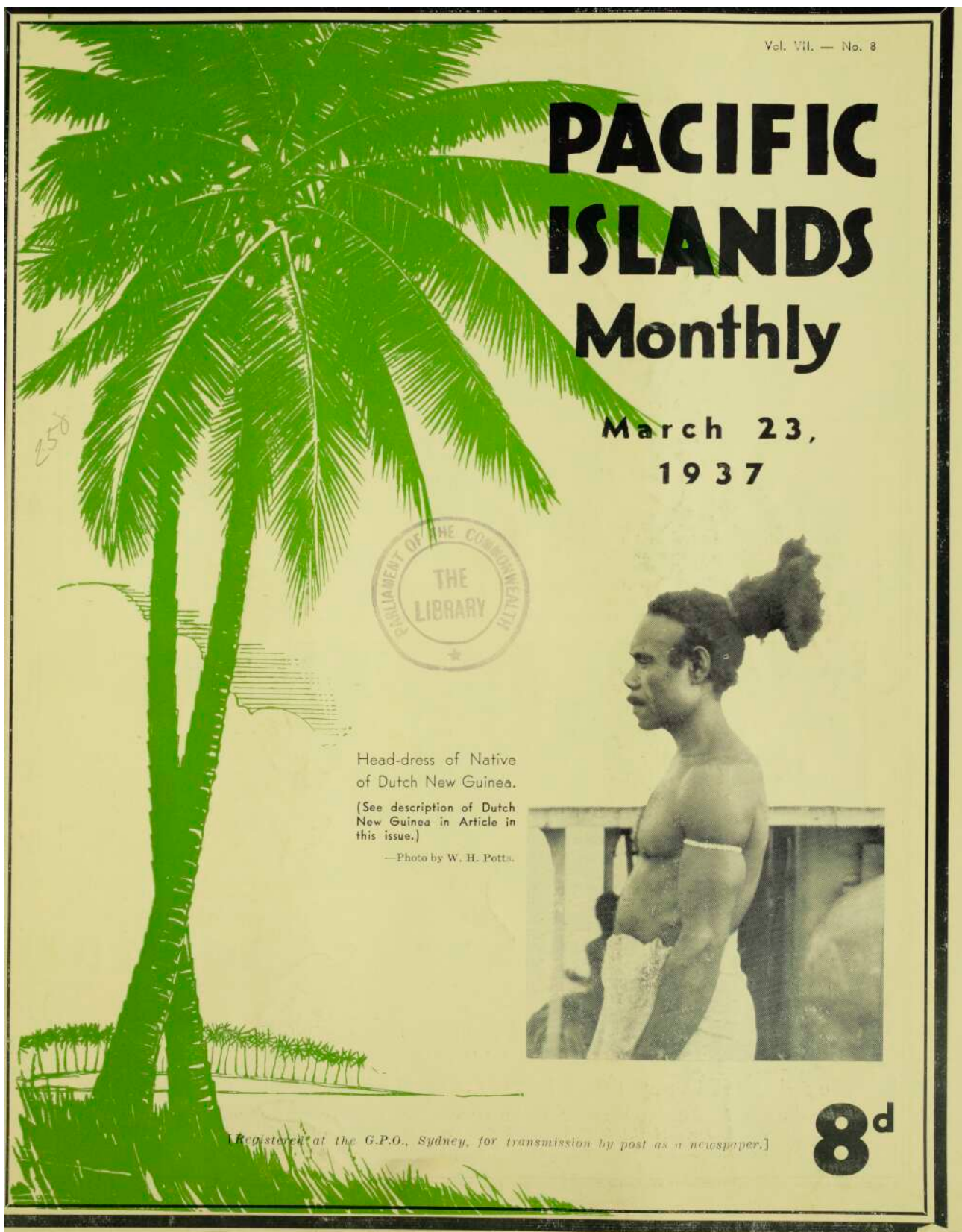
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Pacific Islands Monthly, March 23, 1937

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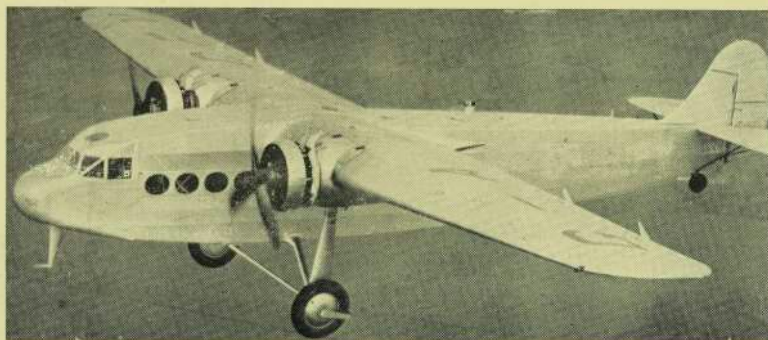
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Pacific Islands Monthly, March 23, 1937

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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER MONTORO WHICH LEFT SYDNEY FOR PAPUA AND NEW GUINEA ON FEBRUARY 24:—Messrs. Austen, Armstrong, Blaikie-Webster, Barrett, Bertie, Bosgard, Brandenburg, Blundell (2), Barnes, Beaton, Brewer, Brinkley, Cunningham, Dadden, Doonan, Drayson, Easton, Farnham, Grey, Gillis, George, Goulding, Gaudie, Goodwin, Hinds, Hitchcock, Honth, Hawkins, Hayes, Humphrey, Isod, Jones, Jameson, Leahy, Lea, Leitch, Lightbody, Lakey, Lega, Luff, McCallum, Marshall, Moore, Musken, McKay, MacQueen, McKee, Neil, Newall, O'Malley, O'Connor, Parbury, Priebe, Ritchie, Ramsden, Robertson (2), Robins, Richards, Rogerson, Speedie, Steel, Smith (2), Thompson, Titcombe, Wood, Winterbottom, Wheeler, Mesdames Austen, Armstrong, Blaikie-Webster, Bradford, Budden, Blundell, Barnes, Beaton, Charnock, Gray, Hinds, Haire, Kane, Leitch, Lees, Lakey, Leydin, Luff, Miller, Moore, Mitchell, Maxwell, Priebe, Richards, Rogerson, Skinner, Sharp, Wetherall. Misses Blundell, Bonnett, Corkin, Cooper, Dolorosa, Donellan, Hinton, Inman, Immaculata, Litter, Leydin, Mathilde, O'Keefe, Petherick, Petroca, Reynolds.

PASSENGERS PER NEPTUNA WHICH SAILED FROM SYDNEY FOR NEW GUINEA PORTS ON FEBRUARY 24:—Messrs. Boyd, Drummond-Thompson, Edwards, Feakes, Grigg, Gollan, Holland, Hockey, Harvey, Horsfall, Hilliar, Jacobs, Jones, King, Morton, Moore, McGeorge, McLeod, Peadon, Pye, Rawson, Robinson, Sedgers, Seale, Smith, Thornton, Torrington, Thomas, Ward, Wakefield, Mesdames Boyd, Bond, Coghlan, Chinnery, Drummond-Thompson, Edwards, Fitzgerald, Feakes, Franklin, Grigg, Holland, Hyams, Harvey, Jackson, Jones, Lamb, Ladd, Mullaly, Marr, Mitchell, Murett, Moore, Pennefather, Peadon, Pye, Rawson, Robinson, Sedgers, Strudwick, Shepherd, Taylor, Winnall, Weston, Wilson, Wright, Wiseman. Misses Boyd (2), Betts, Holland, Hollway, Irvine, Ibbott, James, Jones (2), Johansson, King, Lender, Lawson, Nankervis, Regan, Russell-Smith, Stevenson, Sanderson, Seward, Shepherd, Winnall.

PASSENGERS PER MALAITA WHICH ARRIVED IN SYDNEY FROM SOLOMON ISLANDS AND N.G. PORTS ON FEBRUARY 28:—Messrs. Adam, Atkinson, Bignell, Branch, Brown, Buston, French, Hobbs, Kidson, Loewenthal, Monckton, Purvis, Read, Reid, Sim, Southwell, Stackpool, Stokie, Stewart, Widdup, Mesdames Atkinson, Brook (2), Brown, French, Gaskell, Hirschell, Hobbs, Loewenthal, Reid, Southwell, Wright. Misses Beer, Couldwell, Devir, Fitzgerald.

PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM NORFOLK ISLAND ON MARCH 1:—Messrs. Boyd, Blake (2), Buffett, Brown, Brownhill, Campbell, Davies, Dunkley, Edwards, Elphick, Johnson, McDermott, Kay, McLachlan, O'Donnell, Musgrave, Quintal (2), Rossiter, Woods, Taylor, Mesdames Brodie, Bouche, Davis, Easy, Grubb, McGrath, McCann, McLachlan, Quintal (2), Robinson, Trotter, Walker, Woods, Misses Arthur, Britain, Cade, Clancy, Cox, Fenton, Fisher, Haskell, Lynch, Neate, O'Connor, Shaw, Slater, Williams.

PASSENGERS PER MORINDA WHICH SAILED FROM SYDNEY FOR LORD HOWE IS., NORFOLK IS., AND NEW HEBRIDES ON MARCH 4:—Messrs. Bowden, Carpenter (2), Cohen, Charles, Donnelly (2), Engelbrecht, Hancock, Hattersley, Humphrey, Joy, Knight, Kitching, Knight, Littlemore, Lovett, Murphy, Morrell, Moase, Pinney, Roger, Sinclair, Rennie, Saville, Thorn, Winn, Welch, Mesdames Bingham, Donnelly, Devitt, Englebrecht, Farey, Hancock, Joy, Knight, Murphy, Pinney, Rennie, Sinclair, Saville, Welch (2), Misses Armstrong, Blackwood, Crozier, Collins, Evans, Farey, Grace, Hurd, Hay, Keating, Knight, Mudge (2), Maunder, Mackenzie, Massey, Manning, Samuels, Spencer, Swinbourne, Turnbull, Thompson.

PASSENGERS PER MALAITA WHICH SAILED FROM SYDNEY FOR SOLOMON ISLANDS AND NEW GUINEA PORTS ON MARCH 6:—Messrs. Bubbage, Craig, Dale, Dethbridge, Deaton (2), Ellis, Green, Harrison, Johnston, Kenyon, Kellett, Laurence, Lucas,

Mair, MacDonald, McGregor, Paterson, Roos, Speirs, Thwaites, Thackway, Ward, Warren, Wheeler, Mesdames Bernhardt, Bennett, Chauncey, Chanter, Ellis, Hetherington, Knibbs, MacDonald, Mitchell-Hill, Paterson, Tudberry, Thackway, Ward, Wright (2), Misses Crimmin, Devir, Fitzgerald, Maher, Pavey, Winterbottom.

PASSENGERS PER MACDHUI WHICH REACHED SYDNEY FROM PAPUA AND NEW GUINEA ON MARCH 11:—Messrs. Aumuller, Austin, Aston, Barwick, Bunting, Bultitude, Bannon, Comb, Clarence, Cantelo, Conwell, Bobell, Downing, Davies, Edmonds, English, Ellertz, Ellis, Evans, Fenton, Frame (2), Gannon, Griffiths, Green, Hodgekiss, Hegarty, Herket, Holland, Hardie, Horan, Jones, Ker, Lumley, Larking, Ludlow, Lewis, Miller (2), McArthur, Moore, Maxwell, Newton, Shelton-O'Reilly, Ormsby, Pearson, Parfit, Phillips, Parnell, Pollard, Rennels, Reilly, Ryan, Robins, Rutherford, Searle, Sherrell, Strickland, Speakman, Sandison, Stewart, Shoppee, Sibley, Storey, Silvester, Taylor (2), Thomson, Tudor, Turner, Tillock, Williams, Warrant, Washington, Woodman, Winterford, Wyatt, Mesdames Bignell, Buston, Champion, Collins, Conwell, Gething, Hardie, Jones, King, Larking, Lowe, Miller, Newton, Nisbet, Pomeroy, Paul, Rennels, Richardson, Searle, Strickland, Spencer, Setchell, Storey, Thompson, Williams, Woods, Warrant, Whitten, Washington, Winterford, Misses Hardie, Jewson, Joshua, Maye, Ottonia, Ruhall, Riordan, Wilson, Wilde.

(CONTINUED ON PAGE 80)

Mr. and Mrs. L. Williams, of Salama, formerly of New Ireland, arrived in Sydney from New Guinea with their four-months-old baby, Kathlyn, by the Macdhui on March 11. They sailed for New Zealand, on their way to England, via the Panama Canal, on March 19.

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Pacific Islands Monthly

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Sydney, March 23, 1937.

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Political and Economic Significance of New Pacific Aerial Services

THERE is something of great signifi-
cance for all Pacific Territories in
the month's developments in aviation.
The first steps have been taken in the
establishment of services which must
profoundly affect life in the Pacific Is-
lands; and an understanding apparently
has been reached between Britain and the
United States which yet may change the
political face of the Pacific.

Great 4-engined Martin Clippers, oper-
ated by Pan-American Airways, now fly
weekly across the North Pacific (Frisco
— Honolulu — Midway — Wake — Guam
— Manila — Hong Kong). Under an agree-
ment, reached in Auckland on March 12,
between the N.Z. Government and Pan-
American Airways, another line of Clip-
pers will run south from Honolulu to
Auckland, the route being Honolulu to
Kingman Reef (1000 miles); Kingman to
Pago Pago, American Samoa (1700
miles); Pago Pago to Auckland (2000
miles).

A P.A.A. Sikorsky flying-boat left
Frisco on March 17 to survey the route
to Auckland, and was expected in Auck-

land within a week.

A regular service—fortnightly at first,
but coming presently to weekly— may
start within six months. Some reports
say Boeing flying-boats will be used—
others say Martin aeroplanes. In any
event, they are huge, 4-engined machines,
carrying a crew of about seven, and
from 40 to 48 passengers.

The Dutch air-lines are putting in a
service which will run from Sourabaya
(Java) to connect with the P.A.A. North
Pacific service at Manila. The new
Sydney—New Guinea service almost cer-
tainly will go one hop further, and con-
nect with the P.A.A. North Pacific ser-
vice at Guam.

*These developments have occurred in
the midst of warring politics, both eco-
nomic and international. But, whatever
the circumstances of their appearance,
the fact remains that within a very few
years they will wholly change the tempo
of life—commercial, industrial, social
and political—in the Pacific.*

There was a long hold-up, while British
influences stubbornly resisted the Amer-

icans' attempt to establish the Honolulu
—N.Z.—Australian air-service. Imperial
Airways (which in the ultimate analysis
is an association of the British Govern-
ment with the British shipping combine)
wanted the way left clear for an exten-
sion of their service from Australia ac-
ross the Pacific to Canada. H.M.S. *Leith*
slipped quietly away from Suva, in Janu-
ary, and formally occupied Christmas Is.,
which the Americans apparently needed.
Then, quite suddenly, the British resis-
tance disappeared, and the agreement
was announced—with the proviso that
the P.A.A. service should terminate in
Auckland, and not come to Australia.

What happened, no one knows; but it
is possible to make a shrewd guess.
P.A.A., barred from New Zealand, was
getting ready to run to Australia via the
non-British islands of Pago Pago and
New Caledonia. That brought both the
British and N.Z. Governments sharply
to attention, and they in turn forced Im-
perial Airways to accept a compromise—
P.A.A. to have the Pacific to themselves,
for the present, but to keep away from
Australia. A bleating protest from the
Commonwealth Government, that the
Auckland agreement was made without
its knowledge, bears out our theory. The
Commonwealth Government is powerfully

influenced by the British Shipping Combine; but the latter is anathema to the N.Z. Labour Government.

It will be found, however, that the Americans made a concession. The British air-lines may use Honolulu as a port, when they are ready to enter the Pacific trade.

All this may have a bearing upon the Pacific shipping position. The three Governments concerned (Britain, Australia, N.Z.) still are merely toying with the idea of subsidising the Union Line against the American ships. The long delay almost certainly is due to the N.Z. Government's hatred of the British Shipping Combine.

Are we now to see a new development—namely, British interests, influenced by New Zealand, abandoning the Pacific transport industry to American interests, on the understanding that it is now pos-

"Guinea Airways Upset Australia's Aviation Calm."—See article on page 74.

sible to get an Anglo-American agreement to maintain the *status quo* in the Pacific against the ever-growing power of Japan? Internationally considered, the thing has logic in it; Australia and New Zealand could not pay too high a price for American friendship and American co-operation with Britain in the Pacific. But, from the political-Socialists' viewpoint, the thing is absurd. Why sacrifice the British shipping combine, which at least is subject to some control by democratic institutions and by humanitarians, to the Americans, when American combines notoriously are the last word in ruthlessness and inhumanity?

However, amid all the complications caused by these international considerations, commercial rivalries and contests between politico-social systems, the fact remains that the Pacific territories are to get aerial transport systems much more quickly than ever was anticipated; and they should prepare accordingly.

Incidentally, Fiji should get busy. It would be a calamitous thing if the P.A.A. Clippers, flying direct from Pago Pago to Auckland, merely buzzed along Fiji's eastern horizon. If P.A.A. are to be left alone in the Pacific, they should give some consideration to the British countries there, and Fiji is big enough to expect some sort of attention from the Central Pacific air-mail service.

Mr. D. Stewart, sales manager for Messrs. Holbrooks (A/asia) Ltd., will make a business visit to Papua and New Guinea in May and June. He will make the round trip by the Montoro, leaving on May 15.

Mr. C. J. Black, of Pacific Cable Board staff, accompanied by Mrs. Black, left Sydney in March for Honolulu, en route for the cable-station at Fanning Island. They will be two years on Fanning Island.

"CITIZENS" & "SUBJECTS"

Curious Position of French Oceania Natives

From Our Own Correspondent

PAPEETE, Feb. 26.

THE law relative to the recruitment of natives of French Oceania for labour service outside the colony, promulgated in July, 1936, has been revised.

It reads now as follows:—"All engagement of subjects of France for enterprises or exploitations situated on foreign territories, is prohibited. The organisation of stations of recruitment of native labourers for the colonies or foreign lands, wherever they may be, is interdicted in the colony."

The earlier law was so worded that the prohibition included citizens. It is now changed to apply only to subjects.

The rather curious condition existing in French Oceania divides the native inhabitants into citizens and subjects. The inhabitants of Tahiti, Moorea, and the Tuamotu Archipelago, are citizens of France. The natives of the Leeward Society Islands, Austral Islands, and Marquesas Islands, not having been admitted to the privilege of citizenship, are classed as subjects.

UNFOUNDED REPORT CAUSES STIR IN PAPUA

THERE was a stir in Port Moresby on March 15, when radio receivers picked up a voice—coming apparently from a remote transmitter in the Papuan jungle—which announced that a party on or near the Strickland River, consisting of two white men, with police and carriers, had been massacred.

Then there was silence. Every effort to locate or identify the mysterious voice failed.

The Administration made a very rapid check up on parties in the west. It found that only two parties in the Strickland region were not accounted for—an outlying Ward Williams party, and the party sent out by Investors Ltd., led by Messrs. Jack Hides and Dave Lyall.

Later, it was found that the message actually came from Jack Hides's camp on the Strickland, and was based merely on a report received through native channels. No confirmation whatever of the report could be obtained.

Mr. W. Wise, Director of Public Works in Fiji, returned to Suva from England by the Waipawa recently. He was accompanied by Mrs. Wise.

HOME IS THE SAMPAN, HOME FROM THE SEA



JAPANESE MOTHER: "Listen, darling, in the pretty shell that Daddy brought home. Don't you hear the murmur of the blue waves of the Pacific?"

JAPANESE KID: "No, Mama. But I think I can hear the blue language of the South Pacific settlers."

ARRACK BANNED

Effort To Wipe Out "Coconut Booze" in Tahiti

From Our Own Correspondent

PAPEETE, Mar. 1. STRINGENT laws carrying heavy penalties have been enacted by the Government of French Oceania against the manufacture, sale, possession, and even the drinking of Arrack. Arrack—as is well-known—is the product resulting from the distillation of fermented sap of the coconut tree, obtained by tapping the stalk of the blossom before the nut is formed.

As a matter of fact, there has been surprisingly little Arrack made in these islands, except in the Marquesas. The laws are very rigid against the sale or supplying of spirits to natives on islands other than Tahiti and Moorea.

Aware that tapping the coconut blossom stalk injures the tree, the thrifty Tuamotu native provides himself with good cheer by other and more crafty methods. There have been many five-gallon kerosene tins—properly labelled and apparently in the condition in which they left the refinery—that have miraculously metamorphosed their contents, in transit to the Tuamotu Islands, into high proof rum. Then some wily merchant discovered that tinned Hawaiian pineapple, when boiled and the mixture fermented, could be made into a beverage of potent authority. On the high islands, orange beer and orange rum are the standard "moonshine" beverages.

It is a melancholy but well-known fact that alcoholic liquors have played a major role in the decimation of the Polynesians.

Amelia Earhart Crashes On Round-World Flight

AFTER months of careful preparation, Amelia Earhart, famous American airwoman, left San Francisco on March 17 in a Lockheed-Electra 'plane to fly around the world (27,000 miles), via Hawaii, Howland Is., Lae (New Guinea), East Indies, India, Central Africa, South America, and Central America.

With three companions, Messrs. Paul Mantz, Fred Noonan, and Harry Manning, she made a record crossing to Hawaii.

While trying to take off from Honolulu on March 21 for Howland Island, the machine crashed and was so badly damaged that the round-the-world flight had to be abandoned. The three occupants—Amelia Earhart (otherwise Mrs George Putnam, wife of the well-known American publisher) and Messrs. Noonan and Manning (navigators)—escaped injury. They are returning to U.S.A. by steamer.

Mrs. Earhart Putnam expressed determination to attempt the round-the-world flight again later.



Three leading residents of Fiji, who arrived in Sydney on March 13 en route to London and the Coronation. Left to right: Ratu Joseva Sukuna, B.A. (Oxon.), Medaille Militaire, barrister-at-law of Middle Temple, M.L.C. (Fiji), and Honorary A.D.C. to the Governor of Fiji; Major Clive B. Joske, M.C., Commandant of the Fiji Military Forces, A.D.C. to the Governor; Ratu Edward Cakobau, descendant of the Royal Houses of Fiji and Tonga, second lieutenant in the Fiji Defence Forces, and captain of the Fiji cricket team.

N.G. COUNCIL

Australia's Interest In Fate of Territory

From Our Own Correspondent.

RABAU, Mar. 3.

TO-DAY'S meeting of the Legislative Council lasted 5½ hours.

Twenty-three Bills, being mostly amendments of existing ordinances, were passed. The Administrator, in his opening address, referred to the Council's inaugural meeting in May, 1933, and drew a flattering comparison between the condition of the Territory then and now. He emphasised that revenue had increased by 30 per cent.

TO AUSTRALIA OR GERMANY?

Mr. W. E. Grose, in a notable speech, insisted that something should be done to awaken Australian public opinion to the danger of unchecked propaganda in favour of the return of New Guinea to Germany. If New Guinea were returned, it undoubtedly would be used by Germany mainly as a military and naval base. It was extremely important for strategic reasons that Australia should retain control of New Guinea. He pointed out that there had been much more rapid development of New Guinea under Australian Administration than under the Germans.

ASIATIC IMMIGRATION

Mr. McLennan ably addressed the Council on the subject of Asiatic immigration. He criticised the wisdom of applying the White Australia Policy to New Guinea, where conditions were entirely different from those in Australia.

UNDISCIPLINED NATIVES

There was no discussion of the subject of "undisciplined natives." Mr. J. C. Mullaly asked 13 general questions, which were tersely answered by the Administrator, thus putting an end to the debate.

Pioneer Planter of Papua

Death of Charlie Talbot

From Our Own Correspondent

PT. MORESBY, Feb. 27.

THE death of Mr. Charles Talbot, of Puni Puni, North East coast of Papua, occurred at his home on January 26, after several weeks' ill health.

The late Charlie Talbot, who was 68 years of age, arrived in the Territory in 1910, from the Northern Territory of Australia. Occupying himself first in the early developments of the British New Guinea Development Co., he later engaged in the production of sisal hemp and copra, which were the chief industries of the time.

His positions included, at various times, the management of Fairfax Harbour Plantations Ltd., North Fairfax Co. Ltd., Katea Hemp Co., and Veimaui River Plantations.

He was actively engaged in these concerns until 1927, when he retired to establish an industry of his own with his brother Richard at Puni Puni, one of the most attractive properties in Papua.

Charlie Talbot's long years of experience in planting in the country, and his successful handling of native labour, earned him the respect of all with whom he came into contact. Immune to hardships from his early days in Kalgoorlie and Derby in 1890, there were few problems that Charlie Talbot did not tackle in the new and untried country of his adoption. He made lasting friendships with brown and white alike.

So departs another of the fine pioneers of Papua, of whom the country is proud. It remains to be seen if the following generation can match their bold enterprise and courage.

Samoan "Policy"

N.Z. Minister Resents Being Nagged
At In Geneva

From Our Own Correspondent.

AUCKLAND, Mar. 10

THE N.Z. Minister, Mr. W. A. Nash, when before the League of Nations Council in Geneva in January, expressed resentment at the manner in which he had been cross-examined about Samoa by the Mandates Commission.

Mr. Nash said the new N.Z. Government sent a Cabinet Minister and a private member to Samoa to find the best way of rectifying native grievances. The Government then formulated a policy, which it submitted to the Mandates Commission. But, instead of accepting that as an indication of N.Z.'s intentions, the Commission proceeded to cross-examine the N.Z. representative as if it were dissatisfied with what had been done, and proposed.

A member of the Commission said there had been no cross-examination—only a full and friendly discussion. Some of the members of the Commission were ready to express surprise, not on any point of policy, but at the manner in which the new policy and the reasons for the change had been announced to the natives. It was felt in some quarters that possibly the exhilaration of victory in New Zealand had led to misunderstanding.

EDITORIAL NOTE.—The Minister's quaint assumption that the "Goodwill Mission's" visit to Samoa, and the N.Z. Government's Samoan policy, could not deserve anything but praise, is typical of the politician. It must be very irritating to such a man to find that the Mandates Commission will give consideration to information received from other quarters. Everyone knows what the "Goodwill Mission" achieved—no use flogging that poor horse again. But it is interesting to learn that the N.Z. Government has a Samoan policy. Has anyone seen it? What is it object? Samoa for the Samoans, we presume.

WOMAN MISSIONARY KILLED BY DOG

From a Special Correspondent

SAMARAI, Mar. 10.

BADLY mauled by a dog, Miss Nellie Hullett, a South Australian member of the Anglican Mission at Dogura, Eastern Papua, since 1910, had to face a 100-miles sea trip in a small launch to reach medical aid. She died shortly after being admitted to Samarai Hospital.

An old favourite pet, the dog went into Miss Hullett's room early in the morning and put his forelegs on the bed. Miss Hullett pushed him off, and he seized her forearm. She caught his ears with her free hand, and called for help.

A mission teacher rushed to her aid, but she refused to let the dog go lest someone else should be hurt. Snarling, the animal broke free and caught her other arm. Both arms were badly torn from wrist to shoulder.

COPRA STORE DESTROYED IN SUVA FIRE

From Our Own Correspondent.

SUVA, Mar. 18.

THE concrete copra store of Messrs. Morris Hedstrom Ltd., in Suva, was destroyed by fire on March 13. About 300 tons of copra were lost. The adjoining oilworks, operated by the Union Soap Company, was saved. The southern wall of this building will probably need reconstructing.



This memorial, at Mahina, Tahiti, marks the graves of the first L.M.S. missionaries to die in Tahiti—Thomas Lewis, 1799, and John Jefferson, 1807. An account of the dedication ceremony will appear in next issue.

LARGE SCALE RUBBER PLANTING IN PAPUA

From Our Own Correspondent.

PT. MORESBY, Mar. 2.

WITH the object of planting rubber on an extensive scale in the Kanosia District, Mariboi (Papua) Rubber Estates was incorporated under the Papua Companies Ordinance on February 15, with a nominal capital of £50,000, in shares of £1 each. Steamships Trading Co. are interested in the enterprise.

The company, it is understood, will take over a considerable area of land from Tropical Products Pty. Ltd., incorporated under the Papuan Companies Ordinance in January. The latter recently acquired 9,000 acres at Kanosia for planting rubber and other tropical products.

Kanosia is a well-known and tested rubber district in Papua, within easy reach of the seaboard.

MARSINA'S END

In Gale Off Queensland Coast

THE old Islands steamer *Marsina*, 1948 tons, once a familiar sight in all ports from Papua westwards to New Hebrides, came to a spectacular end on March 16. Some years ago, she was sold to the Patrick Line, and became the coastal freighter *Craigend*. Quite recently, she was brought by a Mr S. Yih, of Shanghai, renamed the *Haiping*, given an overhaul, and was despatched to China under a master and crew who came south from Shanghai.

The *Haiping* was sent to Newcastle for a cargo of coal, which she was to discharge at Rabaul on her way north.

She left Newcastle on March 10, and met cyclonic weather off the Queensland coast on March 15. She received a bad battering, sprang a leak and slowly filled. The captain, two officers, and 26 men were taken off by the freighter *Mildura* on the 16th.

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Measles Kill 1000

Recent Epidemic in G. & E. Colony

THE Resident Commissioner in the Gilbert and Ellice Islands, Mr. J. C. Barley, was in Sydney between March 16 and 20, after a hectic few weeks in the Central Pacific.

He dashed across from Ocean Is. to Christmas Is. at the end of January in his small boat; connected there with H.M.S. *Leith* (when she was landing a radio party to hold the island for Britain against U.S.A.); and then, before going to Suva, they visited a number of the isolated Phoenix Islands. At one island,

SALAMAUA v. LAE—Article on p. 32.
This article was supplied by a Special Correspondent at Port Moresby.

a surf-boat upset, and Mr. Barley was within an ace of being drowned.

Mr. Barley has had a strenuous year. The Ellice Islanders, early in 1936, caught measles from Fiji, and their islands were promptly quarantined. But the natives somehow broke through, and carried the infection on to the Gilbert Group, through which it rushed like wild-fire.

The Administration officials worked for many months to get rid of the disease. It is gone now; but it is estimated that 1000 Gilbert and Ellice Islanders died in 1936 from measles.

POWER TO ARREST N.G. CITIZENS

Interesting Point of Law

IT was stated, erroneously, in our last issue, that G. M. C. Frost, a New Guinea overseer, who had been arrested in Sydney, had been sent to New Guinea by the *Macdhui* on February 4, to stand trial for the alleged unlawful killing of a native.

What actually happened was that, before Frost sailed, a habeas corpus application was made to the State Supreme Court, in Sydney. Frost was kept in Sydney to await the result of the application, which the Full Court heard on February 22. Very complicated questions of law, especially affecting the constitutional relationship between the States, the Commonwealth and New Guinea, were raised. The point was: Had the State police the authority to arrest a man and hand him over to the jurisdiction of New Guinea?

The Full Court reserved its decision. At this date (March 22) Frost still is in Sydney, awaiting a decision. He is a young man of good family, and was employed by Burns, Philp on *Meto* plantation. It is claimed, on his behalf, that a boss-boy already has been convicted and sentenced for manslaughter, in connection with the death of the native.

QUICK MOVES IN TRANS-PACIFIC AIR-MAIL ARGUMENT

Experimental Flight by P.A. Airways Follows Agreement with N.Z.

A MONTH ago, the prospect of the establishment of a Central Pacific air-mail service, Honolulu to Auckland, by Pan-American Airways, seemed remote.

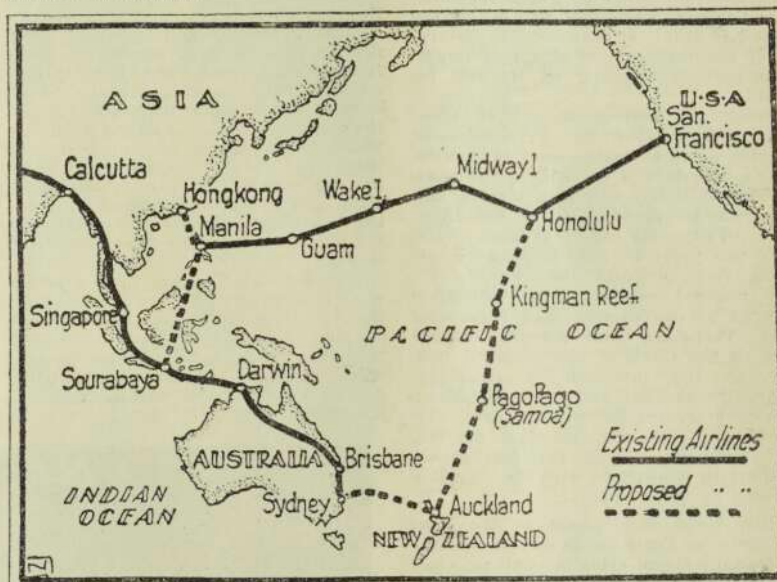
There was a complete hold-up by the New Zealand Government. The latter had insisted that the projected British Trans-Pacific service should be accorded the same facilities in Hawaii as Pan-American Airways were to receive in New Zealand.

Important international considerations became involved. The Americans apparently would not give the undertaking. New Zealand therefore would not grant facilities in Auckland.

fully from England to Australia, through to New Zealand; but beyond that point, it should be possible to leave trans-Pacific aerial requirements to the Americans, for the present. Britain's service picks up the route, again, from Eastern Canada, across the North Atlantic, to England.

THIS, probably, is what happened. Britain said: Leave us alone to run our service eastwards—through Southern Europe, Egypt and Southern Asia to Australia and New Zealand, and we will leave the New Zealand—North America link to be supplied by Pan-American Airways, for the present.

An agreement, apparently, was very



This map from Sydney "Telegraph", shows the existing and proposed air-lines, referred to in the accompanying article. The proposed new line, from Sydney to New Guinea (which will be only one hop from Guam) is not shown on this map.

Engineers from the Pan-American Airways appeared quietly and unexpectedly in Noumea. A glance at the map shows that it would be very easy for Pan-American Airways to run to Australia via Samoa, Fiji and New Caledonia, instead of by Samoa and Auckland.

Then something happened—goodness knows what! The people's business is conducted nowadays by their representatives in scrupulous secrecy. One gets at the course of events by deduction and assumption.

The indications are that Britain is not ready to establish a trans-Pacific aerial service, from New Zealand to Canada. She is anxious to extend the Imperial Airways service, now running success-

fully reached. It was announced on March 13:—

1. The New Zealand Government has extended until the end of 1937 the period in which Pan-American Airways must commence the Honolulu-Auckland service, if it is to enjoy concessions in New Zealand.

2. The first survey flight over the route Honolulu to Auckland, via Kingman Reef and Pago Pago (American Samoa), by Pan-American Airways, would commence almost immediately. One of the Clipper flying-boats, with a crew of six, would make the trip. The company's supply-ship *Northwind* had been ordered from Honolulu to Kingman Reef (which lies 33 miles N.W. of Palm-

ira, is 9½ miles by 5 miles, and is simply a half-submerged coral reef enclosing an area of sheltered water).

3. The air-mail service between Australia and New Zealand, representing the extension to New Zealand of the Imperial Airways service, will be controlled by a commission or board, on which the Governments of Britain, Australia, and New Zealand will be represented.

On March 17, the original *China Clipper*, commanded by Captain Edwin Musick, took off from San Francisco on the first stage of the survey flight to New Zealand. The giant Sikorsky flying boat is due in Auckland on March 25.

THESE announcements seemed to make the position quite clear. But there was a protest from Canberra, which said that "a trans-Pacific air service is one of contemplated major extensions of the Empire air routes"; that Australian traffic would be conserved for this service; and that it knew nothing of any new agreement between New Zealand and Pan-American Airways. Which suggested that Canberra was either well behind the times, as usual; or that the N.Z. Government had taken action of a very important character entirely on its own account.

When the curious history of these early preparations for a trans-Pacific service, north to south comes to be written, a tribute will be paid to the work of Harold Gatty, champion airman and Australasian representative of Pan-American Airways. He has spent most of the past two years in New Zealand negotiating very patiently and skilfully for the removal of scores of difficulties created by Governments and bureaucracies. There are many practical difficulties in the track of the proposed new service—the provision of moorings, spares, workshops and accommodation; the need for regular weather data; the problem of radio stations, etc.—but Mr. Gatty probably will say that they are as nothing in comparison with the obstacles created by Governments.

THE rapid development of the Pan-American North Pacific service (Frisco—Hawaii—Guam—Manila—China) has given a new importance to the proposed Sydney—New Guinea service (see article on page 74).

The Dutch East Indies Airline have just completed an arrangement to run regular planes between Sourabaya and Manila, where they will connect with the Pan-American service. From Sourabaya, passengers and mails can connect with the Anglo-Australian service.

But the Sydney—New Guinea service may provide Australia with a quicker route. A plane, flying north from New Guinea, could easily reach Guam in one hop, and connect there with the Pan-American service. In other words, a modern plane could fly southwards from Guam to Sydney, via New Guinea, in two days.

Mr. R. A. Derrick, of the Methodist Mission's Technical Institution at Davuilevu, Fiji, left Sydney in February.

JAPAN'S INVASION OF PACIFIC SHELL INDUSTRY

AN increasing amount of alarmed attention is being given in Australia to the penetration and capture of the Australian pearling industry by the Japanese. The matter probably will attain international importance presently. By that time, the industry will be irrevocably Japanese. It is two-thirds Japanese now.

The development is in two phases. In the first phase, the Japanese invaded the northern Australian pearl-shelling industry (which has its centres in the north-west towns—Derby, Broome, Wyndham, Darwin, etc.) and, by their skill and industry, and their temperamental suitability as divers, they pushed out most of the Malays, Koepangers and Filipinos, and virtually staffed the industry. Then they proceeded to supplant the Europeans and to own and direct the industry. That is the position to-day. The whole story is told, in detail, in Ion Idriess's new book, *Forty Fathoms Deep*.

The second phase is just as serious. Swarms of sampans, staffed by adventurous Japanese and powered with modern engines, have come southwards from Formosa and from the Japanese mandated islands; and working to what seems a careful plan, they have invaded the territorial waters of all the south-west Pacific Islands, and of Australia, and they have literally scraped every shell-bearing reef in that part of the world. They have either taken possession of the trochus industry; or else, by carrying off the immature shell, they have destroyed it.

We used to think that these sampans were merely piratical and irresponsible. But there are indications that they are working to a concerted plan. It is certain that there are well-found "mother ships" operating in connection with the fleets. We know, for instance, that one handsome vessel, the *Zuiho Maru*, is

actually a Japanese Government survey vessel, and that she has made, and is making, a very thorough survey of the ocean-bed in Northern Australian waters, beyond the three miles limit.

Five years ago, Australia supplied 85 per cent. of the world's pearl-shell requirements. To-day, so thoroughly have the Japanese penetrated the Pacific's tropical reefs, and so well have they organised the industry, Japan controls the pearl-shell trade of the world.

Dutch Arrest Nine Japanese Boats

THE coastal guards of the Dutch East Indies arrested nine Japanese pearling boats in mid-February, in the Arafura Sea, on the ground that they were illegally in territorial waters, and took them to Port Dobo, in the Aroe Islands (westwards of Dutch New Guinea).

It was pointed out that there are now over 100 Japanese sampans in the Arafura Sea, where they poach surreptitiously and are generally a nuisance to the Dutch.

The boat-owners appealed at once to the Governor of Wakayama, in which prefecture their boats are registered; and the latter passed on the appeal to the Foreign Office. The Japanese claimed that the boats entered territorial waters owing to some emergency.

There was a good deal of argument between the Dutch and Japanese authorities, but eventually the Japanese boats were released.

Messrs. Burns, Philp & Co. Ltd. are issuing 500,000 additional ordinary £1 shares, at par—their present lucky shareholders to have the first chance to subscribe. The current market value of B.P. ordinaries is £3/19/-.



Store of mother-of-pearl shell, at Dobo, in Aroe Islands, where shelling is an important Dutch industry. The big man in this picture is Mr. Jardine, an Australian, who was, known for years as the chief shell-trader in the Arafura Sea.

UNKNOWN N. GUINEA

Young Explorers Plan to Penetrate
British and Dutch Territories

SUPPORTED by the Royal Geographical Society, an expedition is being organised in England by Mr A. J. Marshall, a Sydney zoologist, to explore Papua and the British and Dutch sections of New Guinea in 1938.

The party will sail from London for Papua in November next. Though their actual route is at present indefinite, they hope to go up the Fly River, in the Western Division, and across the watershed, through primitive country, to the north coast of the Mandated Territory of New Guinea. Then they will seek to penetrate Dutch New Guinea.

Members of the expedition will include Gandar Dower, an international tennis player; Mr. Tom Harrison, a member of the Oxford Expedition to the New Hebrides in 1933; and Mr. Humphrey Spender, a surveyor and photographer. The oldest member of the party will be Mr. Dower, who is 26 years of age.

Mr. Marshall has already completed a preliminary reconnaissance of portion of the country through which the expedition will travel. He visited the area behind the Torricelli Mountains in North East New Guinea and then crossed over into the Dutch territory, returning to Humboldt Bay, the Dutch settlement near the border.

The English committee, which is assisting in the work of making preparations for the expedition, consists of Professor A. C. Haddon, the eminent ethnologist; Mr. Julian Huxley, secretary of the Zoological Society; Admiral Goodenough, a former president of the Royal Geographical Society; and Mr. H. G. Wells, the prominent writer.

THE "MULIAMA"

B.P.'s New Inter-Island Vessel
Will Be Ready in July

NOW undergoing construction, the new vessel ordered for Messrs. Burns, Philp and Co. Ltd. for the inter-island trade in New Guinea will be put into commission in July. She will be named the *Muliama*.

There will be cabin accommodation for eight passengers, as well as a dining saloon and comfortable lounge. She is being fitted with Diesel engines which will give her a speed of just over 10 knots. Her dimensions will be: length 165 feet, and beam 31 feet.

The steamer will have a capacity for 400 to 500 tons of general cargo. Ample space will be provided for refrigerated goods.

Mr. Peter Rassmussen, of Tufuioa, Western Samoa, married Miss Anna Celestina Betham, of Vaimea, at Apia Protestant Church on February 6.

SAMOA'S BEAUTIFUL WATERFALLS

Re-discovery of "Schultz's Shower"

IT is worthy of note that an organisation of Apia citizens, under the presidency of Mr. A. G. Smyth, named the Town Planning Committee, is taking steps to open up the numerous waterfalls for the use and pleasure of citizens and tourists.

These waterfalls of Upolu, Western Samoa, are almost unique. They come pouring down off the tableland, at many places along the littoral; and, buried in the cool jungle, they provide shower-



A recent photograph of "Schultz's Shower". The figures in the foreground show by comparison the height of the waterfall.

baths and bathing-pools about which poets and similarly romantic people have raved for 50 years.

Some of these delightful waterfalls have been allowed to return to the primitive jungle; but the new committee is now planning to make most of them readily accessible.

Steps are being taken to open up a beautiful little waterfall at a place called Seseu, in Luatuanu'u village, eight miles from Apia, on the Falefa road. Inquiries by Mr. Smyth and Mr. Hufnagel-Betham show that this waterfall is no other than what was known before 1914 as "Dr. Schultz's Shower."

Some 40 to 50 feet above the level of the East Coast road and a little inland of the village of Luatuanu'u runs a ledge, or tableland, upon which the village plantations are situated (says the *Western Samoan Mail*).

This ledge is of crescent shape and it is at its eastern tip, where the stream of this tableland above leaps out through a setting of ferns and other greeneries into space, descending like a brilliant rocket of clear cool water. Bubbling below is the inviting pool where so often in the past the late Dr. E. Schultz-Ewerth, Governor of Western Samoa when war broke out, used to bathe, some times at six o'clock in the morning.

It is suggested that the committee adopt the name by which this waterfall was sometimes referred to in the happier days of long ago. Not only is the reference deserving to the memory of the late Dr. Schultz, who was a sincere friend of the people of these Isles, and a student of Polynesian history, but it would also prove a tourist attraction to visitors from overseas, being within 100 yards from the Main Beach road where cars and buses regularly pass.

SEARCH FOR OIL

Big Equipment Coming South

AN interesting but, as yet unexplained message from Singapore, on February 27, said:—

"Oil fields in the Mandated Territory of New Guinea are to be exploited on a large scale.

"Large quantities of pipes and other material have reached Java, Netherlands India, for transshipment to New Guinea."

This shows the usual newspaper muddle regarding all news relating to the Islands. If material is arriving at Java in this fashion, it clearly is intended for Dutch New Guinea, where prospecting and drilling have been in hand for well over a year by a combination of the major oil companies.

The equipment, however, may be intended for transshipment from Java to Papua, where the same oil companies have recently commenced an oil search on a very big scale, and where they may have reached the stage of needing pipes.

The same search is proceeding in the Mandated Territory of N.G., but on a more limited scale; and, out of the three territories, the Mandated Territory is the least likely to need pipes.

Marble Deposit Found in Fiji

From Our Own Correspondent.

SUVA, Feb. 23.

AN interesting discovery of what is believed to be a deposit of white marble is reported from the Tailevu district, Eastern Viti Levu.

Samples have been secured by the Public Works Department and a great deal of interest is being taken in them, especially in view of the fact that new Government buildings are planned in the near future.

The Director of Public Works (Mr. W. Wise) states that the commercial value of the marble cannot be determined until the deposit has been properly opened up.

CHRISTMAS IS.

Sloop "Leith" Lands Fiji Radio Operator and Party

THE mystery of the cruise of the British sloop, H.M.S. *Leith*, has been cleared up to some extent by a report from Fiji that the vessel landed a wireless operator and seven men as a garrison on Christmas Island, in the Gilbert and Ellice group.

The High Commissioner for the Western Pacific and the officers of the *Leith* refused to give any definite information regarding the voyage, but it was freely stated in Suva and confirmed by some of the personnel of the *Leith* that she visited several islands, and finally landed Mr. Oscar Barrack on Christmas Island. Mr. Barrack is a wireless officer of the Fijian Government, recently seconded to the High Commission.

He had with him a wireless plant and all necessary kit, and provisions for six months. Besides Mr. Barrack, the *Leith* landed a detail of seven men to keep him company and act as a sort of garrison of the island.

It is reported that after the *Leith* left the island, the operator's messages were clearly picked up. Then, after a temporary break, the messages were heard all the way to Suva.

Presumably, Mr. Barrack is to act as an Assistant Commissioner, and keep headquarters in Fiji informed of anything that may develop in the Anglo-American competition for the possession of certain Central Pacific Islands along the projected trans-Pacific airmail route.

WHO OWNS CHRISTMAS ISLAND?

THE action taken by the authorities to consolidate Britain's claim to Christmas Island focusses attention to the fact that for nearly 100 years ownership of the island has not been clearly defined.

Hitherto, Britain and America, the interested parties for its sovereignty, have regarded it as an almost insignificant speck on the map. With the advent of aeroplane services across the Pacific, Christmas Island, in common with a dozen other dots of land previously looked upon as more or less worthless, has assumed international importance.

United States, last year, took possession of Howland, Baker and Jarvis Islands (formerly regarded as British possessions) and Congress appropriated 35,000 dollars for the purpose. Since then American parties have been down among the other equatorial islands—Christmas, Fanning, Pukapuka, etc.

There is no doubt that America has cast covetous eyes upon Christmas Island. It has a big lagoon that might provide a harbour for naval surface ships as well as aircraft. While some informed quarters professed belief in December that no move regarding Christmas Is. was planned, a State Department official in Washington told the newspapers flatly

that "the United States does not recognise British sovereignty there."

Reports which reached the Interior and State Departments in December said British, Japanese and French ships had visited isolated Howland, Baker and Jarvis in the previous few months, without landing.

The formal acquisition of those three uninhabited dots on the map was a mere matter of raising the flag and establishing four youthful Hawaiian pioneers on each, but officials said that reassertion of American claims to Christmas Island would have to be through diplomatic channels.

The island, including the very large lagoon, is about 100 miles around, and contains about 60,000 acres, devoted to coconuts. It was taken over by Great Britain in Queen Victoria's reign. The United States merely "reserved all questions" in 1888 upon learning that the Union Jack had been hoisted by Admiral Wiseman, of H.M.S. *Caroline*, "and since then the matter of sovereignty has been slumbering."

One of the world's largest coral atolls, the island was dubbed Christmas by Captain Cook, who discovered it in his ship, the *Resolution*, on Christmas Eve of 1777.

The United States claim dates from its "rediscovery" by Captain John Stetson, of New Haven, "prior to 1857."

The island is occupied now by two Europeans and 20 or more Tahitians. The British deputy resident at Fanning Island is its governor.

Mr. and Mrs. H. W. Rogerson, who have been residents of Papua for nearly 10 years, returned to Woodlark Island, in the South-Eastern Division, where Mr. Rogerson is Collector of Customs, by the *Montoro* from Sydney on February 24.

BISHOP HENRY NEWTON

Retirement After 35 Years in Papua

From Our Own Correspondent

PT. MORESBY, Mar. 5.

By the *Macdhui*, which left Samarai yesterday, Bishop Henry Newton, D.D., who was succeeded in January last by Bishop Warrington Strong, sailed for Australia to live in retirement after 41 years' service in the tropics, 35 of which were spent in Papua.

Bishop Newton has been seriously ill for many months and it is with great relief that residents of the territory learn of his health improving sufficiently to enable his departure after so many long years of faithful service in the country. It is hoped that his health will continue to grow better, enabling him to enjoy the rest he so richly deserves.

Dr. Newton succeeded the Right Rev. Sharp as Bishop of New Guinea in 1922. Previously he had been Bishop of Carpentaria since 1916, having been appointed after 20 years' service in Papua. He first entered the mission field in 1896, when the Anglican Mission, headed by Rev. Copeland King, was labouring under the disadvantage of insufficient personnel, and before the Mission had been able to extend its stations along the N.E. coast, north of Cape Vogel.

As the *Macdhui* passed through Port Moresby from Samarai, a deputation of church members called on His Lordship to render their last service to their beloved bishop. They made a presentation to him as a memento of his long years of service in the territory.

Mr. Albert F. Ellis, British Phosphate Commissioner in New Zealand, arrived in Sydney from Auckland on March 13.

PEANUT CROP ON NORFOLK IS.



When he was in Sydney last year Mr. Charles Bennett, a well-known resident of Norfolk Is., interested himself in varieties of peanuts suitable for growing on the island. Since his return he has made various experiments. Portion of a crop, which he believes will bring added prosperity to N.I. settlers, is shown in the above picture, taken on his property "Reotahi."

TROPICALITIES

THE suggestion put forward in this journal two or three years ago, that Australia might be glad to see Germany in New Guinea, to assist her in holding the South Seas against the thrusting power of Japan, has been advanced by several commentators recently. But the whole situation has been changed in the past year owing to the completion of a secret alliance or understanding between Germany and Japan. Defence is now the paramount consideration of British Imperial politics, and defence demands that New Guinea shall be very strongly held by Britain, and preferably, by Australia. Its possible economic value to Germany is as nothing to its tremendous strategic importance to Australia.

Incidentally, German residents of Pacific Mandated Territories would be wise to guard their tongues more carefully. Some who have returned recently from Germany to New Guinea and Samoa have chattered very unwisely about "the future of the former German colonies." There is not an ounce of hostility for Germany remaining in British countries—on the contrary, one finds everywhere a growing wish for a closer relationship and very real admiration for Germany's national spirit; but that does not mean that there is any future for those former German islands except under the British flag. It is simply a matter of self-preservation. The things that are happening in the Pacific to-day—the international manoeuvring for place and power—outweigh all such sentimental considerations as whether the Swastika flag shall fly over a few coconut trees in places where, until 1914, the Kaiser was the prevailing toast.

IT has been announced that *Hurricane*, the story written by Charles B. Nordhoff and James Norman Hall soon after the completion of their *Bounty* trilogy, is to be filmed in colour by Metro-Goldwyn-Mayer, which made such a success of the film *Mutiny on the Bounty*. It is indicated that the star probably will be Merle Oberon. It is stated that Sam Goldwyn paid Messrs. Nordhoff and Hall £12,000 for the film rights of *Hurricane*.

WHERE is the statue of King Kamehameha, of Hawaii?

As the Hawaiian Islands are celebrating the 200th birthday anniversary of the great Hawaiian hero, the question is a legitimate one. However, if you put that question to almost any visitor or resident in Hawaii the answer undoubtedly will be that it is in front of the Judiciary building in Honolulu's palace square.

But this statue is just a replica. The original stands at Kohala, island of Hawaii, which district is said to be the birthplace of the "Napoleon of the Pacific."

Both statues were the work of Thomas R. Gould, an American artist who lived in Florence, Italy. The first statue ordered by the Hawaiian legislature in 1878, was being shipped on the German barque *G. F. Handel*, which was burned at sea and sank off the Falkland Islands. The statue was insured and a replica was purchased and erected in Honolulu.

In the meantime a seafaring adventurer, Captain Jarvis, wandering ashore at Port Stanley, in the Falklands, was amazed to see a Polynesian statue, and soon identified it as a Sandwich Island king. As a gamble, he purchased it from the Falkland Islanders and brought Kamehameha—the original statue—to Hawaii, where he sold it for a slight profit.

It still stands at Kohala, which is an interesting off-the-beaten-track section (the northern tip) of the Big Island.

MRS. BAYNES, widow of Captain H. C. A. Baynes, R.N., who hoisted the British flag in Rarotonga when the Cook Islands were annexed to New Zealand in June, 1901, passed through Sydney recently from New Zealand on her way back to England. Because of the distinguished services of her husband, also those of her father, Admiral Sir Joseph Nias, K.C.B., the King has permitted Mrs. Baynes to reside in an apartment in Hampton Court Palace—an honour accorded to only a few.

Mrs. Baynes was in Sydney with her husband in 1901, when he received sealed orders to depart for the Pacific in H.M.S. *Mildura*. At that time it was considered that the French had designs upon Rarotonga which had been under British protection since 1880. Following a visit in 1900 by the New Zealand Premier, Mr.

Seddon, it was decided, in consultation with the Imperial authorities, to make the Cook Islands a dependency of New Zealand. For some years a section of foreign residents on Rarotonga had clamoured for annexation.

Mrs. Baynes had still another link with the Pacific. Captain Nias, her father, was in command of H.M.S. *Herald*, the vessel on which Captain William Hobson, R.N., left Sydney early in 1840 to proclaim British sovereignty at the Bay of Islands, N.Z. Unfortunately, their personal relations were marred by several unfortunate incidents. It does seem extraordinary that the daughter of a man who witnessed the signing of the Treaty of Waitangi should still be living. The explanation is that Nias married a woman 35 years his junior when he was more than 60 years old himself.—E.R.

FIJIAN CHIEFLY FAMILIES UNITED

From Our Own Correspondent

SUVA, Mar. 1.

A WEDDING of great interest to the Fijian people was quietly celebrated at the Jubilee Methodist Church on February 18, when Ratu Edward Tuivanua-vou Cakobau was married to Adi Vase-mace Tuiburelevu. The native minister Rev. Aminisitala Tora performed the ceremony.

The bride and bridegroom both are members of chiefly families of Bau. After the wedding there were the usual native presentations associated with marriage from members of both clans.

Ratu Edward leaves this month for England where he will be one of the representatives of the Fiji Defence Force at the Coronation.

Mr. J. Burston, of Messrs. Burns, Philp & Co. Ltd., arrived in Sydney from Rabaul, New Guinea, by the *Malaita* in February.



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ABOUT ISLANDS PEOPLE

Mr. M. Laborde, editor of *La Franco-Australe* at Noumea, arrived in Sydney from New Caledonia by the *Pierre Loti* on February 8.

Mr. A. McKenzie, education officer in Rarotonga, Cook Islands, has been appointed to the position of Director of Education in Western Samoa, in succession to Mr. D. A. J. Rutherford.

Mr. Charles Lumley, a well-known pearl-buyer, of the Trobriand Islands, Eastern Papua, has been seriously ill for some time.

Mr. R. D. Blandy, Assistant British Resident Commissioner in the New Hebrides, arrived in Sydney in February by the *Pierre Loti* on his way to England on seven months' leave.

Mr. C. B. B. Hill, planter of Labasa, Fiji, who arrived in Sydney recently on short furlough by the *Fiona*, returned to Suva by the February Aorangi. It was his first visit to Sydney in 34 years.

Patrol Officer C. J. Adamson, who accompanied Mr. Ivan Champion on his recent long and difficult trek through the interior of Western Papua, left Port Moresby in March by the *Van Rees* for the East and England. He has been granted three months' special leave and this, added to his furlough already due, will enable him to make an extended visit to his home country in Devonshire, England.

Mr. and Mrs. D. R. McDonald, formerly of Suva, Fiji, sailed from Brisbane for Tulagi, B.S.I., by the *Malaita* on March 6. Having been Deputy Registrar of the Fiji Supreme Court for some years, Mr. McDonald has now been transferred to the Solomon Islands to be Chief Magistrate and Legal Adviser.

Mr. James Norman Hall, the American author now resident in Tahiti, who has won fame with the "Bounty" trilogy written in collaboration with Mr. Charles B. Nordhoff, returned to Papeete at the end of February by the *Hauraki*, after a visit to the United States and Canada. He was accompanied by his wife and two children.

Captain J. F. Thompson, master of the *Burns*, Philp inter-island steamer *Maiwara*, arrived in Sydney from Rabaul, New Guinea, on long leave by the *March Macdhui*. He was accompanied by his wife and small son Grant.

Mr. W. E. Hancock, Fiji manager of the Union Steam Ship Co., sailed from Suva early in March for America on furlough. Until he returns at the end of May, Mr. Hancock is being relieved by Mr. D. A. Butler, manager of the Union Co.'s office at Apia, Western Samoa.

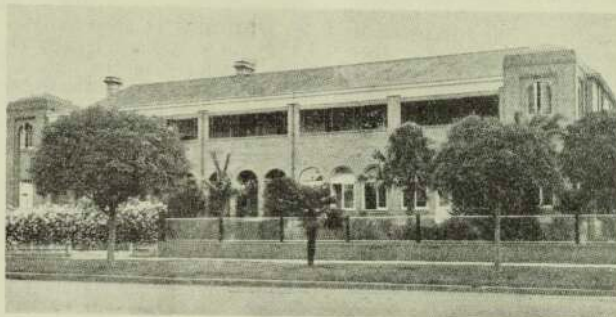
Monsieur Doley, councillor to the Court of Appeal in the French colony of Reunion, has been appointed judge of the Mixed Tribunal of the Condominium of the New Hebrides. He is replacing M. Janvier, who has been seconded to the Magisterial Service in French Indo-China.

Mrs. E. H. Chester, wife of the assistant manager at Lolorua Plantation, Kairuku District, Papua, died suddenly at her home on February 2. She had been in the Territory for a number of years, having arrived as a young girl with her parents, the late well-known Mr. H. H. Harbord and Mrs. Harbord.

Mrs. V. B. Pennefather, of Tokua Plantation, Kokopo, New Guinea, sailed from Sydney for Rabaul by the *Neptuna* on February 24. She was accompanied by her mother, Mrs. J. W. Lamb, of Cessnock, N.S.W.

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ABOUT ISLANDS PEOPLE

Mr. Ellis H. Davies, chief engineer of Chas. Ruwolt Pty. Ltd., Melbourne, departed from Sydney for Fiji by the Monterey early in March. He will spend a week or so on the Tavua goldfield inspecting the installation of machinery and plant at the Emperor and Loloma mines, to which he is consulting engineer.

Rev. A. S. Jones, who has charge of the Methodist Mission's Kabakada Circuit in New Britain, married Miss Hazel Carr in Sydney on March 6. With his bride, he returned to Rabaul by the Macdhui on March 17.

Monsieur Sautot, who has been Acting Governor of French Oceania for some time, departed from Papeete en route to Vila by the Ville de Verdun on March 18 to take the post of French Resident Commissioner in the New Hebrides.

Captain F. C. Rennels, of the New Guinea Mission's schooner Maclaren King, reached Sydney from Samarai, Papua, by the Macdhui in the middle of March. His wife and child arrived by the same vessel.

Rev. Father Boch, a Marist missionary who has been working at Kieta, Bougainville, New Guinea, for many years, arrived in Australia by the Van Rees during February.

Miss Ivy Laphorne, of Cheltenham, Victoria, sailed from Sydney by the Monterey on March 5 for Suva, Fiji. Formerly a missionary teacher, she has rejoined the staff of the Methodist Mission.

Mr. J. Pollard, who has been prospecting for gold during recent months in the new area near Wewak, North-east New Guinea, arrived in Sydney by the Macdhui on March 11. He said that there are now more than 200 men opening up the new goldfield.

Miss Norma Winterbottom, who recently completed a course of nursing at the Australian Board of Mission's training hostel for women at Epping, N.S.W., departed from Sydney on March 6 by the Malaita for the Solomon Islands. She will be attached to the Melanesian Mission's hospital staff at Fauabu, on the island of Malaita.

Dr. C. M. Dawson, who is the only private medical practitioner in Samoa, probably will be appointed eye specialist and consulting surgeon at the Apia Government Hospital. Dr. Dawson enjoys the confidence of the European and native population and is a popular and successful surgeon, of great experience.

Miss I. Emert, of Chatswood, N.S.W., sailed from Sydney by the February Aorangi to take up duties as a voluntary teacher at the Methodist Mission's Ballantine Memorial School for Girls at Suva, Fiji.

Mr. Norman Draper, formerly mine accountant of Cuthbert's Misima Goldmine Ltd. at Misima Island, Eastern Papua, has been appointed local secretary of the company.

Mr. G. A. Loudon, president of the Planters' Association of Papua, arrived in Sydney from the territory by the Van Rees on February 23, to make representations to the Federal Government on behalf of Papuan rubber-growers.

Mr. Frederick E. Johnson, Treasurer and Collector of Customs in the British Solomon Islands, left Sydney for Tulagi after furlough by the Malaita on March 6.

Mr. A. C. Hancock sailed from Sydney for Lord Howe Island by the Morinda on March 4. He is secretary of the Gower Wilson Memorial Committee and will (CONTINUED ON NEXT PAGE)

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from Sydney to the island in the launch Viking.

Mr. W. J. Craig, Inspector for Messrs. Burns, Philp & Co. Ltd., departed from Sydney by the Malaita on March 6 on a three months' visit of inspection to the Solomon Islands.

Madame Chatenay, accompanied by her daughter and son, reached Sydney by the Pierre Loti from New Caledonia in February to spend three months' holiday before returning to their home at Noumea.

Dr. Allan Rutter has been designated by the New Zealand Methodist Church as the Mission's new doctor in the Solomon Islands field.

Mr. W. H. Carpenter, Islands manager for W. R. Carpenter & Co. Ltd., arrived in Sydney by the Chanote on March 3, after a business visit to Thursday Island.

Mr. Walter F. Smith, of Bulolo Gold Dredging Ltd., New Guinea, sailed from Salamaua by the Neptuna early in March for China. He will then go on to America to spend furlough in California.

Mr. H. W. Hardy, Registrar of the Central Court at Port Moresby, Papua, is at present spending nine months' leave in Australia.

Rev. Wallace Deane, M.A., B.D., was elected president of the New South Wales Methodist Conference held in Sydney in February. He is well known in Islands mission circles, having served in Fiji from 1907 until 1916, during three years of which he was principal of the Teachers' Training College at Davuilevu. In collaboration with Rev. J. W. Burton (General Secretary of the Methodist Mission), Mr. Deane recently published the book, "A Hundred Years in Fiji." Other Pacific books written by him include "Fijian Society" and "The Strange Adventures of a Whale's Tooth." Mr. Deane edited the autobiography of the late Rev. Benjamin Danks, published in 1933 under the title of "In Wild New Britain." Mrs. Deane is the daughter of the late Mr. Danks, who served in primitive New Britain for the Methodist Mission from 1878 until 1886.

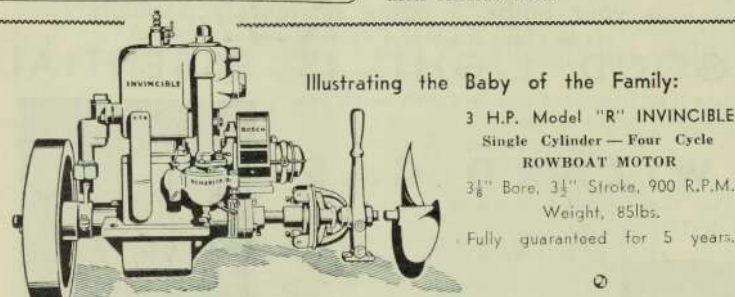
Archdeacon and Mrs. R. de Voil, of the Melanesian Mission, departed from Rabaul, New Guinea, at the end of February on their way to England to spend eight months' vacation. Rev. James Burge is acting as Anglican minister at St. George's Church, Rabaul, during their absence.

Mr. Walter ("Pat") Blane Burston, who for several years was a well-known and popular resident of Rabaul, New Guinea, where he was a clerk with Messrs. W. R. Carpenter & Co. Ltd., died in Sydney in February, at the age of 33.

Mr. J. C. Barley, Resident Commissioner of the Gilbert and Ellice Islands Colony, arrived in Suva from the Gilberts by H.M.S. Leith in February. He had been summoned to Fiji by the High Commissioner for the Western Pacific (Sir Arthur Richards) to confer with Mr. A. Gaye, of the British Board of Phosphate Commissioners.

Mr. David Riley, a well-known half-caste resident of Levuka, died on February 2 at the age of 77. Mr. Riley was an agriculturist, and for many years conducted a plantation on Naigani Island.

Mr. Ernest Whitehouse, Senior Medical Assistant in the service of the Papuan Administration, who recently was stationed at Misima Island, is now on long leave in Australia with his wife and daughter. After a visit to South Australia, they were spending holidays in Melbourne in mid-March. Mr. Whitehouse was formerly in the Trobriand Islands for 10 years in a magisterial capacity. Mrs. Whitehouse was at one time a missionary sister in the service of the Methodist Church in Papua.



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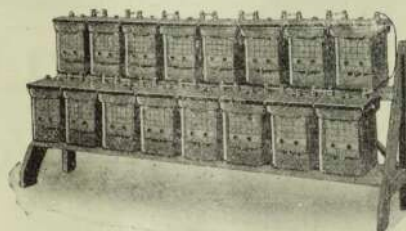
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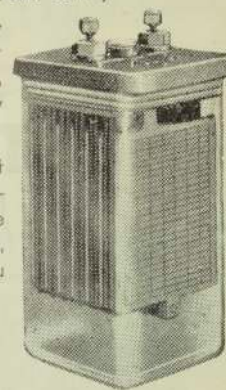


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Menace of Whale Oil

Antarctic Whales Soon Will Be Wiped Out

THE significance of what is happening in the Antarctic should not be lost sight of in the tropical Pacific.

The chief factor in bringing copra prices tumbling down by £3 or £4 per ton recently was a well founded report that Japanese and German whaling expeditions had secured huge quantities of whale oil in the Antarctic; and the buyers of copra used this information effectively against sellers, for a few days.

British and Norwegian whalers made an agreement, last year, to try to restrict killing and save the Antarctic whales; but the Japanese have not accepted any such consideration, and their expeditions are now very active in the south. Germany also is planning a big expansion of her whale oil production next season and it was reported during the month that she is trying to buy two British steamers for conversion into floating oil factories.

This thing definitely threatens the stability of the copra market; but it will not last very long. It was reported from Melbourne in February that Captain J. K. Davis, Commonwealth Director of Navigation, who has been a member of many expeditions to Antarctica, predicted the almost complete extinction of whales in the Antarctic within a few years, because of unrestricted killing by Japanese fleets.

Captain Davis was commenting on a message from Japan, stating that a Japanese whaling firm had placed an order for a whaling factory ship of 21,000 tons, and a fleet of chasers to supplement the large squadron of Japanese whalers now operating in the Southern Ocean.

"To preserve the whaling grounds of the world 28 British and Norwegian whaling companies formed an agreement to protect the industry through the regulation of catches and of seasons," said Captain Davis. "The Japanese and German companies disregard this agreement, and operate when and how they please. At present, a large fleet of Japanese craft is operating in the Southern Ocean, and there is little doubt that whales in Antarctic waters will be almost extinct within a few years. The whaling industry is doomed already. The northern grounds have been fished out because of this unrestricted killing, and the southern grounds will soon follow.

"Any suggestion that Australia should enter now into the Antarctic whaling industry is ridiculous," Captain Davis continued. "If Australia had realised the potentialities 15 years ago, it would have been wise to do so then. Now it is too late."

Mr. J. K. Twycross, manager at Rabaul for Amalgamated Wireless (A'sia) Ltd., departed from Sydney for New Britain by the Nankin in mid-February. He was accompanied by his wife and children.

Rev. C. W. Whonsbon-Aston, formerly of Levuka, Fiji, who is now an Anglican missionary in Eastern Papua, arrived in Sydney by the Macdhuil on March 11.

**"PIERRE LOTI" HELD UP BY STRIKE
AT NOUMEA**

THE Messageries Maritimes Company's steamer *Pierre Loti* was held up at Noumea, New Caledonia, at the end of February by a shipping strike which lasted six days.

The strike was a protest against the position of 22 New Caledonian sailors, which was inferior to that of the French sailors of the same ship despite the fact that all members of the crew were under the jurisdiction of the same marine board in France. The French seamen on board the *Pierre Loti* struck in support of the New Caledonians.

On February 25 an agreement was reached in Paris between the M.M. Company and the Marseilles Sailors' Syndicate which declared that the sailors on the *Pierre Loti* had only the right to a local contract. The vessel sailed for Sydney the following night, omitting her voyage to the New Hebrides.

TYPHOID IN SAMOA

From Our Own Correspondent
APIA, Feb. 19.

A NUMBER of cases of typhoid fever are at present under treatment at the Apia Government Hospital. All these cases come from the locality of Vailima and Papauta.

In this connection an urgent request has been submitted to the Administration to install immediately a proper filter system in the Apia water supply, in order to safeguard public health. The request is supported by the United Progressive Party and the European elected members of the Legislative Council.

Mr. A. E. Howard, District Commissioner of Taveuni, Fiji, has been transferred to Lautoka.

Fiji's Sound Trade Position

Turnover Increased By Half Million

From Our Own Correspondent.

SUVA, Feb. 16.

AN extremely sound position is disclosed by the trade figures of Fiji for 1936, recently published in the *Royal Gazette*. The trade of the Colony for 1936 exceeded that of 1935 by £559,598.

Increases were accounted for principally by rises in the exports of copra, bananas, sugar, and molasses. An increase of £77,675 in the value of gold exported helped materially to improve the trade position. Incidentally, the rise in gold production serves to show the steady progress that has been made by the main operating concern on the Tavua goldfield—namely, Emperor Goldmining Co. Ltd.

The principal trade figures were as follows:—

TOTAL TRADE		1935	1936
		£	£
Imports	1,257,287	1,501,854	
Exports	1,820,396	2,135,427	
	3,077,683	3,637,281	
IMPORTS		1935	1936
		£	£
Value	1,257,287	1,501,854	
Duty	357,215	418,757	
Wharfage	10,317	12,684	
Tonnage duty	2,963	3,207	
EXPORTS		1935	1936
		£	£
Exports for 1936 (with 1935 figures shown in parentheses), were:—			
Sugar: 140,864 tons (135,698 tons): £1,331,701 (£1,314,128).			
Copra: 34,582 tons (27,296 tons): £406,393 (£230,263).			
Bananas: 19,849 bunches (16,137 bunches): 150,147 cases (143,495 cases): £84,548 (£66,863).			
Molasses: 22,576 tons (16,545 tons): £22,576 (£16,545).			
Gold: 17,107oz. (6,923oz.): £131,684 (£54,009).			
Trochus shell: 185 tons (298 tons): £14,305 (£20,226).			
Other articles: £144,220 (£118,362).			
Total: £2,135,427 (£1,820,396).			

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JAPANESE IN NEW CALEDONIA

A SYDNEY resident who recently visited New Caledonia says that the manner in which the Japanese are taking possession of the retail trades there is alarming. Japanese goods are pouring into the French colony, and Japanese retailers are growing in numbers and are taking an ever-increasing proportion of the distributing business from the Europeans.

Some time ago, the French captured three Japanese sampans who were poaching shell, and brought them to Noumea. They are still in Noumea, and so are their crews, and as neither the French nor Japanese Governments will accept responsibility for the repatriation of the latter, it appears as if the Japanese crews are to be added to the Japanese community in New Caledonia.

Radio listeners in the Solomon Islands report good daylight reception from formerly inadequate sets since the new service from Station 4QN, Queensland, has been available.

Privations on Schooner

Lost in Pacific for 65 Days

DETAILS of the terrible privations experienced by 27 men, women, and children aboard a trading schooner which was lost in the Pacific for more than two months, reached Melbourne recently through the British Phosphate Commissioners' station at Nauru.

The *Regina*, a Japanese fore-and-aft schooner of 75 tons, left Kwajalong Island with passengers and cargo bound for Wotho Atoll, 100 miles distant. The journey should have taken little more than 12 hours, as a large portion of it could have been accomplished within sight of land.

The captain, however, lost his bearings, and for weeks the schooner drifted helplessly, out of sight of land. The cargo consisted of rice, and while passengers and crew used this for food, the water supply became short. All hands were in danger of death by thirst, when water was caught in the sails during a rain squall. After that, men, women, and children existed for days on scanty rations.

After drifting for more than six weeks the *Regina* was caught in a typhoon, and under storm canvas she was blown miles out of her course.

After she had been at sea for 65 days the craft drifted past Nauru, an island in the Gilbert Group. A boat was sent out to investigate and on boarding the schooner the crew found 27 persons lying on the deck exhausted or unconscious.

The *Regina* was towed to moorings at Nauru, and thanks to the care of the staff of the British Phosphate Commissioners, all survived.

MURDER IN FIJI

Woman Killed With Axe Blow

From Our Own Correspondent.

SUVA, Feb. 16.
MRS RENIE BRERETON, the 48-years-old wife of Mr. James Brereton, aged 84, of Tivi Island, near Labasa, was murdered late in January. Her head was split open by a blow from an axe.

Mrs. Brereton, who was of Indian extraction, lived alone on the island with her husband. When Mr. Brereton returned to the house on January 27, he found that his wife was missing. After a search he discovered her body, and set out immediately for Labasa for assistance. On his return, Mr. Brereton found that the house had been ransacked and a sum of money stolen.

The police took the matter in hand, and an 18-years-old Indian named Ramasamy has since been arrested and charged with the crime.

Mr. H. J. Topal, who has been doing medical patrol duties in New Guinea, arrived in Sydney on leave by the *Montoro* in mid-February. He was accompanied by his seven-years-old son David, who now will attend school in Australia.

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"St. George" Assorted Meats, 7-oz. (6 doz.)	9/9 doz., 52/6 case
"Red Feather" Camp Pie, 12-oz. tin	6½d. tin, 6/3 doz.
"St. George" Vegetable Salad, 1-lb. tin	1/1 tin, 12/6 doz.
"IXL" Green Peas and Potatoes, 30-oz. tin	1/1½ tin, 13/- doz.
Canadian Pilchards, 5-oz. tin	4d. tin, 3/6 doz.
Local Dutch Cheese, 3-lb. ball	1/1 lb.
"Rosa" Pears in Syrup, 30-oz. tin	10d. tin, 9/6 doz.
"Rosa" Peaches in Syrup, 30-oz. tin	9½d. tin, 9/3 doz.
"Selmore" Pineapple Cubes, 30-oz. tin	1/1 tin, 12/6 doz.
Pressed Turkish Figs, loose	1/2 lb., 12/- doz.
New Season's Khadrawi Dates, loose	4d. lb., 3/9 doz.
"Rosa" Pure Ground Coffee, 1-lb. tin	2/4 tin, 26/6 doz.
"Yoga" Tea, Choice Ceylon Blend, 1-lb.	1/11 pkt., 2/3 tin
"Kia-ora" Lemon Cordial, 25-oz. bot	1/4 bot., 15/6 doz.
Tooth's Pure Lemon Squash, 26-oz. bot	1/9½ bot., 20/6 doz.
Prince's Reserve Port, 26-oz. bot	3/9 bot., 43/6 doz.
Special Vintage Dry Sherry, 26-oz. bot	2/6 bot., 29/6 doz.
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TRIBAL MARKINGS OF DUTCH NEW GUINEA GIRL



Tribal marks on the back of a native girl, Dutch New Guinea. These terrible scars are produced by cutting the flesh with pointed bamboos, and then rubbing ashes into the wounds.

—Photo: W. H. Potts.

SUVA YACHT CLUB

Governor's Interest In Popular Fiji Sport

From Our Own Correspondent.

SUVA, Feb. 20.

IF the muster of boats at the official opening of the Suva Yacht Club's season at Nukulau Island on February 7 is any criterion, 1937 is going to be a boom year for this young and flourishing club.

Twenty-three yachts turned out for the opening, in addition to some 20 launches. While these figures may not seem large compared with clubs overseas, it has to be remembered that the club came into being only at the end of 1932. In little over four years the progress has been remarkable.

His Excellency the Governor, Sir Arthur Richards, is a keen yachtsman, and has accepted the office of club patron. Mr. W. E. Hancock, recently re-elected for a second term as commodore, is a tower of strength to the club, and has done much to bring it to its present strong financial position.

His Excellency was at Nukulau for the season's opening and, in declaring it open, expressed the hope that the club would soon possess its own club house—an object which the committee has had in hand for some time and is directing all its efforts toward. His Excellency's interest is expected to give the sport a big fillip this season.

Signs are already apparent that it will be a record year in every way. Seven new boats have taken the water, and five more are at present being built, so that the end of this year should see a fleet of some size on the harbour.

With innumerable small islands within easy and safe reach of Suva, Fiji is really a yachtsman's paradise, and there is no reason why the club should not become a very important one in future years.

STILL NO ADMINISTRATOR IN SAMOA

From Our Own Correspondent

APIA, Feb. 20.

WESTERN SAMOA is still without an Administrator, as the New Zealand Government, for reasons unknown, has not appointed a successor to General Hart, who relinquished the position in August 1935. The Acting Administrator, Mr. A. C. Turnbull, has departed for New Zealand, and Dr. P. J. Monaghan, C.M.O., is Acting Administrator *pro tem*.

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Here's To'ee

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Mr. R. W. Walshe, of Domara Plantation, Kauru, Papua, arrived in Sydney with his wife by the February Montoro.

Captain N. S. B. Kidson, Secretary to the Solomon Is. Administration, who recently has been Acting Resident Commissioner at Tulagi, arrived in Sydney by the Malaita on February 28. He was on his way to England on furlough.

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"INVERBANK'S" FIRE

From Our Own Correspondent

APIA, Feb. 20.

A RECORD auction sale of damaged merchandise, landed at Apia from the S.S. *Inverbank*, which caught fire in December last when on the way to Nukualofa (Tonga) was held here on February 5 and 6. The goods, mostly in fairly good condition, realised exceptionally high prices.

The *Inverbank* was reported to have got on fire a second time, after leaving Apia. She carried large cargoes of copra and cocoabeans, shipped from Apia.

Mr. P. Drayson, manager of Dylup Plantation, returned to Madang, New Guinea, by the February Montoro.

MOONLIGHT IN THE VALE OF WAU

Some Reflections By "Mowgli"

WE all have heard of the Edie Creek miner who entered Ushers', trailing behind him a tiger on a leash. He ordered a neat "metho," with a dash of nails; and, later, becoming maudlin, he began to weep. When asked the reason for his sorrow he replied that he had been refused the camaraderie of Edie Creek because of his effeminate nature.

The moral of the tale is that Edie Creek is a tough spot, where only the toughest survive.

There, and on the goldfields generally, any marked expression of sentiment is a violation of the miners' unwritten code, and a sign of weakness. Should an unthinking newcomer make the remark: "What a beautiful sunset!", the scornful reply (if any) would probably be "another bloody hot day tomorrow!"

It has been said that there is at least five per cent of good in the worst of us and, by the same argument, I maintain that there is at least five per cent of sentiment and appreciation of beauty in the hardest-boiled miner in Morobe, despite his grim exterior. But he would rather die than admit it.

If I am found out, I shall soon be breasting the bar at Ushers' with our effeminate friend. It seems that I have considerably more than my five per cent of sentiment, for I never look upon the Vale of Wau by moonlight, but I indulge myself in a fantasy of dreaming and reflection. Lady Moon spreads her unearthly radiance all around and, as though in appreciation, myriads of insects double the volume of their chirpings. The voice of Nature otherwise is muted; all is quiet and still; not even the rustle of a night breeze in the *kunai* grass.

Across the valley a few scattered lights are twinkling, and for a little while my thoughts dwell with those lonely people who have cut themselves off from conventional life. Below their camps, a line of fleecy cloud hangs motionless over the waters of the Bulolo River, running the full length of the valley. Faintly, I can hear the river's low lullaby. My eye follows the band of cloud, and loses it in the shadowy ridges towards the east, where nestle a number of native villages whose inhabitants live the same primitive existence as their forefathers in spite of the nearness of modern Europeans and their achievements.

Strains of music arise suddenly from Wau, to smother the sweeter voice of the river. The houses and buildings appear so close that I could throw a stone on to many of the roofs. The hotels, theatres, and dwellings are ablaze with light and, taken as a whole, look for all the world like brilliant gems resting on a black velvet ground. The music is from a gramophone, and the tune one of "Bing's" latest. Occasionally, like forked lightning, the arcs of the talkie-picture

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apparatus shine out dazzlingly, and an American voice will float upwards on the night air—"Is that so?", "You're tellin' me!"

I seek again the comfort of the hills and the moonlight, and my gaze rests on the other end of the line of cloud—above Koranga Creek—a name to conjure with on the Morobe goldfield. It was here the Big Six made history, and for a time I make a sentimental journey into the past and live for a few moments with Shark-eye and his comrades, the men who pioneered Morobe.

"What changes have taken place since those days," I think. Yet, looking towards the gap, with its lone pine silhouetted against the dusty blue of the sky, I suppose that the jungle below has probably not altered since Shark-eye looked upon it. And yet, by daylight, over this jungle, aeroplanes fly endlessly to and fro—a modern commercial highway over a primitive jungle.

Before retiring, I take a final look at the aerodrome. It is large and deserted, except for a few resting planes, ghost-like in their tarpaulin coverings. Perhaps, if I look long enough, I will see dark human shapes take life, running, gesticulating, and throwing spears. Can they be the shades of natives returning to what was once their happy hunting ground.

Meditations over, I am left with a sense of peace and contentment, for to me the beauty of a moonlight night in Wau more than compensates for the handicaps and sacrifices which life on the goldfields imposes.

SUVA TOWN BOARD MUST VOTE AS IT'S TOLD

From Our Own Correspondent.

THE position of official members of the Suva Town Board was made clear by the chairman (Dr. V. W. T. McGusty) at the last meeting. It is virtually that official members must vote as they are instructed, in the same manner as official members of the Legislative Council do.

The question arose when the chairman stated that the official side would be unable to accept a certain motion.

Mr. Alport Barker then asked if he were to understand from the chairman's remarks that official members were to vote as they were told. He had understood from the former Governor, Sir Murchison Fletcher, when the Board was formed that official members were to have a free voice.

Dr. McGusty replied that the position now was that official members had to vote as they were ordered unless a question was put to the open vote of the Board.

Peni V. B. Tuidraki, Native Medical Practitioner, who received his medical training at the Central Medical School, Fiji, sailed from Sydney for the New Hebrides by the Morinda in February.

A "MIRACLE" PLAY IN RAROTONGA

From Our Own Correspondent

RAROTONGA, Feb. 12.

ON February 3, the combined London Missionary Society's district organisations staged their annual *nuku* in the mission grounds at Ngatangia village.

A *nuku* may perhaps best be described as a bowdlerised version of the mediaeval "miracle" plays, and as such usually contains a number of unrehearsed effects which add, if not to the comfort of the actors, then certainly to the amusement of the audience. Fortunately, however, they do not, like the ancient plays, last eight days.

At Wednesday's presentation some half dozen scenes were enacted from Old Testament history, each village contributing one item, several of which being in the vernacular and highly pantomimic were rather difficult to follow.

At a *nuku* given a few years ago one of the actors was assigned the part of an angel who descended from heaven. For this purpose a length of wire had been secured to the top of a coconut tree and the actor, complete with traditional

feathers, took up a position aloft to await his cue. At an arranged signal those below slacked away on the line and the "angel" started earthward. To the delight of the spectators his descent grew faster and faster. Winded and dishevelled, the wretched "angel" croaked his message and was then jerked skywards again!

At last week's display, however, there were no highlights or fallen angels—at least not of the feathered variety.

Twenty-six Nauruan scouts, whose ages ranged from 13 to 17, returned to their homes from Melbourne at the beginning of March after a two months' visit to Australia. They attended the Corroboree which was part of the recent South Australian Centenary celebrations.

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Melanesian Missionary Lost At Sea

WHILE travelling between the Reef Islands and Utupua, Santa Cruz Group, Eastern Solomons, in a whale boat, fitted with a small engine and sail, Rev. George West, of the Melanesian Mission, was lost at sea on January 19.

Joining the Mission from his home town, Dunedin, New Zealand, in 1913, Mr. West was sent to the Solomon Islands as a carpenter. After 12 years of service he entered St. John's College, Auckland, to train for the priesthood. In 1925, he was ordained a deacon and became a

priest the following year. Taking as his station the Reef Group, he went to the Mission's loneliest outpost, and served there continuously until the time of his death.

The Sydney secretary of the Melanesian Mission (Major H. S. Robinson) stated that Mr. West had done exceedingly valuable work in the Solomon Islands, both in his capacity as a carpenter in the early days of his association with the Mission and as a devoted missionary among the people of the isolated Reef Islands.

"He was a particularly modest and unassuming type of man," said Mr. Robinson, "and few knew the real extent and worth of his labours in the Group."

Unconventional Scientist in New Hebrides

The Unpleasant Habits of The Big Nambus

DIGNIFIED and reverend seigneurs, travelling in the New Hebrides about 1935, were gravely upset by the spectacle of a young Englishman who moved about in the apparel and habits of a native. They said he was destroying "white prestige"; but they admitted they could not expect much better, because he was "an irresponsible scientific Johnny, liable to do anything."

The gentleman was Mr Tom Harrison, who went with the Oxford Expedition to the New Hebrides, in 1932-4, as a biologist, and then stayed on in Malekula, where he lived on terms of great friendship with the Big Nambus, a race of virile, warring, evil-smelling cannibals. He gained their confidence by living as they lived, eating the things they ate, sleeping under the same rather horrible conditions. However, he was only 21 in 1932, so we must not judge him too harshly.

Mr. Harrison has written a racy account of his adventures, *Savage Civilisation*, published recently in London. There appear to be no copies in Australia. The following are taken from a recent newspaper review:—

Cannibalism in Malekula follows a rule of ritual, not of hunger. After a battle, in which three or four foemen may be slain, it is the correct thing to eat some of the victims; and every member of the tribe must take a portion under compulsion. Mr Harrison was not granted an exemption by his friends the Big Nambus.

"The taste is like that of tender pork, rather sweet. Some men are noted flesh-lovers, and eat as much as a whole limb. I have known only one man who definitely hungered after human flesh; he had eaten more than 100 legs. In general a small helping is enough, for this is a very filling food. The inner part of the thigh and the head, are the greater delicacies."

The proper cuisine for this dainty fare is to bake it wrapped in leaves in a native oven for some hours.

Young Harrison roved alone and unarmed round northern Malekula, into which the authority of white Government scarcely penetrates. Sometimes he walked into a tribal war, but he escaped being baked in leaves, and on at least one occasion he was able to fix up what he calls "a damned-fool peace." He accomplished this protocol between tribes without the aid of *kava*, but he gives *kava* a high standard as a pacifist instrument.

"You don't get drunk on *kava*. But it speeds up your increasing slowness. Thoughts come cleanly. You feel friendly; not beer sentimental; never cross. The world gains no new colour or rose tint; it fits in its pieces, and is one easily understandable whole . . . You cannot hate, with *kava* in you. And so it is used in the making-up of quarrels and in peace-making. It would change the face of Geneva."

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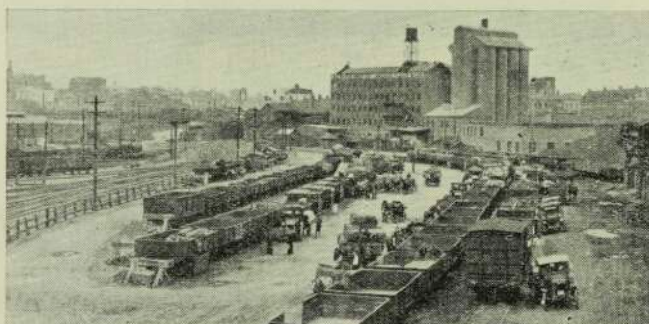
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Pacific Islands Monthly, March 23, 1937

Tom grew a year's beard on his chin, but became more remarkable for the shock of unshorn hair which fell round his shoulders. He was in this condition when he travelled on the inter-island steamer, and caused something of a sensation. This hirsute glory fascinated the Big Nambus women. Their head-dress, which they never remove, is made of purple-stained matting, with unplaited ends falling in a purple cascade of artificial hair down shoulders and back, as far as the waist.

"A sure wow for me was to jerk my head to and fro, sending hair to cover all my face and then clear it again. The women would go half crazy with interest until their jealous husbands got too jealous. There are bits of my hair, yanked suddenly out of my scalp, all over the plateau, maybe still being worn by some romantic maidens, next to their woolly, lousy heads."

This part of the book is crammed, of course, with close observations. The morals of Malekula are not those of Mosman. A page is written concerning the gross rites which initiate youths into manhood. At the culmination — "this night is the one for the women. Let go! They have the right to rape, or anything else, every man in that place. They do just that." Savage vices combine the pleasures of Solomon with those of A'ci-blades. Nesai, chieftain of Amok, has 40 wives and six ephebes.

PIONEER OF THE GILBERTS

From Our Own Correspondent

APIA, Feb. 16.

MANY residents of Western Samoa were grieved to learn of the death recently of Mr. G. M. Murdoch, of the Gilbert and Ellice Group, announced in the December *P.I.M.* He had many friends in this territory, his closest being Captain C. Doughty, Mr. Paul Hoeflich, Mr. H. N. Newton, and Mr. G. E. L. Westbrook. Mr. Murdoch was born at Dal-bettie, Scotland, in 1860.

Mr. Murdoch had resided in the Gilberts since the 80's, having been a trader and, later, a Government official. Thoroughly conversant with the language, he was a keen student of native folklore and history.

Mr. Hoeflich, of Apia, who had regularly corresponded with Mr. Murdoch during the past 25 years, was at one time in partnership with him in a trading venture in the Gilbert Group.

DOUBLE TRAGEDY IN FIJI

From Our Own Correspondent

SUVA, Feb. 8.

A DOUBLE tragedy occurred recently at Ra, on the northern side of Viti Levu.

Abel Ramchandra, 27, an Indian school master at Wairuku, and the wife of an Indian named Rupnarayan Maharaj, were found dead from gunshot wounds. The police state that Ramchandra was discovered dead in his bed and that the body of the woman was found near a well in the neighbourhood of Wairuku School.

FIJI'S GOVERNOR ON THE JOB

From Our Own Correspondent.

SUVA, Feb. 22.

HIS Excellency the Governor, Sir Arthur Richards, has not wasted any time in becoming acquainted with the main centres of the Colony. During the last few weeks, he has spent a strenuous time visiting centres on Viti Levu.

Accompanied by the Secretary for Indian Affairs (Dr. V. W. T. McGusty), and the Acting Secretary for Native Affairs (Mr. H. C. Monckton), His Excellency visited the Northern and Western Districts, covering Ba, Lautoka, Nadi, Sigatoka, and Nadarivatu. Nearer home, he

paid a visit along the new road to Navua, and has also officially called at Nausori and the Naduruloulou Government station.

At all points His Excellency has been welcomed by representative gatherings of Europeans, Fijians, and Indians, and on each occasion he has addressed the gathering.

It is presumed that only the fact that the Government yacht *Pioneer* is on the slip undergoing an extensive overhaul and survey prevents His Excellency visiting other islands of the Group.

Dr. A. H. B. Pearce, Director of Medical Services in Fiji, returned to Suva recently after a short health trip to New Zealand.

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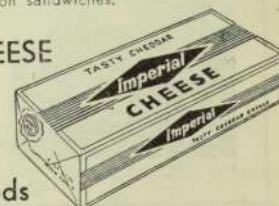
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B.S.I. COPRA SHIPMENTS DELAYED

From Our Own Correspondent

TULAGI, Feb. 14.
THE slight fall in the price of copra has not disheartened planters as it might have, as medium prices had come to be regarded almost as normal. The recent few weeks of almost soaring prices gave a decided lift to Solomon planters, as much mental as actual.

The pity of it is that quite a lot of copra could not be shipped when prices were high, owing to inclement weather. Much of it is still lying on the beach, depreciating in weight, and, if the present trend continues, depreciating in market price value every Monday morning.

An Inland Nation Is Training Sailors

From Our Own Correspondent

PAPEETE, Feb. 2.

THE Polish training ship *Dar Pomorza* arrived at Papeete from Honolulu early in January and departed on January 15 for Buenos Aires, via Cape Horn.

This vessel—a three-masted square rigged sailing ship—carries about 200 cadets who are being trained for the merchant service after the old manner of instruction in sail. Poland, like Finland, evidently believes that sailing vessels are not yet obsolete and that the way to make mariners is to train them in the old methods of navigation.



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DAD'S JOURNEY

NEVER growled and never fussed, but lived here calm an' still,
For 70 years I lived here on the hill in Wombatville.
"Don't live here like a snail," said Dave, "within yer small shell curled."
"I'll pay yer fare to Nauru Isle, an' let yer see the world."

An' so I got on board the ship an' whirled off like a breeze,
But all I see upon the trip was dirt and ropes n' grease;
Sea-water, rocks, an' sich-like things, sometimes a bird an' hill.
Sez I to Dave, "All these 'ere things I see in Wombatville."

We saw the Canterlever, that caused so much loud moot,
An' saw a mess er phosphate kinder tumbling from a shoot;
"If you spill some sugar from a spoon," sez I to Dave, sez I,
"Tis 'zactly the same principle," as Dave could not deny.

We walked along the Topside an' Dave said, "I call this grand."
"They're nought," sez I, "but great big hunks of rock an' dirt an' sand."
We then came to the harbour, an' it made Dave look perfound,
But I sez, "I don't see nothin' but some water dashing round."

We went to several villages—there's nothin' there to see,
But just er mess er houses an' some folks like you an' me;
An' last we see the wireless mast. Sez Dave, "How's this for high?"
Sez I, "It's jest like Wombatville—the same ol' thing," sez I.

—F.H.D.

FIJIAN BANDSMEN WIN TROPHIES

From Our Own Correspondent.

SUVA, Feb. 22.

TO encourage members of the Fijian Defence Force Band in efficiency a cup was presented last year by Mr David Riemenschneider, proprietor of the Hotel Metropole, for the best all-round bandsman.

The competition evoked great interest among the Fijians and was keen throughout. The winner was Bandsman Vilitate Vavaitamana, with 214 points, and the runner-up Corporal Jokatama Tuikaba, only one point behind.

Announcing the result, Major C. B. Joske, Acting Commandant of the Defence Force, announced he would give a special trophy to the bandsman who had the best attendance during the year. This was won by R. Saimone, who had attended on every one of the 140 occasions on which the band had practised or paraded.

Mr. Dutchie Low, son of Captain and Mrs. Low, of Suva, Fiji, married Miss Emily Barrett at the Sacred Heart Cathedral, Suva, in February. They sailed later by the Tui Cakau on a honeymoon trip to the Lau Group.

Mr. A. A. Ragg, Assistant Director of Public Works in Fiji, arrived in Sydney from Suva by the Esperance Bay in the middle of February en route to England on leave.

JAPANESE EYES ON DUTCH NEW GUINEA

Leasing Plan Not Well Received In Holland

THE following newspaper despatches tell their own story.

The following, from Tokio, was published in Sydney on March 1:—

"It was suggested in Parliament that Japan should conclude a non-aggression pact with Holland.

"It was also suggested that Japan should approach Holland for permission to lease Dutch New Guinea.

"The Premier (General Hayashi) replied that the matter would be studied, adding that Japan had no territorial ambitions in the Dutch East Indies."

The following was published in Sydney on March 3:—

The correspondent of *The Times* at The Hague states: "If the fox preaches religion the farmer should protect his geese," is a Dutch proverb summarising the attitude of the local newspapers towards the Japanese suggestion that Japan should lease Dutch New Guinea for settlement. The suggestion has aroused indignation throughout the country.

"Newspapers angrily declare that the discussion of the lease of Dutch territory is out of the question. 'Moreover,' it is added, 'the Japanese are untrustworthy, and will use every method, even the most secret and crooked, in the pursuit of their aims.'

"The *Telegraph* declares that Dutch New Guinea is of no commercial value to the Japanese, and that the only Japanese settlement there is a failure.

"The newspapers are unanimous that the only value Dutch New Guinea has for Japan is military. Its peaceful penetration would eventually create a situation intolerable to Britain and the United States, the newspapers declare."

According to a message from The Hague, received in London on March 2, it is authoritatively stated that a pact between the Netherlands and Japan is not in line with Dutch policy, and that the granting of land concessions in Dutch New Guinea will only be considered individually and not collectively.

MINISTER'S VISIT TO BATAVIA

THE following was despatched from Tokio on March 2:—

The *Asahi* says: "The proposals to lease Dutch New Guinea and to achieve the colonisation and economic penetration of the Dutch East Indies await the return of the Mr. Kuwashima, the new Japanese Minister to Holland, who is now going to Batavia to discuss the situation with Government officers; and, it is reported, to allay fears of Japanese aggression."

DUTCH NEW GUINEA AS IT IS TO-DAY

THE following article was written for the "Pacific Islands Monthly," in January last, by Mr. William H. Potts, a young Englishman, who left Sydney late last year with the American, Dwight Long, in the ketch "Idle Hour". They parted company in Papua, and Mr. Potts subsequently wandered through the Trobriands, New Guinea and Dutch New Guinea.

IN modern times, when wireless has almost annihilated distance, there still remains a land which is a closed book to much of the outside world — Dutch New Guinea.

It is not on account of its size, however, that it has been overlooked, for it has an area of 120,000 square miles and more; but it has provided its own barriers to man's invasion, with its un-

compromising landscape of impenetrable jungle and snow-capped mountains.

It is now more than 80 years since Dutch authority was established, when negotiations were finally completed with the Sultan of Ternate for the transfer of his suzerainty of north and west New Guinea to the Netherlands flag. He still has certain rights and powers, but his actions are subject to the approval of

the Government. A similar position exists in respect of the Sultan of Tidore, whose suzerainty extends over the south-

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ern part. At the moment the latter is in his minority and a Regency is in control.

The early history of the country was clouded with the unhappy activities of slave raiding by the Sultans, but this, of course, was abolished when the Dutch East Indies Government took control. In spite of the long period of their administration, there is a negligible amount of commercial development, and during the last three or four years only has there been any real stimulus, and that mostly by foreign companies.

It is quite understandable, however, with the infinitely rich and productive Indies fully occupying their attention, that the Dutch have given New

Guinea scant consideration. Only now, after political pressure has been brought to bear on them to do something with it, are they giving some encouragement to its development and serious attempts are being made to discover gold and oil, whilst concessions have been given to a Japanese company to grow cotton.

The natives have been brought under control only in the coastal districts, with one or two exceptions, and cannibalism and headhunting are still rife in the interior. At the present time there is a small Government expedition in the country behind Port Humboldt (or Hollandia, as it is now called) which lies at the eastern extremity of the north coast, near the border of the Mandated Territory. One white man, a German of long experience in the territory, is in charge, and the purpose is to settle and bring under control the wild natives in those parts.

His method provides an interesting contrast with that of the Papuan Government, who usually send into unexplored territory one magistrate, accom-

panied by a patrol officer, a few native armed constables and 30 or 40 carriers. They make a journey lasting three months or more, travelling as best they can, track or no track, making friends where possible with the natives and returning to civilisation with ample information but no decisive control established.

By comparison, the Dutch method is slow, but there is a more permanent result. As progress is made from village

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THE PERFECT SCHOOL LUNCH

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Mr. W. H. Potts, at the border-stone between British and Dutch New Guinea.

to village, a good track is cut and made, whilst messengers are sent on to the districts ahead to inform the natives that a white man will be arriving in a few days. Thus the element of surprise is prevented and fighting avoided.

The geographical aspect has not been ignored and, since 1910, several large and well equipped expeditions have visited the interior. Maps are available which show very few of those blank spaces marked "Unexplored," a familiar feature of the those of the neighbouring British territories. One of the more extensive journeys cost the Government a quarter of a million pounds, and at the moment of writing (Dec., 1936) news has just been received that Mr. Colijn, the son of the Netherlands Prime Minister, is returning from a successful ascent of Carstenz Summit, one of the highest peaks in Dutch New Guinea, whose cap

of eternal snow rises more than 16,000 feet above sea level.

Armed protection is afforded in the Dutch territory by soldiers drawn from many parts of the Indies. They are well trained at Batavia and equipped with sabres and modern magazine carbines. A.I. Government officials are accompanied by them on their patrolling duties and, altogether, they number about 800 in New Guinea.

District government is exercised by Controleurs who have magisterial powers over Europeans and natives alike. At intervals they patrol the areas in their charge and some of the more arduous duties, such as native tax collecting, etc., are deputed to assistants from Amboina and Ternate. The Controleurs are responsible to the Assistant Resident at Manokwari, who in his turn is subject to the Resident at Amboina, which is the administrative centre for the Moluccas and New Guinea.

THERE are less than 10 settlements in all Dutch New Guinea, and one usually finds about half a dozen Europeans, some natives of the Indies, Chinese stores, and a few soldiers. There is a monthly service of steamers, but there are no hotels or banks. The occasional traveller may find accommodation at the *pasangraham*, which is a superior rest house.

One of the most difficult problems awaiting the settler is that of native labour, far more difficult indeed than in the two British territories, where more has been done to assist him, whilst giving the native fair terms. There are two classes of labourers, the free and the indentured. As the name implies, the former may terminate his employment when ever he wishes; there is no contract. The latter, however, appears before the district Controleur and agrees to work for a specific time, up to three years, at a fixed rate of pay. If he deserts, he may be imprisoned for a short time, and returned to his employer.

Both kinds are housed and fed, and these regulations are applied, broadly speaking, in all three territories of New Guinea, with the added and formidable difficulty that under the Dutch Government, indentured labourers to be employed in the northern part must originate from the southern one and *vice versa*.

Transport costs are so high that this is impossible in practice, and to-day only free labour is used, which itself is far from satisfactory as the natives invariably wish to return home within six months, leaving the employer to find new workers and pay more travelling expenses.

Another difficulty is created by the regulation forbidding professional recruiting, thus compelling the employer, or one of his employees, to find his own labourers, whereas in the British side a recruiter will bring them to him at a fee varying from £5 to £12 per head, according to district. Recently several hundred coolies were brought from the Indies to Dutch New Guinea in connection with



Dutch New Guinea women wearing skirts made from a large leaf, which is first prepared by baking and rubbing.

oil prospecting work, but again, the expense of this method of obtaining labour would be prohibitive to the average employer.

ONE hears much to-day of the activities of the Japanese in the Western Pacific, and New Guinea has not escaped their attention. Prevented from settling in Papua and the Mandated Territory, they have been successful in obtaining concessions from the Dutch, though not on the scale they had wished.

Nanyio Kohatsu Kaisha is the operating company, with a capital of 20,000,000 yen, and during the last three years they have cleared an area of 700 acres

of jungle at Nabire, in Geelvink Bay, on the north coast, and experimented with cotton growing. Every variety has been tried and American cotton has proved the most satisfactory. But up to the present more attention has been given to experiment than actual production for export; a very necessary course,

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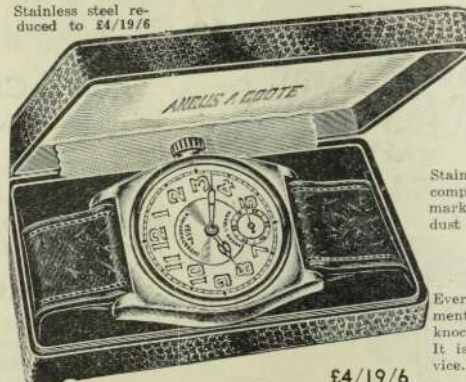
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as the available data on cotton production in New Guinea is negligible.

Further clearing is in progress and they hope to have about 1,400 acres in production during the next few months. The colossal task of converting New Guinea forest to open agricultural land has called for an army of native labourers, numbering 1,200 at times and mostly from Blak Island. There are 17 Japanese in residence, some with wives and families.

They have another concession at Momi, within a few hours' steamer run of Nabire, where they have cut a rough track, 25 miles long, which leads into the mountains. There they have built houses for the native labourers who collect dammar and bring it to the coast, whence it is shipped to Japan. A few acres of kapok are cultivated, in addition, on a small coastal clearing.

There are no individual Japanese settlers in Dutch New Guinea.

The spiritual welfare of the natives has not been neglected and there is a mission

school in every settled village, with a teacher from the Indies, who imparts elementary education in addition to religious instruction. A small subsidy is granted by the Government.

Dutch Protestant missions operate in the northern half of the territory, and Catholic ones in the southern division. Unlike those in the British territories, they do not engage in any form of trade.

THE natives themselves have learned to grow more produce than their neighbours in the British part. Copra, cotton, and inferior tobacco are found in many districts along the north coast. On the island of Japen, in Geelvink Bay, they collect dammar and cut teak, and on arrival of the steamer it is a quite remarkable event to see the heavy trunks of timber dragged by an excited crowd



Starting life again in Dutch New Guinea—the home of a colonist at Manokwari.

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of natives from the beach on to huge rafts, which are then slowly paddled to the boat. A large quantity of these native productions are purchased by Chinese merchants, who travel on the steamer for that purpose.

The incentive to this activity on the part of the natives may be looked for in the imposition of an annual tax of three guilders and thirty-six cents, which is equivalent to about ten Australian shillings at the present rate of exchange. It is payable by all male natives in controlled areas, except those who are infirm or too young to work.

SOME years have passed since the large trade in the export of bird of paradise plumes was stopped by the Government. Another great development is afoot, namely, oil production. It is too early yet to say what the future may hold in that respect, but very large concessions have been granted to Nederlandsche Nieuw Guinea Petroleum Maatschappij, an offspring of the Shell and Standard Oil Companies. Large bases have been established in the McClure Gulf, at Babo, and at the western extremity, near Sorong.

Most of the area involved lies in the flat country, and aeroplanes have been used, from which a complete photographic survey has been made during the last few months and the most promising ground will now be prospected in the usual manner. Already a quarter of a million pounds has been expended in what is probably the most difficult country in the world for any kind of prospecting.

IT will be recalled that only during the last 15 years an immensely rich deposit of gold has been discovered in the Mandated Territory of New Guinea, and many hold the opinion that a large quantity may be found on the Dutch side.

The opportunities which arose in the former country for the individual prospector will not be available in Dutch New Guinea, however, as all the ground likely to bear gold has been leased to one company, Nederlandsche Nieuw Goud Maats, which is sponsored by the Oroville and Billiton Companies and the firm of Erdman and Sielken. Prospecting is in progress but, so far, without substantial result.

OF less ambitious character financially, but none the less interesting, are the Communist camp at Tanahmerah, 250 miles up the Digoel River, on the south coast; and the colonisation of a number of unemployed men from the Indies on land at Manokwari and Sabron.

The Tanahmerah camp was established by the Government some years ago, and about 1,200 malcontents from the Indies were taken there, housed and given all the necessary agricultural implements and land to enable them to realise that earthly paradise about which they had talked so much. The only stipulation was that they should remain there and a garrison of soldiers was sent to ensure that they did so. Like other similar attempts, however, it has failed and the

Communists are not even self-supporting. The Government is obliged to send a boat-load of food at regular intervals. Occasionally one or two escape, but they are usually devoured by the cannibals who roam between the Digoel and Fly Rivers.

THE scheme of unemployed colonisation is of more particular interest as it represents the attempt of a Government, harassed by its supporters, to deal with the problem of unemployment.

Drawn from the ranks of unemployed native and half-caste clerks, shop assistants, etc., from Java and Sumatra, the

first detachment of colonisers, many with wives and children, sailed for New Guinea in 1928 and an association was formed, Stichting Immigratie Kolonisatie Nieuw Guinea, to conduct the enterprise at Manokwari and dispose of the agricultural produce, giving each colonist living necessities to the value of the credit of his output. It has not yet proved a profitable undertaking and much of the deficit is made good by charitable public subscription in the Indies.

The scheme makes it possible, however, for a penniless man to obtain a small

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financial assistance from the Government, spread over three years and decreasing annually, build a simple house and clear two and a half acres of jungle. But even the most industrious man in the colony has only eight acres in production and makes a bare existence; though, as he said, it was better than selling pencils in the streets of Surabaya.

Up to the present day there has been only a trifling export production, in spite of the fact that there are 200 working colonists, but this is partly accounted for by the colony consuming much of its own produce.

There are only about 30 colonists at Sabron, which is near Hollandia, and for this section there is a different association. The district is somewhat unhealthy and financial assistance is not available, but a newcomer may earn a little by working for the association for a part of his time. Nevertheless the results have been very disappointing there.

At both centres, the principal items grown are cassava, maize, cocoa, rice, and cotton.

It may be gathered, therefore, that this creditable attempt is not likely to have much effect on the number of unemployed in the Indies and a few colonists have abandoned their holdings and returned. Very few of them are of an

agricultural or labouring class and, naturally, they find the work of extending their production very arduous, whilst shortage of money prevents them from employing sufficient native labour to accomplish the task, so for the time being it seems to be case of stalemate.

As to the future of Dutch New Guinea, one might perhaps turn to Papua and the Mandated Territory, where de-

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Natives loading logs of teak on to a steamer at Japen Island, Dutch New Guinea.

velopment has been in progress for a much longer period. Apart from gold, the only large exports from there have been copra, with rubber in addition from the former. They have been produced and exported under infinitely more favourable conditions than could be found in the Dutch Territory, and even if labour regulations were eased a little in favour of the employer (and there is good authority for saying that the Dutch Government is unwilling to do this) there still remains the obstacle of exceedingly high freight charges by the steamship line which has the monopoly of the inter-Indies business. On the British side, ships call at the main ports and take copra direct to Europe, but the exports from Dutch New Guinea will have to be increased many times before such an opportunity arises there.

It is rather to the valuable products, oil and gold, that one must look to give the country the life blood which it needs.

THE ONION RETURNS

Short-lived Joy of Tahitian Garlic-Haters

From Our Own Correspondent

PAPEETE, Feb. 15.

A LUSTY chorus of hallelujahs and praises to Allah echoed to the firmament when the S.S. *Cape Horn* arrived at Papeete bearing a goodly supply of sound, fresh onions and garlic.

The exhaustion of many food staples and the threatened deprivation of others—due to the maritime strike—had been viewed with equanimity and philosophic calm.

But when the last onion and garlic disappeared consternation stalked in nearly every household and the air trembled with ululations of despair. Food had lost its savour; had become Dead Sea fruit, and as dust and ashes to the palate.

And what made matters worse was the Tantalus torture of seeing boxes and barrels labelled onions and garlic brought ashore from the *Hauraki*, only to find the contents decayed and ruined by the long voyage through the tropics.

On the contrary there has been great rejoicing and unholy glee among the small band of onion and garlic haters, whose olfactory senses have been outraged—since time immemorial—by the foul odours haunting Papeete during the cooking hour.

For the first time in many years the highways and byways of the town have been fragrant and wholesome, free from the reek of frying onions, the ghastly fumes of boiling garlic as well as the stale shadows of dead and gone onions of many generations.

But that happy period of abeyance has passed and the atmosphere of Papeete has resumed its normal flavour.

ORGANISING A BUYING AGENCY

From Our Own Correspondent

RAROTONGA, Feb. 12.

MR. "VIRI" WATSON, who has been trading in Rarotonga for the past six years, and is at present on a visit to New Zealand, has established headquarters in Auckland, where he has joined up with the National Traders' Association. His intention is to organise a buying agency for small retailers and individuals requiring purchases made on their behalf in the Dominion. "Viri" Watson has always been known as a shrewd buyer.

In the meanwhile, his business in Rarotonga will continue under the management of Mr. D. Odegard—until lately, A. B. Donald's branch manager on Penrhyn Island.

Mr. Dan Leahy left Cairns, Queensland, by the Montoro at the end of February on his way back to Mount Hagen, New Guinea, after completing a tour of the world.

WORLD TOURISTS AT APIA AND SUVA

From Our Own Correspondent

APIA, Feb. 20.

THE Norwegian tourist cruiser *Stella Polaris* paid her sixth annual visit to Apia on February 19. She had 124 tourists on board, who, favoured by clear and sunny weather, much enjoyed the elaborate programme of excursions and dances on board. As usual, a large number of prominent persons were making

the famous world cruise, under the auspices of the Raymond-Whitcomb organization.

She left after a visit of only eight hours, for Suva.

Mr. J. Blaikie-Webster, chairman of directors of New Guinea Goldfields Limited, sailed from Brisbane for Port Moresby, en route to the Morobe goldfields, New Guinea, by the Montoro at the end of February. He was accompanied by his wife.



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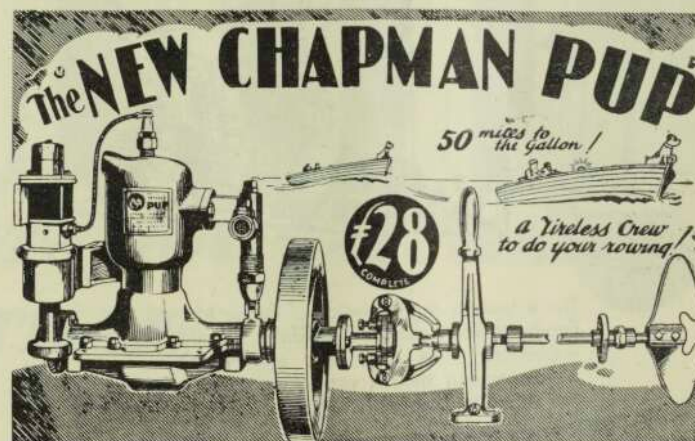
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READY FOR HURRICANES

From Our Own Correspondent

RAROTONGA, Feb. 11.

WITH characteristic thoroughness, Judge H. F. Ayson, the Resident Commissioner, in conjunction with the Island Council, has drawn up and issued for public information a detailed procedure to be followed in the event of another hurricane striking the island.

A number of safety zones have been arranged and they will contain, besides first-aid supplies, a quantity of lead-headed nails and hammers for the repair of roofs loosened by the wind. Messengers selected from the ranks of the Boys' Brigade will stand by to maintain communication between Avarua and the

outlying districts, while two gangs of workmen will endeavour as far as possible to keep open the roads. Safety Committees have also been formed in all the villages where they will meet emergencies as they arise.

During the hurricane of 1935 Judge Ayson was unfortunately absent in New Zealand. It was felt at the time that had he been present stronger and more effective measures might have been taken to minimise the danger, both to property and life.

Mr. William C. Groves, the well-known Pacific anthropologist, who has been appointed Director of Education at Nauru Island, sailed from Melbourne for Central Pacific with his wife and family by the *Triaster* on March 3.

SALAMAUA v. LAE

How Shipping Co. Was Treated

AN outstanding example of the ideas which dominate the administration of New Guinea was provided recently when the Burns, Philp steamer *Neptuna* was on her way south from Asiatic ports.

The *Neptuna* had to call at Lae, as well as Salamaua; and it was most urgent that she should make the quickest possible time to Sydney. The B.P. manager at Salamaua therefore asked the District Officer at Salamaua whether, in the special circumstances, it would be possible to allow the *Neptuna* to enter at Lae (instead of at Salamaua, which is the official port of entry) and then go on to Salamaua, and thence southwards. This would have saved the company several hours. The company was prepared to send the necessary officials (medical officer, customs officer, etc.) from Salamaua to Lae, at its own expense.

D.O. Taylor, who, as well as being an efficient officer, is a most reasonable man, said he could see no objection to the proposal; but that of course he formally would have to advise Rabaul.

Messrs. Burns, Philp and Co. accordingly made arrangements to enter the ship at Lae, and radioed the Captain to that effect.

But, on the eve of the ship's arrival, there came a radiogram from Rabaul containing a flat refusal to allow the *Neptuna* to enter at Lae—she must go to Salamaua in the usual way. So, of course, the ship had to go to Salamaua, and the company's plan to save time, for the reason referred to, had to be abandoned.

This is typical of the pin-headed bureaucracy which is causing so much trouble in New Guinea. Commercial interests and planters, with growing frequency, are voicing complaints against the Administration; while statements made privately by New Guinea officials indicate that there is considerable and growing discontent within the N.G. Public Service.

The Administration's decision to send the *Neptuna* to Salamaua is, of course, linked with the recent incident wherein the Administrator cancelled his charter of the Lockheed aeroplane. It is all part of the Administration's campaign against the Lae airport, in favour of Salamaua.

FREE EDUCATION IN SAMOA

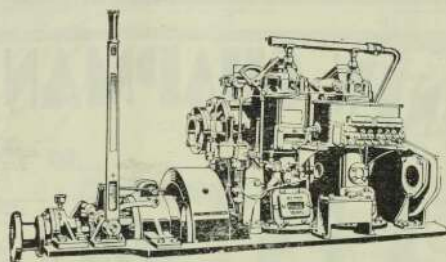
APIA, Feb. 18.

THE Samoan Administration has announced that in future free education will be granted to all European children attending Government schools. It is hoped that this concession will also be granted to children attending the inter-denominational Marist schools and that, for that purpose, the Marist schools will be granted a subsidy.

European children enjoyed free education under the German Administration in pre-war days.

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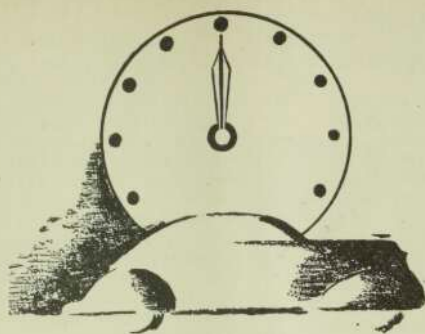
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Pacific Islands Monthly, March 23, 1937

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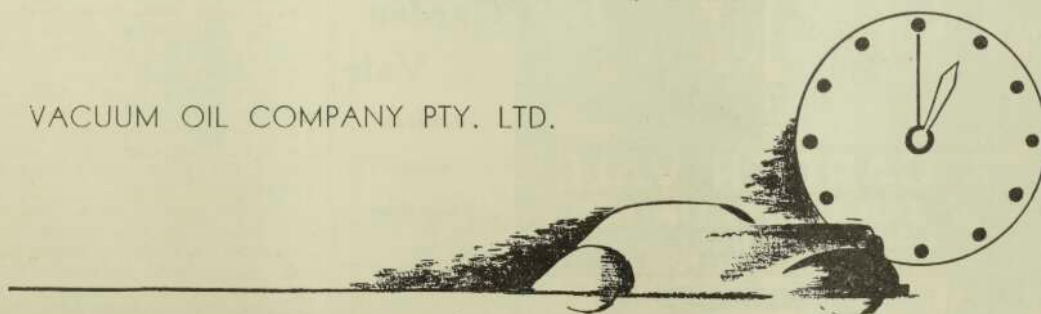
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Mr. F. A. Campbell, surveyor at the Emperor goldmine, Tavua, Fiji, married Miss R. Barling, M.A., Dip. Ed., of Melbourne, at Davuilevu early in February. Rev. Cyril Cato performed the ceremony.

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WOOING THE "MAIDENS OF THE DEEP"

A Tongan Missionary Goes Shark Fishing

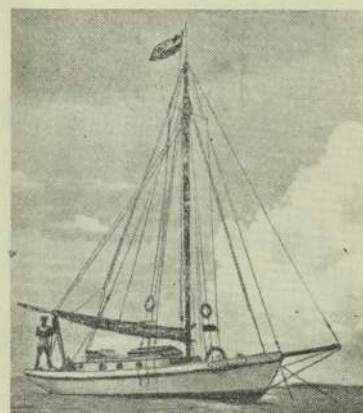
WHEN Rev. Father Boussit, curate at the Catholic Mission, Haapai, Tonga, went on a shark fishing expedition recently in the Mission yacht "Fetuu Moana", he met with such success that he elatedly wrote of his adventures to his former class-mates at La Seyne-sur-mer, in France. His charming little story, adapted from the French by Rev. Father E. Tremblay, is printed below.

SINCE my arrival in Tonga I had heard so many fantastic tales about shark fishing that I was longing to have a chance to sample the sport myself. The opportunity came sooner than I had hoped for.

There was hard work being done on our Mission compound, but owing to hard times there was a scarcity of tinned beef. The work lagged, and sometimes the men did not even show up. Then the pastor got a brain-wave: why not let the *Fetuu Moana* (Star of the Deep) go out to catch some shark meat?

Came Sunday afternoon, and with a number of shark "experts"—for shark fishing is a "fine art" handed down from father to son—I boarded our home-built

schooner. What paraphernalia greeted us! Empty kerosene tins, sticks and clubs (drums and drum-sticks), and sets of *fago fago* (half-coconut shells strung on a green stick the ends of which are bent back in the shape of a horseshoe and tied together). The latter is a sort of rattle for underwater use and is supposed to call the sharks. Then, of course, there were conch shells of various sizes, with a small hole drilled in the narrow end. When they are blown by strong natives these miniature fog horns produce an unearthly base note that can be heard for several miles.



The Mission yacht "Fetuu Moana", which took Rev. Boussit and a party of Tongans on the shark-fishing expedition described in the accompanying article.

We recited our three *Hail Marys*, sang a few verses of the *Ave Maris Stella* . . . and then we were off. If this shark fishing business has anything to do with devils—and there are many Tongans who think so—surely these prayers scared them off!

What a beautiful sea! What sweet, pure air! How good it felt to enjoy the cool of the eventide after the terrific heat of day. After the Angelus, the chief shark "expert" informed me that I alone might take some refreshment; for woe betide the expedition should anyone else dare to eat "on the sly"—no shark would come near the ship.

Soon we were far out in the deep. The shining frills of the white-fringed reefs had long since been left behind. Most of the natives were asleep, save the two "experts." They simply could not keep quiet.

Suddenly one of them began to yell at the top of his voice, "broadcasting" as it were to the sharks. "Beautiful girls of the briny deep," he cried, "come from your nice villages; come over with some of your friends. Come over and see our new boat, a boat with an engine in it. Come over and let us see your beautiful

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Another photograph of the "Fetuu Moana", taken in 1933 just after she had been built at the Catholic Mission Station, Haapai, by natives under the supervision of Rev. Father E. Tremblay.

eyes; come on board and we will give you a great feast. Come and let us put this sweet-scented necklace (a lasso) round your neck . . ."

But in spite of all these tender and alluring words not a single shark appeared. None came near even after the pandemonium of tin-cans, *fago fago* rattles, conch shell blasts, screams, and war-whoops let loose on the stroke of midnight.

Then from sheer weariness everyone dropped to rest. Silence reigned. It was dead calm on the dark deep—I could hear only the gentle lapping of the wavelets on the prow of the ship. Some of the Tongans were gazing intently into the water, but all they could see was like a sprinkling of phosphorescent stars bobbing up and down like liquid fire-flies. This is a common sight in the South Seas at night.

How fine it felt to lie in the cool on one's back and "star-dream." Orion was sinking slowly westward. Away out towards the east, the Scorpion began to creep across the heavens. Southwards, very high up, face to face with the Hunter, shone the Southern Cross. What a splendid night!

I tried to sleep, but rest was soon disturbed by a second frantic "broadcast" of clanging noises making a thundering racket. And yet still not a single shark was wooed.

A faint tinge of dawn heralded the coming of a new day. Night, the best time to catch sharks, would soon be over. My Tongan friends seemed pathetically down-hearted as they began to think that our first shark expedition with the *Fetuu Moana* would prove a "washout".

At dawn I said Mass down below—a Mass offered up for all our Marist Missionaries who have been lost at sea. It was deeply impressive, this first Mass ever to have been said on board the little schooner on the vast ocean. I added a wee prayer for those fishermen who had caught nothing . . .

Then, during breakfast, a joyful shout brought me scampering on deck. "*Malie! Malie!*" (Fine! Fine!), I heard them cry-

ing. At last a shark had stirred and was swimming slowly around the ship.

A long pole, the end of which was baited with a chunk of pork, was held

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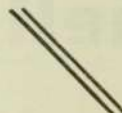


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out over the water. All the beautiful Tongan love-language was soulfully recited over and over again. But no; the monster was in no hurry. Tired of waiting, I went below to resume breakfast.

Up on deck again, I saw this time that the shark was much nearer. Suddenly it spied the tempting meat, and its wicked little eyes sparkled with drunken hunger. It seemed hypnotised. Then,

forgetful of all danger, it wheeled quickly, darted forward, and turned over, opening a trap-like mouth with gleaming rows of sharp, terrible teeth. As the pole was drawn closer and closer to the ship, so higher and higher out of the water rose the shark, until it was right alongside the ship, half out of the sea in a grasping effort to tear off the bait.

The psychological moment had come.

Gently the lasso was slipped around its head behind the gills. A swift strong jerk and the monster was pinned along the gunwale. A pair of muscular arms swung high a club to dash its brain out, and soon it had ceased to struggle and squirm.

Wildly delighted, the natives hauled the huge fish on board, all the while insulting it with all the bad names they could think of. Then, in its honour, a little "tune" of conch shells, tin-can music, drums, and water-rattles was played. Everyone was happy now—the Mass had not brought bad luck, as some had secretly thought it would, but perhaps sharks after all are only mere fish and not devils.

We sailed a little further on. Soon three more 7ft. sharks were caught in the same manner, and honoured with the same "tunes." We sailed still further and another was lured aboard. The sixth one to appear was a veteran monster. In vain the Tongans tried all the tricks of the game; but the shark was too wise. It declined to come too near, although it succeeded in making off with a large junk of pork. So we gave it up and decided to sail home.

We were but a few miles from the shore when again the natives began a deafening "broadcast" of conch music. Our expedition had been a success, so tell the world! Excited, they agreed to give the Governor and a big chief a shark each, in accordance with Tongan custom. Then, with smiles on every face, we arrived at the Mission compound, as the conch shell blasts grew stronger and stronger and wilder and wilder.

As we sampled a huge bowl of cooling *kava*, the whole story of the trip was related with much laughter and gesture.

Next day the entire Catholic population—and other denominations as well—came to work at the Mission. It was a terrifically hot morning, but they worked tirelessly and unceasingly. What a difference to the previous week! There was strength in every pair of arms, and joyful peals of song and laughter from every throat, as the work of levelling the compound proceeded.

Why did they work with such gusto? Why were they singing and happy? Why? Because, over there, across the way, beneath a smouldering mound, the Tongan "fireless cooker" was baking brown and crisp hundreds of pounds of shark and native vegetables. The very thought of the sumptuous feast to follow was enough to make anybody work with a will!

FINDING YOUR WAY AROUND SYDNEY

A TOURIST map of Sydney and suburbs, which should prove very helpful to Islanders spending furlough in N.S.W., has been published by Kenneth Craigie and Co., 16 Belgrave St., Sydney.

Printed clearly in black on heavy white paper, the map extends on the north to Mt. Ku-ring-gai and Newport, on the south to Port Hacking, Waterfall and Campbelltown, and on the west to Riverstone, Rooty Hill and Kenny Hill. A specially prepared index of over 460 suburbs, localities, pleasure resorts, and where to find them is printed at the foot of the map. The size is 30 by 40 ins., folded in cover 8 by 5 ins. The price is 1/6. ***

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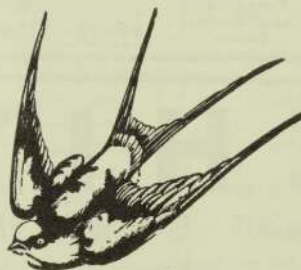
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A COUNTRY BALLAD

Concerning a Free Library in Fiji

WE live in a quiet country place
And natural bumpkins be;
So why should Council or Government
Pay heed to such as we?

We know all this deep in our hearts,
And feel humility;
Yet the spirit of rebels and fighting men
Comes even to such as we.

Of rates and taxes we pay our share,
As high as the town's, they be;
Yet our roads and tracks are a howling shame—
But suffice for such as we.

Brothers and sisters come they all,
From cities, poor us to see;
They eat our salt, and drink our beer,
And marvel at such as we.

They say, "You must come and call,
Some day when life is free;
And admire our gorgeous homes and streets"—
Kind words for such as we.

We think of their words what they think of our
been—
Which is ambiguity!
I'm much afraid that the call's not paid—
Know better than that, do we.

And among our many hardships,
Is lack of a library.
And we long for lots of papers and books,
But they're not for such as we.

In Suva Town there is a place
Given by Carnegie,
Crammed to the door, with books galore,
But not for such as we.

We cannot choose our fiction;
Not even a list can we see—
But they DOUBLE the darned subscription
For people such as we.

On top of the sub, we also pay—
Shall we tell Carnegie?—
Fourpence in stamps for every book
Posted to such as we.

The only available catalogue
Is kept in the library.
In vain we try a copy to buy—
It's not for such as we.

We have to take what they send us,
No matter what book it be.
They will not be faced with the personal taste
Of country clods like we.

The fate of the papers and journals old
Is a dreadful mystery.
They may be lent—but they're never sent
To outback folks like we.

Only to-day we opened
Our books excitedly—
They were both by Bertha Ruck, sir,
And NOT for such as we.

But the P.M. grabbed our eightpence.
(Oh, that such things should be!)
And City folk keep battenning
On country mugs like we.

Fiji. —KAI VITI.

N.G. GOLDFIELDS THEFT

From Our Own Correspondent

WAU, Feb. 16.

AT the Circuit Court, William C. Abbie was sentenced to 21 months' gaol, with hard labour, and Eric Hylton Stacey to one year's gaol, with hard labour, for gold stealing. D. Parker was sentenced to 18 months for receiving.

Mrs. Amy Madeline Gatward, wife of Mr. W. T. Gatward, a pioneer of the Tailevu District, Fiji, died in the Colonial War Memorial Hospital at Suva in February.

"MYSTICAL PAPUA"

THE Sydney Sun of February 22 is responsible for the following piece of bilge.

The Swedish film company Svensk Filmindustri proposes to send an expedition of film directors, photographers, technicians, etc., to make films of the "dangerous regions of New Guinea." It proposes to go to places "inhabited by cannibals and not yet explored by any white expedition. By means of native canoes propelled by detachable motors they will penetrate along the rivers into the mystical Papua to film the famous headhunters. It is hoped that the travellers will be assisted by British patrols."

By the time the expedition gets past the New Guinea and Papua ordinances which forbid entry into the uncontrolled areas, and has entered "mystical Papua" and the district of the headhunters, very large quantities of water will have flowed under innumerable bridges.

Mr. R. A. Vivian, Resident Magistrate at Kerema, Gulf Division, Papua, arrived in Sydney on leave by the Montoro on February 18. Mr. C. H. Karius, formerly at Cape Nelson, is now relieving at Kerema until Mr. Vivian comes back.

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Try the dishes in Elizabeth Craig's Recipe Book, and serve Foster Clark's Custard with stewed fruit, puddings and pies. It increases their food value and brings out their flavour. Always ask for Foster Clark's Custard, and refuse cheap imitations.

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TO OBSERVE RARE SOLAR ECLIPSE

Two Expeditions Will Visit Lonely Phoenix Group

JOINTLY sponsored by the United States Navy Department and the National Geographical Society, an expedition will leave America shortly for the Phoenix Islands, north of Western Samoa, to make observations of an eclipse of the sun which will occur on June 8. The eclipse will be the most remarkable and of the longest duration for 1200 years.

Plans have also been completed for a party from the New Zealand Astronomical Society to visit the Phoenix Group in one of the N.Z. warships to view the eclipse. It is reported that a number of Australian astronomers will probably join the N.Z. expedition.

The lonely Phoenix Group, comprising about a dozen small islands, are just south of the equator in mid-Pacific, and are on the direct route between Hawaii and Fiji. They will provide the only specks of land from which the total phase of the eclipse will be visible.

A NEW INDUSTRY FOR WAU

From Our Own Correspondent

WAU, Feb. 16.

IT has long been advocated that steps should be taken to foster the growing of marketable agricultural products in Morobe so that should gold production fall below economic levels, Wau would not, like "Sweet Auburn," become a deserted village.

For some time coffee, grown by Mr. C. L. B. Wilde, has been obtainable from local stores, but only in limited quantities, unworthy of what is considered to be a very fine product. Mr. Wilde has cleared a large area of his property near Wau for this purpose, and what may be the starting point of another primary industry for Morobe, will be watched with interest.

AFTER THE CORONATION

ISLANDERS who are visiting England this year to witness the Coronation ceremonies will be able also to attend the famous International Trade Fair, held at Paris during the whole of May. After the Coronation thousands of business executives and sightseers will cross over to France and transact business at, and see the exhibits of, this gigantic Fair. Due to these extra visitors and the immense volume of exhibits, the Fair will be open for a month, and thus the full range of world manufactures can be seen at leisure.

First commenced in a small way in 1904, this Fair has now assumed such importance in the world as to be recognized as the event at which the latest developments in international manufacture will be on view. Always cosmopolitan, Paris at the time of the Fair is brighter, more varied, more interesting than ever. It is possible to meet and to observe the tastes and needs of individuals of every nationality, and every class in life.

The Trade Commissioner for France, Wynyard Street, Sydney, can furnish further particulars to South Seas residents who anticipate being in England or on the Continent during May. ***

NAVIGATORS OF EASTERN POLYNESIA

Old and New Methods

From Our Own Correspondent
PAPEETE, Jan. 27.

IF the American maritime strike continues much longer the mariners of this part of the South Seas will have to go back to sail.

Copra is gathered into Papeete from widely scattered islands by schooners powered with Diesel engines. At the present writing, supplies of Diesel oil are nearly exhausted and, until the strike be settled, there is no prospect of any fresh arrival of this product.

One wonders how the present generation of young skippers will react to the necessity for navigating by sail after so many years of motor transport. In the days of sail most of our old schooner captains had a very sketchy knowledge of the science of navigation.

One was particularly famous for arriving at his destination by instinct rather than calculation. Usually his chronometers were out of order or he forgot to use them. He could calculate latitude and he would navigate his schooner to the latitude of the island for which he was heading and then sail east along the parallel. If, after two or three days, the island did not turn up he would know it was in the west. So he would turn his ship around and sail west on the parallel—and always arrived at his destination.

Even to this day, native skippers voyaging to the Tuamotus make for the atoll Anaa, directly east of Tahiti. They can hold their course by the sun.

Anaa has the peculiarity of possessing a shallow lagoon which reflects a faint green colour patch on the overhanging clouds. This is visible at a long distance. Native skippers watch for this and even if they have drifted considerably out of their course, this faint green glow on the clouds in the distance will set them right.

Once at Anaa, the rest is easy. From there, east or north-east, a schooner is bound to sight island after island. If the island sighted is the wrong one, the navigator can soon get his bearings by finding out which island it is, and eventually arrive at the haven he is seeking.

The natives of the Austral Islands (south of Tahiti) where such new fangled things as Diesel engines have not been introduced, have not lost the art of sailing. Recently, the Rurutu schooner *Manureva* made a record voyage from that island to Papeete before a smart southern gale. She had her lee scuppers under water the whole of the way, and shed chicken coops, pigs and other items of deck cargo into the sea, while her passengers held on to ropes and any projecting tackle to keep themselves from following.

But, as a European who was on board bears witness, her crew handled her like master mariners sailing a yacht in an international cup race.

S.D.A. TRAINING CENTRE

A CONFERENCE of Seventh Day Adventists in Melbourne during February, was informed by Pastor A. G. Stewart that it was proposed to open a new training school—presumably for S.D.A. mission teachers—at a spot about 28 miles from Rabaul, in New Guinea. The period of training would be from three to five years.

Pastor Stewart said that the Seventh Day Adventist missions are now operating in most of the Pacific Islands—from Pitcairn Island in the east to Northern New Guinea in the west.

Captain L. E. Austin, manager of the Papuan Government's coffee plantation at Sangara, Eastern Papua, who has been spending a couple of months' furlough in Australia, returned to Papua by the *Montoro* at the end of February. Mrs. Austin, who has been abroad, is still in indifferent health and probably will remain in Australia for some time.

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SEARCH FOR OIL IN PAPUA

The Muddling of the Federal Government

PART II.

A NUMBER of expeditions, backed by powerful companies and subsidised liberally by British Governments, are now seeking an oilfield in Papua—and, probably, will succeed. This article, the second of a series written by a resident of Papua, tells the story of the discovery of petroleum in the Territory, and of the subsequent attempts at development.

THE partners got to work promptly, secured Powers of Attorney from their friends, and proceeded to peg out as many claims as they could in what seemed to them the most likely spots.

But they no longer had the field to themselves. A few individual speculators, with little or no knowledge of the district or of the locality of the indications pegged out claims haphazard without much reference to geography or to one another. But their operations were

orderly and sane in comparison with the delegates of the British New Guinea Company, which sent out men well-equipped with stores and means of transport, but very much more at home behind a store-counter or an office-desk than in the barbaric surroundings of the Papuan jungle.

These men went to work fiercely, their only method to drive as many pegs as possible. They seemed to have no idea even of the working of a compass. Their imaginary lines crossed one another and those of other prospectors.

In one instance, they drove no fewer than five datum pegs within a circle of a hundred yards radius, and registered claims to two and a half square miles of land on an area of rather less than one square mile! If, in their rather frightened rush through the scrub, they happened to see a peg that had been driven by another man, they promptly pulled it up and substituted one of their own. The result, when plotted out on a map of the district, was a complicated network of intersecting lines and superimposed rectangles that covered, several times over, most of the land to about twelve miles from the coast, but that never departed more than half a mile from the bank of the river.

Exactly what method a harassed Warden could have adopted to solve such a puzzle it would be hard to say. Fortunately for him, unfortunately for Port Moresby solicitors who might have scored heavily over the litigation of rival claims, the matter was never put to the test.

This rather fevered activity was at its height when Mr. J. E. Carne, a well-known New South Wales geologist, arrived on the Vaillala River for a preliminary investigation of the field. His investigations did not go very far, for he was merely putting in time owing to a delay in the arrangements for his inspection of the coal deposits reported on the Purari River by Messrs. Little and Mackay in 1909. But he saw the indications first discovered, and he saw the oil seeping slowly from the sandstone 20 miles up the river; and, although the question as to volume of supply remained unsolved, he went away fully convinced as to the occurrence of petroleum.

THE partners had pegged out claims to include the actual occurrence of oil; and, with a few Powers of Attorney in hand, they tried to discover, in more remote parts of the jungle, a series of signs as good as those up the river.

It was on one such expedition that Thomas collapsed with a sudden attack of blackwater fever. His condition was serious from the first onset of the dreaded disease, and the conditions at the rough camp, many miles from the nearest settlement, and among very pri-

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mitive natives, were as adverse as they could well be.

To add to the difficulties of the position, rain fell heavily and incessantly. The whole of the countryside was flooded knee-deep, and the tracks were invisible; and the local natives, scared by the illness of a white man for which they imagined, illogically, that they might be held responsible, retired to remote huts and shelters in the depths of the bush.

But, somehow, he was carried out. The same fear that drove the bush people to hiding inspired the indentured labour-

ers, so that they worked obediently, if sullenly. A stretcher was rigged, with an inadequate awning to protect the sick man from the pitiless rain; and he was borne stumblingly, clumsily, jerkily, through the yielding mud and half-submerged forest to the river bank, and thence by canoe for 10 miles to the coast, and another 10 miles along the beach to the nearest mission station.

Being blessed with a strong constitution and a healthy body, he survived the agonising ordeal, and after a few days of crisis began to recover slowly.

Lett returned to his prospecting; but he was not allowed to carry it on undisturbed. Jealousy raised its ugly head and spat venom at him and his absent partner. Counter-claims to the discovery were made by men who had never been in the bush until the report of oil roused cupidity to smother their fear of it. Protests were lodged against the claims that the partners had pegged, and against the Powers of Attorney that they held; and commercial oppression was openly threatened by a local company that had failed to gain control of their interests.

NORFOLK ISLAND ADMINISTRATOR AND HIS FAMILY



Captain and Mrs. C. R. Pinney, and their children, Miss Maura Pinney (left) and Master Peter Pinney.

THE Administrator of Norfolk Island (Captain C. R. Pinney, M.C.), who recently arrived in Sydney with his wife and family by the *Morinda* to spend two months furlough in New South Wales, returned to Norfolk Is. in March. Mrs. Pinney, who underwent a severe operation recently, is now very much improved in health.

"Norfolk Island is looking forward to a prosperous season," said Captain Pin-

ney, "and the outlook is more hopeful than for some years. One of the biggest factors was the opening in January of a passion-fruit pulp factory, which will mean a great deal to the Island. Prospects for the season are good and it is expected that a hundred tons of pulp will be produced. Next season this quantity may be doubled.

"There is no market now for N.I. bananas," he continued. "The settlers

growing them have let their plantations go in favour of the passion-fruit crop."

Mrs. Pinney is a daughter of the Lieutenant-Governor of Papua (Sir Hubert Murray), and she and her husband are well-known in that Territory, where for some years Captain Pinney was Commissioner for Lands and Director of Agriculture before being appointed to take charge of affairs at Norfolk Island.

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Thomas returned to the plantation, weak and emaciated, but alive; and at the first opportunity the two men left by steamer for Port Moresby and went on to Thursday Island, where they might use the cable in an attempt to negotiate their rights.

THE Papuan Government geologist, Evan R. Stanley, began an exhaustive examination of the oil-bearing country, and extended it to cover a great deal of territory where no indications had yet been seen. J. E. Carne resumed his investigations after a disappointing and arduous trip to the Purari coal-beds. He confirmed Stanley's observations, and left for an extensive examination of the Borneo and Java oilfields, to compare the conditions there with what he had seen in Papua.

The investigations of Lett and Thomas resulted in the disclosure of two more sets of oil indications; one near the little village of Aro-Aro, where Thomas had gone down with blackwater fever, and the other at the base of the Ie hills, about 15 miles east of the Vailala River; while the series that contained the actual flow of oil had been extended some miles across the river to the east.

The discoveries having been made in spite of their opposition, the natives of the district began to come forward with information as to further "shows;" and by the end of June, 1912, surface indications had been seen over an area of more than 500 square miles.

By that time the partners had done all that they could do, and nothing remained but to await the result of their negotia-

tions. They had an agreement with the British New Guinea Development Co. to hand over to the company four of their claims in return for a cash payment of £10,000 as soon as their applications were granted. But the granting of applications was held up pending the passing of legislation to deal with oil lands; and such legislation must be precluded by more detailed instructions from the Commonwealth as to the form of control that would be acceptable.

They began to devote some attention to their young plantation, which had been almost entirely neglected since the first discovery, nearly a year earlier.

Weeds had grown up in the interval; a lush tangled growth that is inevitable on rich soil in a wet, tropical climate. Most of the young nuts that had been planted were strangled by the twining vines, or their tender roots smothered by the encroachment of *alang* grass. Fallen timber had been left to lie too long, and was past hope of burning by a running fire, so that hundreds of tons of half-rotten debris would have to be stacked and burned at the cost of almost infinite labour; and seed nuts, laid out in orderly rows in the nursery beds, had grown leggy and weak, and practically useless for planting. Thomas was incapable of further hard physical work; and his partner was debilitated by almost continuous attacks of malaria and by the long-drawn physical strain.

IN mid-July, 1912, a bag of mail was brought to them by a native constable from Kerema. Among the letters was one from the Warden of the Division.

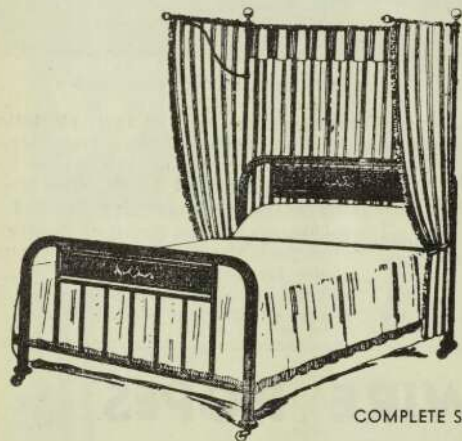
It stated in cold official language that the policy of the Commonwealth Government had been changed. The Commonwealth itself would develop the field. No leases would be granted. The question of a reward to the discoverers would be further considered when the value of the field became known.

There were also letters from financiers in Sydney and Melbourne, making cautiously tentative offers; and three from representatives of big and firmly established companies in England and America, hinting at the staggering sums that they were prepared to pay in exchange for the supposed rights of the discoverers.

At that point, the partners faded out of the story. Thomas went down with a second attack of blackwater in October, 1912, and had to leave the country; and he died from a third attack that developed in Sydney in April of the following year. His partner survived to pay off gradually the accumulated load of debt that the partnership had incurred; and he is still waiting, after 24 years, for his share of the promised reward!

IN 1912 the competition between the world's great oil companies for new sources of supply was very keen; and the news of the discovery of a possible new field in Papua aroused lively interest.

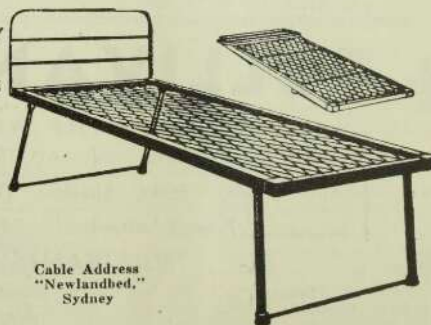
Two courses were open to the Commonwealth Government. They might either develop the field themselves, a course that implied very heavy expenditure and the use of hired experts who might be influenced by alien interests;



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or they might permit the work to be done by established companies, keeping in their own hands full control of the oil produced, and imposing any conditions that might seem necessary for the safeguarding of their interest and the guarantee of adequate productive work.

Of these two courses, after mature consideration, they chose the first. But it would appear that in so doing they had no very full idea of the enormous cost involved, or of the many difficulties that must stand in their way.

The British New Guinea Development Company, on making application for prospecting areas in Papua, did not wait for the granting of their applications, but took immediate steps to start work. Through their London office, they engaged the services of F. C. Grebin, M.I.M.E. (Freiburg); and when the decision of the Commonwealth Government not to grant leases was made public, he was already on his way out to Papua with A. Voinitz, an Austrian, as his assistant, and with a small boring plant capable of putting down test bores to a depth of about 700 feet.

Grebin arrived in Melbourne en route to Papua; and the Commonwealth Government, to avoid inflicting hardship on the company that had engaged him, took over his services in spite of the fact that they had themselves engaged a man and placed an order for a larger plant. Grebin reached the Vailala River on October 20, 1912, and immediately set about making a preliminary survey of the surrounding country. Satisfied as to the prospects, he ascended the river and landed at a spot opposite the oil seepage on December 4.

THERE was a good deal of preliminary work to be done. Land had to be cleared, houses built, machinery and stores landed, and a derrick rigged, before actual boring could begin; but he started boring on Jan. 18, 1913, and on May 8 he struck a small flow of oil in black sand and shale at a depth of 228 feet. Not satisfied with this, he continued boring until, when a depth of 242 feet had been reached, in oil-bearing sandstone, on May 19, a big tree fell on his derrick, completely wrecking it and forcing him to abandon the bore.

A new derrick had to be constructed of timber, and this delayed the work until June 16, when a second bore was started on the same anticline and within about 100 yards of the first bore.

By the end of June, 1913, he was down to 133 feet in the second bore, and had begun the construction of reservoirs between the steep ridges, intended to contain the oil that he confidently expected to strike at a shallow depth.

On January 10, 1913, J. H. Locke, an Australian driller of considerable experience, arrived on the field. The known oil-bearing country had then been divided into two sections, separated by the Vailala River; and the policy was to conduct the search on the two areas simultaneously.

Locke landed his heavy plant on the east bank of the river, opposite Grebin, got through his preliminary work, and started boring on April 15. He, like

Grebin, found the strata very favourable, consisting of sandstone, shale, and sand, alternating with narrow bands of grey limestone; but early in June he was troubled by mud-pressure at a depth of 262 feet, and found a great deal of difficulty in keeping his hole vertical under the strong lateral pressure of it.

Already, there was a good deal of trouble with the machinery supplied. Grebin's plant was intended only for comparatively shallow boring, and neither it nor the much heavier plant that Locke was using was equipped to deal with the many difficulties that present themselves in drilling for oil in this district.

A sample of oil from Grebin's first bore was sent to Melbourne, where it was dealt with by Mr. W. P. Wilkinson, the Federal analyst, who divided the sample into two parts. The first of these he subjected to analysis, and after separa-

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tion and filtering, the following characteristics were noted:—

Odour.—Of crude petroleum.
Colour.—Pale (cinnamon) brown.
Fluorescence.—Bluish green.
Specific Gravity at 60 deg. F.—0.8082.
Flash Point.—At air temperature, 51.8 deg. F.
Refractive Index at 20 deg. C.—1.4485.
Sulphur Compounds.—Almost completely absent
Polarization.—Practically nil.

The crude filtered oil was allowed to stand for a few hours, and deposited 3.4 per cent of crystalline waxy matter similar to paraffin.

The second portion of the sample was distilled in the standard Engler apparatus, giving the following data:—

Temp. C.	Vol. of distillate	Sp. G. at 60 F.	Flash point	Refrac. Index 20C.
108 to 130	10 p.c.	0.749	under 60 F.	1.417
130 to 150	15 p.c.	0.757	"	60 F. 1.423
150 to 200	24 p.c.	0.775	"	63 F. 1.4335
200 to 250	17 p.c.	0.807	"	122 F. 1.4505
250 to 300	16 p.c.	0.839	"	196 F. 1.4655

Mr. Wilkinson mentioned in his report that the data obtained from distillation showed the oil to contain relatively large quantities of spirit and burning oils, with smaller proportions of lubricating oils; and remarked that the sample was closely similar to the oil obtained in Borneo, Sumatra, and the adjacent islands. At the same time, he pointed out that the crude oil obtained during the

first flow in boring operations is not always a guide to the character of what will come later as the flow continues.

THE Commonwealth Government, in the meantime, had been looking for an expert in oil-geology who might make a complete survey of the field, which Stanley's efforts had now extended from the Kikori River to Kerema and for 40 miles inland—an area of not less than 2000 square miles. They found whom they wanted in the person of Dr. Arthur Wade, who had enjoyed a good deal of experience in Egypt, both in the matter of geological survey and also in the practical working of petroleum fields.

Dr. Wade arrived on the Vailala River on October 15, 1913, to make a survey and to select sites for boring, taking over from Grebin, whose agreement had expired. In the bores that Grebin had put down the signs continued favourable; and his results so impressed Dr. Wade that, after making a survey of the coastal belt from the Kikori to Yule Island, he still considered that the area chosen on the Vailala River was the most promising of all that he had seen.

Locke continued to experience difficulties with lateral mud pressure, and had to abandon his first bore without increasing its depth. He started a second bore within 100 yards of the first, but met with the same trouble again and, under Wade's instructions moved his heavy plant across the river to a new site near Grebin's bores. Thus the idea of prospecting two areas simultaneously was abandoned, and for the next few years the efforts of Dr. Wade and his staff were confined to the small area on the right bank of the river that had been cleared by Grebin.

A CANADIAN driller, named Moure, arrived on the river on June 18, 1913, and left again on the 30th with a load of malarial germs that would last him for many years. Another Canadian, Cypher by name, took his place a few months later, bringing with him a more powerful plant than Grebin had been using; and he drilled to a depth of 390 feet, bottoming in mudstone and black sand, before his agreement also expired, and he left the field on November 18, 1914.

Water collected in the abandoned bore; and it was not until the arrival of another driller in May, 1915, that the accumulated water was shut off and oil began to flow. Cypher had struck this small flow of oil at 250 feet; but, expecting a better flow at depth, had drilled past it; and from the greater depth water percolated in considerable volume. When once this was shut off, oil began to flow slowly but steadily. A hundred gallons seeped to the bore-head during the first week; then the intrusion of mud checked the flow, and in the second week the amount of escaping oil was reduced to 50 gallons.

THE results achieved so promptly had their effect on the Commonwealth Government, and Lient. Jones was sent, in charge of H.M.A.S. *Stuart*, to make a marine survey of the coast with a view to finding harbours for ships that



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might carry to Australian refineries the oil that they hoped would soon flow copiously. Dr. Wade, too, apparently had high hopes; for he compiled, during the first year of his engagement, a careful report of the various possible methods of transporting oil from the bore-head to the seaboard.

"The oil has the characteristics of the shallow oils obtained in the Dutch Indies," he reported in 1915. "At depth, we expect heavier oils in greater quantity, and the above (i.e. the oil from Cypher's bore) has strengthened confidence."

Dr. Wade, after completing his year's engagement, returned under a new agreement to take complete charge of the operations.

Prospects at the end of 1915 were as good as they could well be. In each of the bores that had been started the expectations of the geologists had been fulfilled. In each of them the drill passed through strata of sandstone, mudstone, shale, and sand; and in each the presence of gas and the smell of petroleum, if not the actual oil itself, kept hope high and confidence growing.

Stanley, the indefatigable geologist to the Papuan Government, carried his survey further afield, and investigated the Cape Vogel peninsula, on the east coast of the island, where he was able to report in 1916 that a tertiary series of mudstones, sandstones and limestones prevailed identical in age with the Vailala petroleum series. He also found gas and brine springs, and occurrences of brown coal and lignite, and confidently recommended the district for further investigation.

But, although prospects became ever more encouraging, progress was woefully slow. To the difficulties inseparable from work in a primitive country were added every obstacle that a malignant fate could devise.

Dr. Wade experienced to the full the difficulty that has faced every man and every company that has attempted constructive work in Papua; the irritating difficulty, that is, of making accurate estimates of costs and forecasts of progress. Health played a very important part in the programme of obstacles; delays in transport; time wasted in replacing men who became incapacitated by malaria or by the more dreaded black-water fever; the rawness of native labour, and the impossibility of watching their every movement.

The distance from the telegraph, and the apparent lack of experienced men in Australia to check the material forwarded to Papua, resulted in calamitous short-shipping and other expensive mistakes. There were delays in manufacture and delays in forwarding; machinery was sent to Papua with essential parts missing; and when, often after months of delay, the shortage was eventually made good, the new parts did not fit, and more time was wasted in repairing the mistakes.

On several occasions, work on the field was held up for many weeks together, and experienced drillers, drawing salar-

ies of £100 per month, had no better occupation for their time than the superintendence of gangs of native labourers who were engaged in planting sweet-potatoes.

Bore after bore was started, carried to a depth of a few hundred feet, and abandoned either because the pipe-line had been choked by some tool inadvertently dropped down it, or by the lateral pressure of mud between steeply inclined strata, an affliction that the machinery supplied was not capable of dealing with.

In all, 12 bores were started on the Vailala, and the greatest depth reached by any of them hardly exceeded 400 feet. In every one of them, the indications of oil were good, and small quantities of oil were actually obtained from most of them.

But, in every one, drilling had to be discontinued owing to some difficulty that might have been overcome by adequate finance or by the complete and far-reaching organisation that is the chief strength of the world's great oil companies.

(To be continued)

Mr. Henry Maurice Scott, only son of Sir Henry and Lady Scott, of Suva, and who recently returned to Fiji from England, has been admitted to practice as a barrister and solicitor of the Supreme Court of Fiji by His Honour the Chief Justice, Mr. O. C. K. Corrie. He is the third generation to be called to the bar in Fiji, his grandfather, the late Mr. W. Scott, having also been admitted.

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EDUCATION BURDEN CARRIED BY MISSIONS

From Our N.Z. Correspondent

AUCKLAND, Feb. 20.

CRITICISM of the educational policy of the authorities in the Solomons, both that part administered by the Colonial Office and that mandated to Australia, was given by Rev. J. F. Goldie, pioneer Methodist missionary of the group, on his arrival here recently.

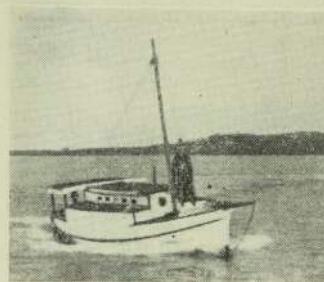
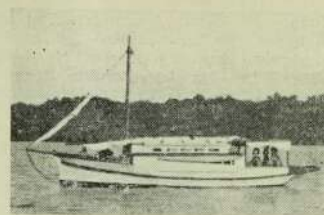
Practically all the education work was left to the missions, yet they did not receive co-operation and assistance. "A native wants more than mere protection," he said. "Unless he is developed mentally and morally, a slave mentality is created, and the natives become an unnatural, unbalanced type."

Missionaries did not interfere with

native customs and tabus, and make natives wear European clothes and eat European foods. They sought rather to adapt old native customs and give them a new meaning. The missionary to-day was usually a keen anthropologist. It was time the old idea of him as a well-intentioned, misguided fellow, forcing a religion on unwilling natives and destroying their culture, was dispelled.

Mrs. Lucy Grey, wife of Mr. Elijah Grey, died early in February at the War Memorial Hospital in Suva, Fiji, at the age of 33. She had been on a visit to Penang, Northern Viti Levu, when she became ill and was taken into Suva for treatment. Mrs. Grey, who had been married only two years, was a daughter of Mr. and Mrs. O. F. Nelson, of Western Samoa.

MANUS - BUILT PINNACE



THIS smart-looking boat was built by a Manus (New Guinea) planter, Mr. H. O. Fletcher, using only native labour and native material—namely, *quila*. It is 29 feet long, and its invincible engine will drive it along at 10 knots. It has done 14 knots under sail only, with favourable conditions. Mr. Fletcher and his natives were two years on this building job.

N.G. PUBLIC SERVICE

STAFF movements in the New Guinea Public Service announced in February were:—

TRANSFERS:

Govt. Secretary's Dept.: C. W. Hams, clerk, Public Health Dept. to Stores Branch, Treasury Dept.

Public Health Dept.: C. M. McArthur, medical assistant, Rabaul to Madang.

District Services Dept.: W. J. Read, Assistant District Officer, Rabaul to Madang; F. H. Moy, cadet, Kieta to Rabaul; Mrs. T. Broadbent, typiste, Registrar-General's Branch (Govt. Secretary's Dept.) to District Services Dept.

Dept. of Agriculture: W. McG. Pestell, inspector and instructor, Rabaul to Morobe District.

Lands Dept.: N. H. Fisher, geologist, Rabaul to Wewak.

Public Works Dept.: D. M. Marr, mechanic, Rabaul to Salamaua.

Police Force: R. C. Clammer, Warrant Officer, Rabaul to Wau.

ENGAGEMENTS:

Public Works Dept.: C. A. Ogg, roadmaster, Sepik District; C. E. Atkin, roadmaster, Morobe District; A. B. P. Field, roadmaster, Morobe District.

Dept. of Agriculture: C. F. R. Gilbert, inspector and instructor.

INCREASE IN FIJI CUSTOMS

Revenue from Customs in 1935 and 1936 was:—

	1935.	1936.
Import Duties — — — — —	£353,378	£418,757
Port and Customs Service — — — — —	37,505	44,202
Tax — — — — —	—	—
Total — — — — —	£390,883	£462,959

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FIVE AGAINST FIVE HUNDRED

How King's Medal Winner Arrested 100 Papuan Raiders

From Our Own Correspondent

PT. MORESBY, Feb. 12

HOW five native police arrested 100 raiders without bloodshed is recalled by the recent award of the King's Police Medal to Sergeant Gaiberi of the Papuan Native Armed Constabulary.

Gaiberi was recruited in 1896 from Kiwai Island, and has served continuously for 40 years in the Police Service, for the last 28 being Senior Sergeant. His service has been marked by consistently good conduct, rather than by sensational achievements.

Early in 1930 he was at Tufi when news came that a party of bushmen from the interior had been drowned when the canoe in which their coastal friends were carrying them had struck a rock and sank. The tribe to which the drowned men belonged scornfully refused to believe the story of the accident.

No Papuan believes in accidental death; and any fatality that occurs is attributed to violence or to sorcery.

The bush tribe concluded that the coast people were to blame for the deaths and they got together a war party of 500 men. Marching down to the coast,

they destroyed all the gardens of the coastal tribe, and murdered two women. Before they could carry their revenge further the news reached Gaiberi at the Government station. The white officer was away on patrol, so Gaiberi took matters into his own hands.

With four constables and all the handcuffs on the station he set out to meet the 500 raiders, and ordered them to surrender.

The raiders laughed. "You are five," they jeered, "and we are many. What can you do to us?"

DIED BEFORE RECEIVING MEDAL

From Our Own Correspondent.

PT. MORESBY, Mar. 5.

SENIOR Sergeant Gaiberi, the Papuan policeman who was awarded the King's Police Medal, in the New Year Honour's List in February, has died at Cape Nelson, in the North Eastern Division, before the medal was presented.

"I can do this," said Gaiberi, and snapped handcuffs on the wrists of the leader.

"If you do not come with me now," he shouted above the confusion, "I will come to your villages with many men and many guns. There will be sorrow among you, and many dead men, and women crying."

The raiders thought matters over. They

TAHITI'S TRADE

Doubled Last Year

From Our Own Correspondent

PAPEETE, Jan. 27.

ANNOUNCEMENT of the exports from and the imports into French Oceania, covering the first nine months of 1936, as compared with the same period of 1935 reveal the following:—

	EXPORTS		IMPORTS	
	1935	1936	1935	1936
Met. tons	France	Met. tons	France	
Copra	13,791	7,791,000	16,156	14,548,000
Phosphate	95,961	—	101,092	—
Vanilla	614*	1,374,000	624*	2,673,000
Shell	—	—	501*	124,000

* Metric hundredweight.

	EXPORTS		IMPORTS	
	1935	1936	1935	1936
From	France	France		
France	3,366,000	9,329,000		
Colonies	202,000	190,000		
Foreign	13,409,000	17,370,000		

All copra exported in 1936 was sent to France.

Phosphates from the rich island of Makatea (within the colony—125 miles north-east of Tahiti) were exported to Japan and Sweden—\$1,890 tons to Japan, and 12,802 tons to Sweden.

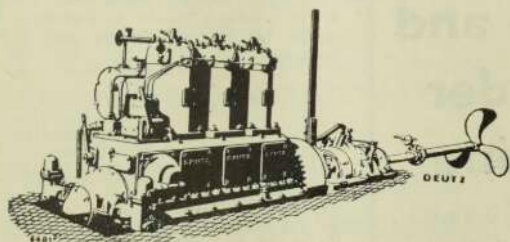
knew the power of the Government, and they knew Gaiberi. In the end they threw down their spears. Gaiberi selected 100 of them and marched back to the station, where he locked them up.

Since then there has been no raiding in that district, and Gaiberi's reputation is greater than ever.

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FIJI'S NEW BRIDGE

From Our Own Correspondent
SUVA, Feb. 12.

GOOD progress continues to be made with the construction of the bridge across the Rewa River, 12 miles from Suva, one of the biggest engineering works undertaken in the colony. Work is now proceeding on the last two piers of the structure.

Its completion will do away with the

cumbersome and inconvenient pontoon, which has served for many years, and which has to suspend operations nearly every time there is a fresh in the river.

Had the original borings proved accurate, the work would probably have proceeded faster. But in the case of the last two piers, though it was calculated that bottom would be found at 75 feet, a solid foundation had not been reached at a depth of 145 feet.

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"HECTOR THE MEXICAN"

Unusual Companion for Americans
on Pacific Cruise

RAY KAUFFMAN and Gerry Mefferd, the young Americans, who sailed across the Pacific in the ketch *Hurricane*, were distressed to learn on arrival at Sydney of the death in Colombo of "Timi," the Bora Bora lad who accompanied Dwight Long on his adventurous cruise.

Twelve months ago their trim little craft was at anchor in the shadow of towering Tai-manu, Bora Bora's majestic landmark. There was much excitement in the village of Vaitape as Madame, who conducts the one hostelry, had received a mail from her son, "Timi." The N.Z. newspaper clippings included a picture of "Timi" seated on an elephant in the Auckland Zoo. But "Timi" declined to accept Long's offer to return to Bora Bora from New Zealand, and he sailed on to find a lonely grave in Ceylon.

The two Americans, however, have an equally interesting companion with them—"Hector," a young Mexican. "When people hear us calling him 'Hector,'" explained Kauffman before the *Hurricane* left Sydney in February for Lord Howe Island, en route to New Guinea, Java, Capetown and Europe, "they imagine it to be some kind of a joke. But 'Hector' he has always been and 'Hector' he will remain."

"Hector" comes from the Yucatan, where many famous ruins have been discovered within recent years; he is of mixed Maya and Spanish descent. When he joined the Americans he could not speak one word of English. Like poor "Timi" had "Hector" now, however, has a broad American accent.

Kauffman and his companion left Florida, in April, 1935, sailed down the American coast to Panama, then crossed to the Galapagos, and later spent some time in the Marquesas and the Leeward Islands. From Tahiti, they followed Dwight Long's tracks to Penrhyn, then sailed by way of Samoa and Fiji to Sydney.

SUVA BOWLING CLUB

SUVA, Feb. 20

AFTER a very successful year, the Suva Bowling Club held its annual meeting on February 11. Mr. J. H. H. Millett was again elected president for the 1937 season.

Other office bearers elected included: Patron, Sir Henry Marks; vice-presidents, Messrs. M. M. Brodie and A. P. Matthews; committee, Messrs. W. G. Garnett, A. Goodfellow, J. Pederson, H. Adecock, W. E. McGowan, R. Steward and Dr. E. B. Buckeridge; secretary, Mr. C. C. Clark; treasurer, Mr. M. M. Brodie; auditor, Mr. A. Lewis.

Mr. James Daly, a prominent Frenchman in New Caledonia, reached Sydney by the *Pierre Loti* on February 8. He is a director of the firm of Barrau which has several branches in the French colony and also in the New Hebrides. Mr. Daly is vice-president of the Conseil-General at Noumea, which corresponds with the Executive Council under British law.

PAGES FROM THE PAST

By JULIAN HILLAS

Captain Goodenough Visits Rarotonga

THE credit for being the first white man to land on Rarotonga, in the Cook Group, is generally given to the L.M.S. missionary John Williams, to whom the approximate position had been supplied by converts in Aitutaki, 140 miles to the north.

To be strictly accurate, Williams was the third European known to have sighted the island—and the second to make a landing. The first and earliest was McCoy, one of the mutineers on the *Bounty*. Mention is made of this visit by the native pastor Maretu in his diaries, translated by Dr. Wyatt Gill.

"In that year (1788) there came here a very large ship, but the people did not land. Two canoes went off and bartered some goods, purchasing these with fowls, coconuts, and bananas. Makare (McCoy) was the name of the captain."

On this occasion, with characteristic opportunism, the Rarotongans managed to get away with a box containing among other novelties orange and pumpkin seeds, both of which were grown successfully on the island, so that the foundations of the fruit trade which developed

a century later may really be ascribed to this fleeting visit of the *Bounty*.

THE second arrival, Goodenough, was a wandering trader. Little is known about him and such meagre information as has filtered down to us hardly redounds to his credit. To posterity his sole claim for remembrance is that he was undoubtedly the first European to land and spend some time on Rarotonga.

In 1820, Goodenough's vessel appeared off Ngatangia and came to anchor inside the reef passage at Vai-kokopu. She must have been a somewhat larger ship than was usually engaged among the Islands, since her crew consisted of six whites, including Goodenough and his mate Stevens, two New Zealand Maoris, a couple of Tahitians, and a brace of blackmoors. There were also four white women on board, bringing the ship's company to a total of 16.

Sandalwood was ostensibly their object, but in this they displayed a singular lack of knowledge, and within a few days had set 60 native men on to digging up the *nono* shrub (*Morinda citrifolia*) under an impression that it was what they sought.

Trouble, however, was soon started by local natives, who encouraged the visitors to take pigs, coconuts, and women

belonging to neighbouring tribes. In this they were probably actuated by a desire to work off old scores at somebody else's expense and, in all fairness to Goodenough's men, it is equally probable that they were under the hoary and persistent fallacy that everything in the South Seas is simply there to be taken away without payment by the first stranger who takes a fancy to it.

Bad feeling was also caused by the native women showing a marked preference for the whites and being in turn carried on board the ship by them, a state of affairs which goes a long way to disprove the early missionaries' contention that Europeans were wholly responsible for the regrettable absence of morality in these places.

VERETINI, one of the two N.Z. Maoris, distinguished himself by alternately preaching the word of God and, in his more strenuous moments, leading the Ngatangia people against their hereditary enemies at Arorangi. In this latter and livelier work he was assisted by the Tahitian, Te Are, and together, on their initial outing, they accounted for four

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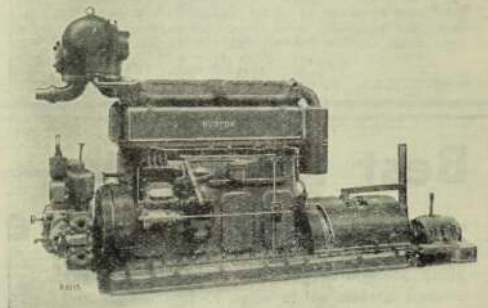
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of the Arorangi men who, being totally unfamiliar with the properties of the musket, had obligingly allowed themselves to be shot at short range.

Meanwhile Tupe, the remaining New Zealander, had been indulging in a some-

what more dangerous intrigue. Living ashore with a son of the local chief, he concocted a feasible little plot by which the white members of the crew might all be killed, although for what reason is not known. Unfortunately for his plans, a relation of the chief disclosed the whole scheme to the ship's officers.

The following morning a party from the vessel entered the village where he was staying and called him by name. On his appearance outside the house they promptly caught and killed him before returning on board their schooner.

One would have thought that at this stage Goodenough might have come to the conclusion it was time to leave Rarotonga, but neither discretion nor tact seems to have been his strong point.

With an almost insane temerity he now began cutting the *nono* which grew on the great sacred *marae* near Ngatangia. The desecration of their sacrificial and burial ground was in itself sufficient to invite reprisals on the part of the natives. But, apparently not content with what he had already done, Goodenough gave orders that a large store of coconuts belonging to the chief were to be brought on board the ship.

WHILST this was being done, Rupe, a brother of the outraged chief, pursued the thieves and, overtaking them with their plunder, at Titama, informed them that two of their number would be killed in expiation of their desecration of the *marae*. Continuing on his way, Rupe borrowed an axe from the family which had sheltered the late Tupe and, armed

with this, set out seriously to find victims.

Passing through the district of Avana he came upon Veretini seated in the doorway of a house. He was very drunk, and two Rarotongan women were busy cleaning his head of lice, a favourite occupation with the frailer sex, who, to this day, rather than use a hair comb, prefer the simpler and more lethal method of cracking the insects between their teeth!

Into this domestic picture Rupe the Avenger brought a discordant note. Calling Veretini, he waited until the stupefied man turned to look at him and then struck off his head at a single blow.

Scarcely had he bundled the body back into the house when Stevens, the mate, accompanied by another European, arrived on the scene. Rupe, taking the latter by surprise, cut him down without resistance. The mate meanwhile made off as fast as his legs could carry him and, reaching the beach a short lap in front of his pursuer, escaped in the ship's boat.

The natives working on the vessel now became thoroughly alarmed lest they all be killed in revenge, but it must be placed to Goodenough's credit that no harm befell any of them.

From Ngatangia, Rupe went on to Matavera, where he found a third European whom he killed in the same manner as Veretini. At Pouara, he came upon a fourth and served him likewise. The bodies of both these men were subsequently cooked and eaten.

NEWS of this wholesale butchery came to the ears of another native, Moetiki-oki, who immediately slaughtered the white woman Nati, at that time a guest in his house. By eating the body, he conferred on her the dubious distinction of being the first and last white woman to figure on a local bill of fare.

That evening, the surviving Europeans came ashore in force prepared to fight, but, hearing of their approach, the Ngatangia and Avarua people fled to the hills where they remained six days, taking with them their family gods and more portable property. At the end of this period, the high chiefs descended with peace offerings and, these having been accepted, the customary ceremony of nose-rubbing was gone through, after which the whites returned to the ship, paid off their labour and, with a complement reduced from 16 to 10, made preparations for an immediate departure.

With the sailing of his vessel, Goodenough reverted to the obscurity from which he originally came. History knows him not again. Like an echo from the past his solitary note rings once in the great symphony of Time and is heard no more.

Mr. and Mrs. F. Russell and their three sons, Trevor, John, and Phillip, of Nehone, New Caledonia, who arrived by the February Pierre Loti, are at present spending two months' holiday in Sydney. Mr. Russell is an accountant with the American concern which is developing the chrome mine at Nehone.

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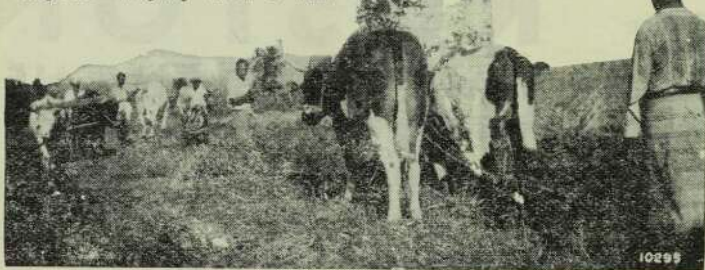
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Flat Denial From Samoa

From Our Own Correspondent
APIA, Feb. 20.

ACCORDING to press reports, a New Zealander, who has arrived recently in London, has stated in the *Daily Herald* that British rule is fiercely attacked in broadcasts to the natives of Samoa and New Guinea, emanating from German stations.

This statement is completely without foundations, so far as Samoa is concerned. No such broadcasts have been received in Samoa.

Apart from this, not a single Samoan native is in possession of a radio receiving outfit at the present time—though it is quite possible that the Samoans, with increasing prosperity, will become radio fans in the near future.

RABAU'S YOUNG CHINESE

RABAU, Feb. 10.

IT is interesting to note how progressive the Chinese residents of Rabaul are becoming.

Two Chinese boys, sons of local merchants, recently left for Melbourne where they will enter Wesley College as boarders. It is expected that the two scholars will matriculate and pass on to the University to graduate into one of the professions.

Both of them are ex-pupils of the Overseas Chinese School, at Rabaul, run by the Methodist Mission, where they received instruction in English and other subjects, which will fit them for life in an Australian school.

SAMOA'S MAILS

From Our Own Correspondent
APIA, Feb. 21.

AFTER a four months' interval, due to the American shipping strike, the first Matson liner, the *Monterey* has arrived at Pago Pago (American Samoa).

The mail communications of Western Samoa with U.S.A. and Europe have been completely cut off for several weeks, and the mails of November, December, January, and February are floating about somewhere in the Pacific.

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From Our Own Correspondent

TULAGI, Feb. 14.

SHORTLY after the departure of the *Malaita* for Sydney, the so-called "Nor-West season" set in. For practically a fortnight shipping and most other activities were held up, the breeze coming, with ample rain, chiefly from the southwest and west.

So far as is known, the bad weather was merciful to shipping, or perhaps owners were more careful or luckier than usual. The only incident approaching disaster was the grounding on January 28 of the M.S. *John Bolton* at Hameral, one of Messrs. W. R. Carpenter and Co.'s plantations in the Morovo Lagoon.

The vessel was on the reef for 17 hours and several hundred bags of copra had to be landed to enable the ship to be refloated. However, no harm was done except to the false keel, which is a device to take the brunt of these occurrences, inevitable in Solomon Islands navigation.

After she got off the reef, having been assisted by her own pinnace and the Marovo Estates' auxiliary vessel, *Annie*, she carried on her scheduled trip to Roviana and Tulagi.

For the six months ended December 31, 1936, gold production from the Morobe district, New Guinea, was approximately 192,345 ounces, valued at £A1,057,122.

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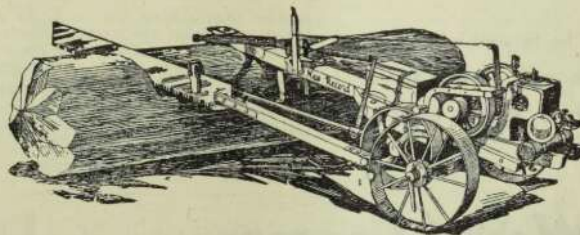
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LEPERS FROM SAMOA

From Our Own Correspondent

APIA, Feb. 17.
THE auxiliary schooner *Makoa* (Messrs. Burns, Philp and Co.), which left Apia on February 13 for Suva (Fiji), where she will be overhauled, had six lepers on board, being sent to the Makogai Leper Station, in Fiji. Among the

lepers are one Niue Islander, one Chinaman, and one Melanesian, with three Samoan women. It appears that of late the dread malady is on the decline in this territory.

Mr. F. H. Luff, manager of Dugumur Plantation, Madang, returned to New Guinea with his wife by the Montoro from Sydney on February 24.



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RISE IN COPRA PRICE

Encourages Thefts of Plantation Nuts in B.S.I.

From Our Own Correspondent

TULAGI, Feb. 14.

TRADERS in the Solomons have been paying up to and even over £1 a bag for copra. As a consequence, where villages are handy to plantations or areas where constant oversight is not possible, natives have been suspected of augmenting their own copra with purloined produce from estates. A few months ago they would not bother picking up nuts or cleaning their own groves.

A few successful prosecutions, if they could be managed, would nip this tendency to steal nuts in the bud.

One plantation owner has living on his boundary a native of slave descent, who is not entitled to own coconut trees. This native has lately sold several parcels of copra, of about 2000 nuts at a time, to Chinese traders. The trader is not to blame, for he does not know whether or not a native has trees. Even so, natives who do not possess trees frequently cook for others (in which case the owner of the trees can bear witness) on shares or other arrangements; but the plantation alongside is always correspondingly short of output.

Natives are the first to complain if a plantation labourer or any unauthorised native gets away with so much as one nut. However, natives will not "pinap" on one of their own clan, even of slave descent, and convictions are hard to get.

The penalty should be correspondingly severe. When a native owning no grove sells copra, but cannot state where he got it from, he should be under suspicion, to say the least.

RADIO FOR TAHITIAN FESTIVITIES

PAPEETE, Feb. 15.

TO accumulate funds for the colony's contribution to the memorial to Marshal Foch, now being erected at Paris, France, a *soiree* was held at Papeete's Cinema Theatre on February 10, and field sports and horse racing at the race track on February 11. Both were under the presidency of His Excellency Monsieur Sautot, Governor of French Oceania.

The *soiree* consisted of native chorus singing and vaudeville by local amateurs of real talent. This was followed by dancing, which continued until sunrise.

At the racecourse our local radio installed (for the first time) an apparatus to broadcast the description of the races and the band music to listeners about Tahiti and on the distant islands of the colony. At the leper stations on Tahiti, and on the remote Tuamotu island of Reao, the Government has placed radio receiving sets which bring much pleasure to the unfortunates living there.

Mr. Raymond Penny, leader of the only jazz dance band on the Morobe goldfield, arrived in Sydney from New Guinea by the Montoro in mid-February.

RAROTONGA'S WOES

Politicians' Promises and the New Steamer Service

From Our Own Correspondent

RAROTONGA, Feb. 12.

THE Resident Commissioner, Judge H. F. Ayson, C.M.G., leaves by the *Matua* tomorrow for New Zealand where he is expected to remain at least a month.

Among the many matters which will occupy his attention there is the proposed erection of a combined cold storage plant and central packing-shed for the Island's fruit crop, a project which is now before the Government.

Despite the astonishing fulsome delegation who recently visited the Cook Group, and the no less amazing panegyrics with which they regaled Parliament on their return to the Dominion, the fruit industry here remains in exactly the same parlous condition as it was prior to their arrival last July.

The ability to say beautiful things beautifully, and in such a manner that any or no meaning at all may be attached to them, seems an outstanding quality of present-day politicians. With fine phrases and an appropriately fruity delivery, the Parliamentary Committee succeeded in painting the local future in rainbow hues, without once making any definite statement that the sombre and drab grey of previous Governments would not be again used when it actually came to getting on with the job.

The Prime Minister—to quote Hansard—promised that action would be undertaken before Christmas. It is already the middle of February.

The long-looked-forward-to service by the *Matua* has so far proved of less benefit than that provided by the old mail vessels which, at least, had the advantage of being a direct one, whereas the new itinerary includes three other ports of call after leaving Rarotonga.

Furthermore, shipments from here by the *Matua* arrive simultaneously in Auckland with fruit, brought on the same ship, from Samoa and Fiji. Distribution, too, instead of being, as formerly, fairly evenly spread between Wellington and Auckland, is now centralised in the latter to the benefit of those interests to whom a glut on the market means a peculiarly juicy killing.

Obviously, something will have to be done about this, unless the fruit industry of the Cook Islands is to sink yet lower. That, in view of the depths to which it has already sunk, would be ruinous to those engaged in it at this end. In 1924, orange exports totalled 176,369, and bananas 78,453 cases. In 1935 these had shrivelled to 48,260 and 22,539 cases respectively.

And this in the face of the Cook Islands having been, and being, admini-

stered by officials who, to quote the honourable member for Christchurch North, are marvellous people, carrying on uncomplainingly on salaries not commensurate with their work. Departmental experts and Resident Agents who have sacrificed profitable careers to render valuable service to the Dominion . . . delightful people one and all, moving gracefully and usefully among a native race whose state of bliss is beyond description—but is due largely to the fine free-handed generosity of a trading element which has maintained the highest traditions of good British commercialism.

From this effusion one might infer that Mr. Holland found the Cook Islands the last hiding-place on earth where

brotherly love and human felicity meet on a common age of material prosperity.

Unfortunately for his Utopian dreams, Mr. Holland spent only a month on Rarotonga and, even in politicians, a little knowledge is a dangerous possession.

TURTLES ARE WELCOME!

From Our Own Correspondent

APIA, Feb. 16.

OF late, turtles have made their appearance as rare but welcome guests in Apia Harbour. A member of the crew of the schooner *Makou* recently caught no less than three large turtles, in one morning, when angling from the ship's boat, using ripe bananas as bait.

Acid In Your Blood Kills Health and Vigour Kidneys Usually to Blame

There is nothing that can so quickly undermine your health, strength and energy as an excess of Acid in your Blood. Every time you move your hand, take a step, or use even the slightest amount of energy, cells are broken down in the body and create Acids. This process goes on even when you are asleep.

Fortunately, nature has provided an automatic method of getting rid of these excess Acids. To get rid of these Acids nature provides that your blood circulate 200 times an hour through 9 million tiny, delicate tubes, or filters, in your Kidneys. It is the function of the Kidneys to filter out these health-destroying Acids, and to purify the blood so that it can take energy and vitality to every part of your body. But if your Kidneys slow down and do not function properly, and remove approximately 3 pints of Acids, Poisons, and liquids from your blood every 24 hours, then there is a gradual accumulation of these Acids and Wastes, and slowly but surely your system becomes poisoned, making you feel old before your time, run-down, and worn-out.

Causes Many Diseases

If Kidney troubles cause you to suffer from Acidity, Getting Up Nights, Nervousness, Leg Pains, Dizziness, Frequent Headaches, Rheumatism, Swollen Ankles, Circles Under Eyes, Backache, Loss of Vitality, or Burning, Itching and Smarting, don't waste time worrying and waiting. The natural thing to do is to help your Kidneys with the doctor's special Kidney prescription called Cystex (pronounced Siss-Tex). Cystex works directly on the Kidneys and Bladder, and helps the Kidneys in their function of washing impurities and Acids from the system and in maintaining the purity of the blood. Don't try to overcome Acidity in your blood by taking medicines to offset the Acidity. The only way you can really get rid of the Acidity is by helping your Kidneys to function properly and thus remove the Acid from your system. The Acid is bound to stay there unless the Kidneys function properly.



Dr. G. B. Knight

Chemists and doctors in over 51 different countries throughout the world recommend Cystex for its purity and prompt action as a Kidney medicine. For instance, Dr. Geo. B. Knight, Physician of Camden, N.J., recently wrote: "Cystex is an excellent prescription to help overcome Kidney troubles. It is assimilated by the system in short order and starts its beneficial action almost immediately, yet Cystex contains no harmful or injurious ingredients." Dr. C. Z. Rendelle, another widely-known physician and Medical Examiner, of San Francisco, recently said: "Since the Kidneys purify the blood, the poisons collect in these organs and must be promptly flushed from the system, otherwise they re-enter the blood stream and create a toxic condition. I can truthfully recommend the use of Cystex."

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If you feel older than you are or suffer from any of the dangerous symptoms mentioned, your Kidneys may be the real cause of your trouble. Get the doctor's prescription Cystex today. Put it to the test and see the great good it can do in your own particular case. Cystex is offered under a written money-back guarantee that by helping your Kidneys it will make you feel Younger, Stronger, and more Vigorous and satisfy you completely and thoroughly in 8 days, or you merely return the empty package and your money is refunded immediately. Your word is final. This written money-back guarantee is backed by a fund of £2,000 deposited by the Knox Drug Company, manufacturers of Cystex, with the leading banks of the world, such as English, Scottish and Australian Bank, Melbourne; Bank of New South Wales, Sydney; Westminster Bank Limited (Gray's Inn Branch), London. You can't afford to endanger your Health—you cannot afford to waste time—and you can't afford to take chances with cheap, drastic, irritating drugs, which might injure your delicate Kidneys. Get the doctor's prescription Cystex from your chemist today, under the written money-back guarantee that it must make you feel well and strong and satisfy in every way or cost nothing.

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Population Of W. Samoa

Remarkable Increases In Native People

From Our Own Correspondent

APIA, Feb. 20.

THE tabulation of the census figures relating to the native population of the Mandated Territory of Western Samoa has now been completed and the results have been made available.

They show the total native Samoan and Polynesian population at November 4, 1936, to be 52,266, compared with 36,688 in 1926, when the last official census was taken. The increase over a 10 year period amounts to 42½ per cent.

The Samoans are probably the only branch of the Polynesian race showing such a large proportionate increase, which is due to the high and increasing birth rate and the steadily decreasing death rate, especially the infant deaths. It must also be taken into consideration that, during part of 1936, the infant death

rate was extraordinarily high among the natives owing to an epidemic of whooping cough.

The Samoan native population is composed of 26,468 males and 25,798 females. The count by age groups shows the following totals:—

Male—	
Heads of families ranking as chiefs or orators (usually over 35 years of age)	3,100
Untitled men (commoners) age over 14	10,149
Boys 2 to 14 years old	11,534
Infant boys under 2 years	1,688
	26,468

Female—	
Married women and unmarried women over 25	11,271
Girls from 15 to 25 years	2,777
Girls 2 to 14 years	10,457
Girls, infants under 2 years	1,361
	25,798

The native population on the main island of the group, Upolu, is 34,657, distributed approximately as follows: Apia and neighbourhood, 14,000; North Coast, west of Apia, 6,500; North Coast, east of Apia, 6,500; South Coast, 7,500.

The large island of Savaii counts only 16,575 inhabitants (Samoans), 5,001 of whom live in the densely populated district of Faasaleaga. Of the smaller islands of the group Manono has 843 and Apolima 157 Samoan residents.

Included in the native Samoan population are a fairly large number of other Polynesians and Pacific Islanders as well as Chinese-Samoans, descendants of Chinese contract labourers and Samoan women. The figures are:—

Niueans	210
Tokelau	122
Eliice	87
Tongans	72
Melanesians	28
Fijians	25
Wallis Is.	21
Rotuma	21
Gilbert Is.	13
Other Islanders	11
Samoan-Chinese	778
Samoans	50,878
	52,266

Apart from 778 Chinese-Samoans included in the Samoan population, there are an additional 127 Chinese-Samoans, descendants of Chinese free residents, included in the European population.

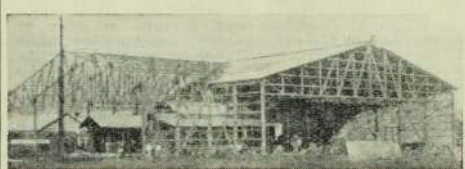
Of the Chinese-Samoan, offspring of Chinese contract labourers, less than 50 were born during the period 1903 to 1914—i.e., under the German regime. The majority are born under the New Zealand Administration, 1914 to 1936.

The native Samoans belong to the following denominations (figures for 1926 are also given):—

	1936	1926
London Mission Society	31,838	23,487
Roman Catholics	9,566	5,842
Methodist	8,611	6,447
Latter Day Saints (Mormons)	1,939	898
Seventh Day Adventists	312	14
	52,266	36,688

The Roman Catholics show the largest proportionate increase in numbers (63.7 per cent); the London Mission adherents have increased 35.5 per cent; the Methodists 33.5 per cent. Owing to their greater

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activity, the smaller sects, Mormons and Seventh Day Adventists, have also made large gains during the last 10 years.

There are altogether 1,001 native Samoans in remunerative employment, working for a livelihood, 447 of whom are plantation workers on European or Government plantations. A total of 2,049 Samoans are living on European properties, mainly in Apia and neighbourhood.

The total population of the territory, European and native, as counted in the census is now composed as follows:—

Native Samoans	52,266
Europeans	3,095
Chinese and Melanesian labourers	585

Total population 55,946

For the purpose of comparison it is interesting to quote the corresponding figures of the 1926 census and of the last German count taken in 1913.—

	N.Z. Census 1926	German Census 1913
Native Samoans	36,688	34,065
Europeans	2,291	1,582
Chinese and Melanesians	1,043	2,452
	40,022	38,099

The small increase shown in 1926 against former counts is mainly due to the heavy mortality caused by the 1918-1919 influenza epidemic.

Dr. W. M. Ramsay, Fiji District Medical Officer, arrived in Sydney by the Esperance Bay in February on leave prior to retirement from the Civil Service.

TAHITI CHINESE

Fierce Storm — But No Ripple On Surface

From Our Own Correspondent

PAPEETE, Feb. 10.

THE Chinese colony in French Oceania, like Chinese colonies everywhere, while physically and economically in the place of its habitat, is mentally and politically resident in China.

The complexion of the local community has closely followed the political changes of Southern China. At one time, there were sharply divided monarchical and republican divisions. But as the Kuomintang developed ascendancy at Nankin, that organisation at Tahiti has drawn into its allegiance all but a few die-hards.

The average Chinaman is garrulous enough about things in general, through the medium of pidgin Tahitian or (in the case of the educated) of French and English. When it comes to political and community affairs, however, everything is transacted behind the wall of the Chinese language, and very little of what is going on leaks out to alien ears.

The Kuomintang has erected a handsome building in the heart of Papeete. The lower floor is used for school rooms to instruct Chinese children. The upper apartments are executive offices and club rooms. Until recently this institution

has been in receipt of an annual subsidy from the Nankin Kuomintang.

From its inception, the Tahiti Kuomintang has been controlled by the directors of Kong Ah and Co. and their allies. When that widely-spread commercial corporation came to grief, an investigation, forced by the anti-Kong Ah members of the Kuomintang, disclosed the practically total disappearance of the very considerable treasury funds of the association.

Then ensued a battle royal for control. The situation, reported to Nankin, resulted in the discontinuance of the subsidy until the matter should be cleared up.

After a strenuous campaign the opposition to the Kong Ah control has won a sweeping victory, and a special delegate has been despatched to China to expose to the higher authorities the situation and to plead for the resumption of the subsidy.

All this has transpired without the least ripple on the surface of Chinese life in the islands that could be detected by an outsider.

Dr. A. M. Reid, who was formerly geologist to the Tasmanian Government, returned to Sydney from Noumea by the Pierre Loti in February after carrying out a survey for Chrome Alluvials Ltd., of Melbourne. Having closely inspected the properties in the south of the group which the company has under option, he recommended that Chrome Alluvials take up the leases.

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The steam-yacht *Corsair*, the property of Mr. J. P. Morgan, the internationally known United States banker, arrived at Papeete on February 8, 1937. The yacht navigated among the dangerous Tuamotu Islands calling at Fakarava before going to Tahiti. From there the voyage was continued to Moorea, and on to the Leeward Society Islands and thence to Suva, Fiji. The *Corsair* is one of the world's largest and most costly sea-going yachts.

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RADIO TRANSMITTERS FOR TORRES STRAIT ISLANDS

THE Chief Protector of the Aborigines in Queensland has evolved a scheme to provide wireless communication between a central radio station on Thursday Island and a number of the Torres Strait Islands. Fifteen mission stations and Government posts will be equipped almost immediately, as well as the Government ketch *Melbidir*.

Amalgamated Wireless (Australasia) Ltd. has accepted a contract for the installations. As some of the islands in the network are as far as 300 miles from T.I., it has been decided, in the interests of economy, to equip the stations with low-powered transmitting equipment deriving power from small engine-driven generators.

Miss Olga Macco arrived in Sydney from Rabaul, New Guinea, by the *Montoro* on February 18, en route to Germany to be married. Older residents of the territory will remember her parents, who were well-known planters in New Ireland before the Great War.

STILL NO DECISION!

Chinese Labourers In Samoa

From Our Own Correspondent

APIA, Feb. 19.

THE matter of the repatriation of the Chinese plantation labourers, whose contracts expire in August of this year, is still causing much agitation among the European planters.

No decision has been made by the N.Z. Government so far, though a number of petitions have been forwarded to New Zealand protesting against the threatened measure, which would mean the ruin of the plantation industry.

The natives are enjoying a period of prosperity at present, and it has become increasingly difficult for planters, even at increased wages, to obtain Samoans for casual employment on their plantations.

The wages of Chinese plantation labourers have recently been raised from 1/9 to 2/- per day.

An intimation that the Socialist Government planned to repatriate the Chinese was given first by the "Goodwill Mission" in June, 1936—nearly nine months ago.

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Papuans To Be Trained For Ministry

THE first two Papuans to be accepted for the Christian ministry were admitted as candidates for training at the Annual Conference of the Methodist Church in Sydney in February. They are two native catechists, Inosi Ugwaluba and Kelebi Toginitu.

Matters of interest concerning the Pacific Islands fields of the Methodist Mission were present to the Conference by Rev. J. W. Burton (General Secretary). He pointed out that during 1936 the accumulated deficit of £17,053 was reduced by £5,352, and is now the lowest for very many years.

Requests to the Conference from unmarried missionaries for permission to marry were granted to Revs. D. F. Boorman (Fiji), A. S. Jones, T. N. Simpson, and H. J. Pearson (New Britain).

The Conference agreed to the following transfers:—

Rev. F. L. Nunn, Lautoka, Fiji, to Victoria.

Rev. L. A. McArthur, B.A., Vunairima, New Britain, to Western Australia.

Rev. A. H. Wood, Nukualofa, Tonga, to New South Wales.

Rev. H. Chambers, Davuilevu, Fiji, to Victoria.

Rev. C. M. Churchward, M.A., Rotuma, Fiji, to New South Wales.

Rev. Maurice G. Wilmshurst, M.A., South Australia, to Ba, Fiji.

Rev. G. J. Platten, Western Australia, to Vunairima, New Britain.

Rev. Stanley G. Cowled, New South Wales (formerly of Papua), to Fiji.

Rev. Ronald S. Walker, New South Wales (formerly of Papua), to Fiji.

Mr. W. Fowler, District Officer in the Solomon Islands, has been transferred to Nigeria, West Africa.

DEFAULTING RECRUITS IN SOLOMONS

Fiji's Strange Indifference To Very Serious Problem

From a Special Correspondent

TULAGI, Feb. 19.

FOR the last two years, considerable loss and anxiety have been experienced by recruiters, and through them by every industry in the Solomons, owing to a situation which has its origin in Fiji's apparent indifference to the welfare of the Solomons.

To realize the seriousness of the matter, it is necessary to explain the system under which any native needing employment overcomes the difficulty of getting in touch with a job.

For a start, one can set aside fables and adventure-stories, and a lot of the romance that popular imagination invests in anything pertaining to the savage isles and so forth. The fact is, that most plantations are situated in comparatively thinly-populated islands, where, by reason of the scarcity of population, land has been available for development.

But, on the other hand, natives in need of jobs are living on thickly populated islands where land has not been available for development.

To bridge the gap between the native seeking a job, and the employer needing the native's services, there has been evolved the "recruiter." He is simply running an employment bureau, taking the place of a "Situations vacant" column. But he has also to provide the native with sustenance till he gets to his job, and transport to his job, and some form of advance to enable his relatives to carry on while he is away working. It can be seen that "overhead" is pretty heavy.

In the old days, the relatives were given a present of goods (money being of no use to them); the applicant for employment signed on the licensed recruiter's book; and the native was brought in for medical inspection, and to have his contract ratified by an official, who would see that the agreement between native and recruiter was above-board. Unless a native were medically unfit, too young, or otherwise disqualified, he had his contract ratified, and his wages started from the date of ratification.

It is to be observed that the employer, through his agent the recruiter, maintained and transported the native from the time he signed the recruiter's book, until his arrival on the plantation. The employer also maintains the labourer for the term of his employment, and, further, after he has worked for the stipulated period until he arrives at his home, to which transport is provided by the employer—the recruiter doing the landing of the returned labourer.

It can be understood that all this maintenance and transport, which requires a ship and crew, and a responsible licensed ship's master, costs money. This is allowed for in the recruiting fee; and so the recruiter makes his living.

The present situation is that, with the

march of progress, the old-fashioned and ethically-wrong gift to the relatives has been replaced by an advance of the native's wages (if he wishes it—and he always does) which in the first place is found by the recruiter (unless he makes special arrangements with the employer). This usually amounts to £3.

A ship's expenses vary, but they are so heavy that, recently, several recruiters have had to abandon recruiting, as the fee of £7/10/- is too low to afford them a living, unless they are having continually successful trips. At festival times, and when native food is plentiful, successful trips may be very rare. This

is in addition to the £3 advance, which, if provided by the recruiter, is refunded by the employer, being part of the employee's wages.

Now, for the last two years, through a mis-wording or a misinterpretation of the regulation, and in any case through the indifference of Fiji to the strong representations of those who have any knowledge of the situation, natives have repeatedly accepted advances, signed with the licensed recruiter, been maintained for the period of the trip to the

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recruiting ground, and then brazenly stood and, while admitting that they had agreed to the terms the employer's agent offered, just would not go.

The ratification of labourers' agreements is done only before responsible and conscientious officers, and there has never been any question of misleading the natives, or of breaking the very strict and strictly-enforced Labour Regulation.

Lucky recruiters are sometimes able to collect their £3, or some portion of it. All the other expenses are lost. Unlucky recruiters lose the expenses, which the recruiting fee of £7/10/- would have covered, and the £3 advanced to the native

out of wages which he brazenly refuses to do anything about. As a recruit is also entitled to his fare back home, another £2 worth, at the least, the loss runs into something about £12/10/- for every defaulting native.

The very strongest representations have been made to the High Commissioner's Office, and nothing has been done in the matter; but a reply has been received that nothing will be done.

The number of labourers getting this expensive round trip increases, and the effect on the natives we are trying to improve is wonderful. What the effect will be on the planters, mining companies, and other employers, and eventually on the revenue, can be left to the imagination.

The situation is past comment. What is the Solomon Islanders' curse (Fiji) going to do about it?

Mr. Arthur Gaye, C.B., United Kingdom representative on the Board of British Phosphate Commissioners, arrived in Suva, Fiji, by the Triona in February.

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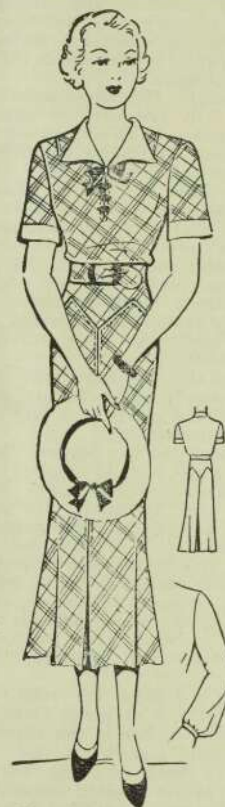


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3104—This runabout frock, ideal for sport, has an alternate long sleeve. Skirt has a shaped hip yoke cut Vandyke at the base; on to this the skirt is attached, featuring an inverted pleat back and front. Neck is bordered with a roll collar of contrast. Material (for 36in. bust): 3½ yds. 36ins. wide; contrast, ½ yd. 36ins. wide. Bust sizes 32 to 40ins.

"TALKIES" FOR TAVUA

From Our Own Correspondent.

SUVA, Feb. 9.

AN important event in the history of the Tavua goldfield took place recently when a newly constructed social hall was opened by Mr. E. G. Theodore. This fills a long felt want at the field.

It is a commodious building of two storeys—the top floor being a ballroom, and the lower a "talkie" hall, equipped with up-to-date plant. The theatre has accommodation for 150 persons in chairs and 250 on forms.

Fashion Hints for Islands Women

By Therese

PERFECTION lies in little things, and so the craze for novel accessories continues.

Little white dogs march in solemn procession across the front of a halo hat of navy taffeta. Little red dogs of ferocious mien keep guard on the lapel of a jacket.

Delicate trifles of lace go to the making of fascinating fans. Glittering gold and silver kid makes evening bags, belts, and most attractive flowers. Scintillating buckles and clips in exquisite designs trim evening gowns.

Gloves are both short and long. Eight-button gloves are becoming with the three-quarter or push-up sleeve. White gloves hold their own and are always smart. Suede gloves are discreetly decorated with metal motifs. Almost indistinguishable from the real thing, suede fabric gloves come in a variety of colours.

Flowers in suede and leather add a striking touch to daytime clothes. Belts are worn to match them. Scarves are more intriguing than ever. Spots, stripes and jig-saw designs gay the duldest dress.

Hats are chic and amusing. Narrow and medium brims are popular, as are no brims at all. Brimless hats sport stiffened veils, standing out like brims, and the very newest veils fly out from the back. Crowns soar or squash as flat as any pancake. Either style is in accordance with fashion's decree.

All the chic of the hat depends on the angle at which it is worn. Usually a tilt to the right eye and slightly forward creates the greatest degree of chic, though the enchanting Mary Queen of Scots' bonnet is worn off the face and is full of charm.

The new materials for evening wear are little short of heavenly—cloth of gold rich and supple with never a metal thread to dim its brightness; rhinestone studded crepe; satins embossed with silver and gold; floral lacquered satins; and sequin scattered georgettes. Black spangled net floats like a cloud over shining sheaths of brilliantly coloured satin.

Many evening gowns are high of neck, with low décolletage. Most important of all, sleeves, whether short or long are the *dernier cri*. Fashion is very varied in her evening mood. Gowns are gayed with brilliant touches of colour, or glitter and sparkle with every movement.

A vivid green bracelet catches the green of the sash on the black cloque gown which buttons to the neck with myriads of buttons.

A gold lame dress sheathing the figure adds crimson velvet epaulettes. A panel buckled to the waist sweeps to the floor.

Voluminous net floats over the skirt of a slim satin evening gown. It is detachable, to give service as a cape.

Shirred and flaring out like a lampshade, a gold taffeta evening dress exudes Victorian charm. The hips are slim, and the shirs run from the hipline to the hem.

A black satin dinner gown is romance itself with its stiffened puff sleeves

springing from a net yoke. The skirt sweeps back into heavy folds.

The Russian influence continues to sway us. Tunics are definitely to the fore, and evolved in lace, lacquered satin, lames and brightly floral taffetas, are delightful for festive occasions. In most instances the skirt beneath is column slim, the more daring, slit to reveal a well turned nether limb.

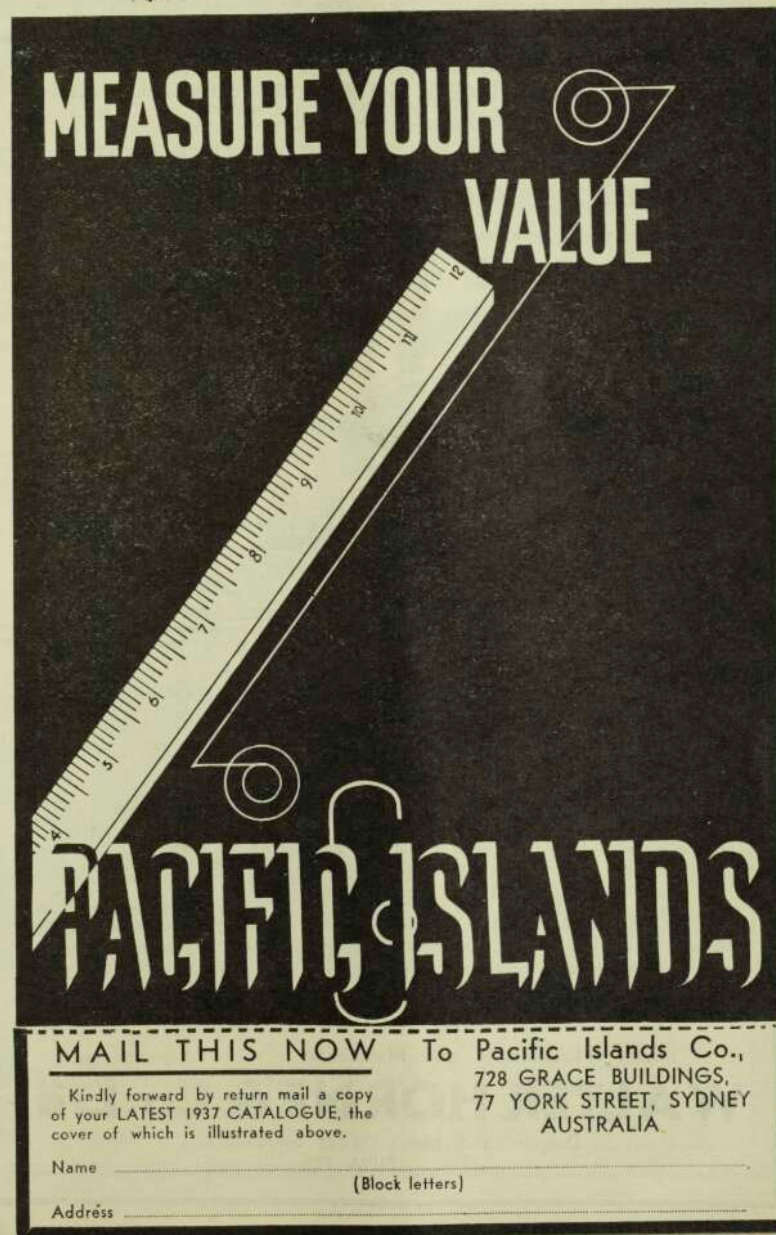
A Tsigany sash of scarlet and green,

ties round the waist of a navy lace frock and endows it with charm.

Lovely beyond belief, a dinner dress of gold cloth sweeps out from moulded hips. Its sleeves, shirred at the shoulders are three-quarter length. The bodice swathes high at the neck line.

Organza makes the sweetest and most ethereal of dresses for the ingenue, and a gown of misty grey swathes itself with pink, like the first pale flush of dawn. The swathing ties in a sash, which reaches to the floor.

The line for day clothes is straight and youthful. Skirts are short and sometimes the shorter skirt mode is adopted



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for evening wear with varied success. Shoulders are broad, though more rounded than squared.

White is most favoured for trimming especially with black and all shades of blue. Off white is definitely better with brown giving a softer contrast. With this the natural chamois glove is perfection.

Black with blackberry is one of the chic combinations the new season offers. Black hat, shoes, and a black belt worn with a double breasted cardigan is chic personified. Through a tab at the neck, a fringed scarf of palest lavender is slotted. A slim black skirt completes the ensemble.

Sports clothes show a trend towards novel details about the neck and shoul-

der line. Skirts are short, either flared or pleated.

A white linen jacket suit outlined with dahlia red fringe pins a two-tone posy on its lapel.

A large black straw hat tops a haze-blue georgette frock, printed with clusters of pink chrysanthemums. One large bloom trims the hat.

Pin tucks are well in use on plain coloured frocks and form a delightful trimming note.

Paisley dresses, blouses and scarves are really charming, the soft mellow colours toning with almost every colour.

Striped cotton dresses add brilliant cowboy scarves and a gay sombrero is added for beach wear. The ubiquitous sandal accompanies it.

NOTABLE WEDDING

Marriage of Daughter of Papua's Oldest Resident

From Our Own Correspondent

PT. MORESBY, Mar. 5.

OF great interest to all residents of Papua was the marriage of Mr. Frederick Godson, of Itikinumu Plantation, Sogeri, and Miss Gladys English, youngest daughter of Mr. and Mrs. A. C. English, of Rigo, which took place at Ela Protestant Church, Port Moresby, on March 3.

The ceremony was performed by Rev. D. E. Ure, of the London Missionary Society. The bride and bridegroom were supported by the sister of the bride, Miss Margery English (bridesmaid), and Messrs. E. J. Frame and Stanley A. Greenland (best man and groomsmen). After the ceremony, Mr. and Mrs. English entertained 60 guests at the Institute Hall. Among those present were: His Excellency Sir Hubert Murray (Lieutenant-Governor), Hon. H. W. Champion and Mrs. Champion, His Honour Mr. Justice Gore and Mrs. Gore, Hon. A. P. Lyons and Mrs. Lyons, and Mr. and Mrs. S. A. Greenland.

Following the bride and bridegroom's toast, Sir Hubert Murray proposed the toast of the bride's parents. He remarked upon his many years of continued friendship with Mr. A. C. English, who had already been a resident in Papua for more than 20 years when he first took office in 1904. Mr. English, said His Excellency, knew the very early days when Papua was a Protectorate and known then as British New Guinea. Sir Hubert laid stress on the dangerous state of the colony at that time, and the hardships and privations endured by Mr. English, and later Mrs. English, when the demands made upon civil servants and settlers were such as are difficult to realise in these settled times.

Mr. English landed at Kerepuna in 1883, when there was no settlement whatever and the natives, except for the control of two white missionaries, were left to their bloodthirsty devices. At that time the coastline was visited only by traders, with occasional excursions by blackbirding schooners; but apart from these the country was practically unknown.

He first interested himself in making valuable collections of Natural History specimens and of native curios. Later, in 1889, on account of his knowledge of the natives and the country, he was appointed Acting Government Agent for Rigo by Sir William MacGregor. Resigning from the Government in 1907, Mr. English settled in the district, and engaged in planting and trading, within a few miles of where he first landed 54 years ago, and where he now resides with his wife and family.

Mr. C. R. Bignell, of Fulakora Plantation, Ysabel Island, British Solomon Islands, arrived in Sydney by the Malaita on February 28.

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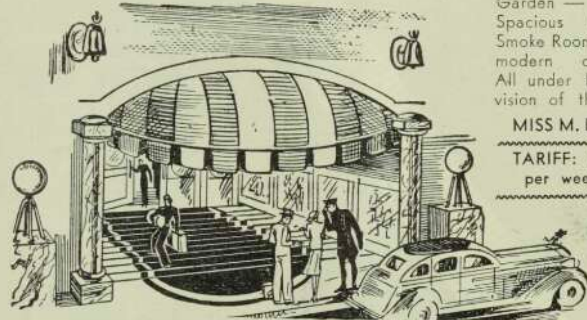
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SUVA, FIJI

Valuable Plants of Fiji

By H. B. R. PARHAM

ATTENTION once being aroused as to the variety of aromatic perfumes that may be extracted from the floral and sylvan growth of the *Vei Kau*, one is amazed to find what an endless procession of plant names there is to extol for their aromatic essences. Most of them still remain unheralded and unsung.

As once the cry went forth, "there is yet corn in Egypt," so most assuredly the very bush-birds might proclaim in true song that "there are yet stores of spicy fragrance to be exploited in the depths of Fijian forest glades, or beside the devious creeks running dreamily to the sea."

For instance, consider the charm of the inflorescence of the noble *Vutu* (*Barringtonia edulis*) of the order *Myrtaceae*. Anyone who has been in a boat on a river in Vanua Levu in the early morning, and has seen the dainty *Vutu* blossoms floating on placid waters will certainly agree with the poet that such "things of beauty are a joy forever." Having smelt the exquisite scent of this white and pink flower, you will confess that such delicately spiced blossoms are eminently adapted to the making of perfumery.

They look, indeed, more like tassels of dainty floss-silk from some fairy work-

basket, than flowers from a mere tree. But take one in your hand, and inhale the delicious, piquant odour, and you will agree that the pretty thing reminds you of carnation flowers in some beautiful pleasance, and that if its seductive perfume could be extracted it would captivate at once all lovers of dainty essences. Redolent of all the charm of moonlight nights in fair Fiji, the blossom should give its sweetness to a wonderful *poudre d'amour*, for the "beauty outfits" of fair women.

There is, too, a poetical glamour about the *Vutu*; and a very pretty conceit in one of its native names, less often known to the *vu'agi* (foreigner). Among themselves they call the fallen *Vutu* flowers, "the tears of the night." They do not, however, explain whether the tears are shed by the tree when it has to part with one after another of the fair flowers it has brought to life and perfection upon its wide-spread branches, or whether the tears are those of the drifting blossoms, as like rosy-flushed Naiads they go floating on the bosom of the river, and so away from the safety of home. Or perhaps it represents the silent weeping of the night itself, as each flower drops to punctuate the flight of time till dawn when these charming visitants fade or float away.

It is needless to trace further a perfectly charming proof that there was poetry in the Fijian natives before they were taught to mouth foreign ditties and exchange poetry for anthologies!

The *Bele be'e* (*Badusa corymbifera*),

belonging to the *Rubiaceae* order, is another charming shrub-like tree with pretty little flowers, glossy green leaves, and mauve stamens, tipped with yellow.

The flowers, which come out in March, have a very pleasant scent, which may be described as resembling the fragrance of ripe blackberries.

The *Kai Viti* at times use the *Bele bele* for perfuming their coconut oil, and it is certainly a pleasant variant from such strong essences as are obtained from *usi* and *marcouvu* (cinnamon).

An ancient Fijian woman, learned in all such old-time traditions, says that the *Bele bele* shrub grows at Nalcobocobo, and is, therefore, most certainly a *tevora* (devil) tree. Since it grows at the "spirits' jumping-off place," it is, of course, found again in the spirit world, growing side by side with the ghostly *Tarawau*, the planting of which is the most important work of a disembodied spirit, according to old-time belief.

There are two other shrubs called *Bele bele*, but these are not so perfumed and belong to quite different plant-families.

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MIXED MARRIAGES IN POLYNESIA

Unions Made By Many Europeans With Attractive Daughters of Samoa

By H. CHARLES REED, of Apia.

NEWCOMERS in these attractive islands of the Samoan Group appear to have considerable interest in the island ways of love and marriage—especially mixed marriages, which, from their intimate nature, are a subject rarely broached in print.

This writer has personally known, in Western Samoa, a great many highly respected men of gentle birth and of education who, in former days, chose to marry fair daughters of the island chiefs, or girls of part-European parentage, who are called "European-born" in Samoa.

Among those men who chose to make Samoa their residence and adopted home were quite a number of professional men, including lawyers, doctors, dentists, surveyors, chemists, merchants and traders,

master-mariners, schoolmasters, managers of plantations, and gentlemen of means . . .

It has often been said that there is a subtle charm and attractiveness about the comely daughters of the chiefly families of Samoa. That they can lay claim to an amiable disposition is true. "The Samoans certainly have learned the way to live and love," the author of a well-known book, once remarked. R. L. Stevenson said, "I love Samoa—its people are a glad race."

But in choosing a consort from among the light-skinned Polynesian daughters of Samoan chiefs, or from among the lighter-hued European-born girls, there are certain pros and cons that will need to be carefully weighed. A knowledge of Samoa, and an understanding or knowledge by residence of local conditions of the country and its people, are requisite.

All things being equal it must not be imagined that the most vivacious nymph will provide the best alliance. Milk and coffee need to be carefully blended. A sacred contract, such as marriage is considered to be, needs careful forethought, and that careful thought should be the responsibility of the man, in the writer's opinion.

Most of the daughters of Samoan chiefs, as also the fair maidens of the European-born community, are fitted by reason of modern schooling advantages to more than hold their own in a conversation in English. They will, in general, have a pretty good insight of house-keeping and of domestic economy. The Samoans really do excel in the art of cake-making. With the sewing machine, as with the needle, the girls of these islands are adepts, and they usually cut and make their own costumes or frocks. But when it comes to a discussion of the art and crafts of European origin one cannot expect a people whose environment, in most cases, has been that of the Islands from childhood maybe, to have even an understanding, far less a sympathetic, interest in such subjects.

They may be called illogical. Yet how can they appear otherwise? How can a people, whose parents in some cases, have but little evolved from the later Stone Age, have an intimate understanding of outside world matters, except, of course, those more fortunate girls who have travelled. Many young people of Samoa have visited New Zealand, Australia, and Europe.

The more versatile among the young women of Samoa will play tunelessly on the piano, guitar, or ukelele. They are vivacious, and fond of the dance, the "talkies," and the lagoon. But in this, perhaps they are not alone. They have beautiful voices and, with training, often

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become good singers. A poetical sense is theirs, while they are keen on music.

The Island-born girls do not suffer the health shortcomings, such as white women usually experience, soon after residence in Samoa, and which frequently necessitate their leaving the islands at short notice, under a doctor's advice.

Since the New Zealand occupation of Western Samoa, under Mandate (1914), mixed marriages in Samoa have been sternly frowned upon by officialdom; and those of the residents who have taken a stake in the country, or married a fair daughter of Samoa, in order to make this territory their home, by choice and adoption—these are, for most part, men who are engaged in planting, or shipping, or in the trade—are quietly, but callously, ostracised, by some unwritten law.

Mr. Stephan Savage has written on this topic as follows: "The colour bar and prejudice which exist to-day in these islands was virtually non-existent or unknown until very recent years."

Mr. F. M. Keesing, in his scholarly work, *Modern Samoa*, page 458, says: "With the passing of frontier conditions, a growing number of white women, mainly the wives of officials, are coming to the islands, allowing the development of family and social life, from which, to greater and greater extent, Europeans married in the country, tend to be excluded.

"Sentiment against the half-caste (European-born, is the modern term) is manifested more openly. The visitor can hear in Samoa, to-day, stories to prove him 'dishonest,' 'unreliable,' 'intellectually-inferior,' etc. An increasing discrimination is being shown against all except the few who are in an unassailable position, because of their economic status."

EDITORIAL NOTE

MR. REED, in the opinion of this writer, has not dealt boldly enough with his subject—he seems to be afraid of giving offence to snuffy officialdom.

During a few weeks spent in Western Samoa, in 1936, I had the opportunity of meeting many European-Samoans, old and young and of both sexes; and I can say without hesitation that in beauty, intelligence and moral worth those "half-castes" will compare favourably with any equal number of people taken at random out of a European community. The young women especially are attractive—they are almost all beautiful and vivacious, and what they lack in worldly knowledge they more than make up in amiability.

Smug people in Samoa, considering the "European-born" as a community, will probably find several reasons for discouraging marriage with Europeans: but if they would search out the truthful history of European-Samoan girls who have married Europeans and then left Samoa for the more tolerant communities of Australia and New Zealand, they

would find, in almost every case, a record of a successful marriage and of happy motherhood. One visit to a social gathering arranged by the Polynesian Club, in Sydney, would supply interesting and reassuring evidence about such marriages.

There is a scientific explanation. The racial base of the pure Polynesian contains perhaps 30 per cent of Caucasian blood. Thus, a European-Samoan half-caste is much more than a half-caste, and — other things being equal — future alliances of this racial product with Europeans need not be contemplated with alarm.—R. W. ROBSON.

Dr. S. M. Lambert, representative of the Rockefeller Foundation in the Western Pacific, left Fiji for New Zealand recently by the Matua to report on the health conditions of the Maori race for the N.Z. Government.



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The Director,
THE NAVAL DEFENCE RESEARCH STATION,
Copenhagen, 5th March, 1934.

A/S Kymela,
Glentevej 61,
N.

After the experiments made by the Naval Defence Research Station, on which a report was sent you on the 25th August, 1930, some of the Cuprinol-Treated pieces of sail-cloth were kept in the testing well, mentioned in the report.

On the 16th January, 1934, the said pieces of sail-cloth were inspected and were all found to be in a perfect state, having lost nothing of their durability.

We have not conducted tensile strength tests, as the samples were too small.

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(Signed) K. T. A. JENSEN.

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"Closed Districts" in the Solomons

Rennell and Bellona

AN issue of the *Gazette* of the Western Pacific Commission of February 15 brought the "Closed District Regulation, 1937" (British Solomon Islands), into operation. The scope and purpose of the new law is thus described by the High Commissioner (Sir Arthur Richards):—

Owing to isolation, difficulty of access, and absence of inducement to traders to operate there, the native inhabitants of the Islands of Rennell and Bellona had not, until recent years, been brought into contact to any appreciable extent with visitors from beyond the confines of their home islands. They had therefore largely retained their primitive character and customs and had avoided infection with many diseases which have taken such heavy toll of native lives throughout the Pacific Islands. In consequence they have not developed any immunity from, or resistance to, such diseases.

In recent years, as a result of visits of scientific and other expeditions, knowledge of the primitive conditions existing in the two islands has gradually spread and attracted other overseas expeditions and yachting parties. Missionary bodies are also taking a lively interest in the

two islands. In consequence the visits of vessels are becoming frequent, and the introduction of infection, with heavy mortality amongst the natives, has demonstrated the urgent necessity, in the interests of the health and lives of these people, of Government control of overseas contact with the two islands.

The Closed District Regulation 1937 has therefore been enacted to give the Administration the necessary powers of control. Under the Regulation the High Commissioner may declare any area to be a closed district, and entrance into a closed district is prohibited, except in certain specified cases, without a permit issued by the Resident Commissioner.

It is proposed to declare the Islands of Rennell and Bellona to be a closed district under the Regulation, and, until health conditions in those islands are satisfactory, it is proposed to issue permits very sparingly, under strict conditions, and only to responsible and approved persons. Such permits will authorise a single visit only, of limited duration, and the conditions of issue will provide, amongst other things, that no natives shall be removed from a closed district without the Resident Commissioner's permission.

Such permission will normally be limited to a small specified number of male natives and will be given only when the Resident Commissioner is satisfied that such removal is in the best interests of the natives concerned or of the native community and for an approved purpose

such as education at an approved educational institution with a definite object.

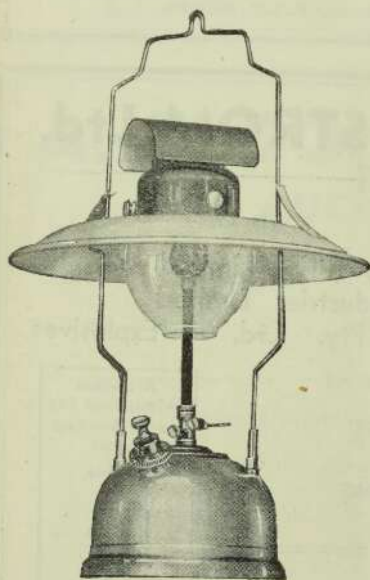
The permit in such cases will require that all such natives shall be brought before a Deputy Commissioner or other specified officer for examination to ensure that they fully understand the purpose for which they have been taken from their islands; that they shall be medically examined and, if not certified as fit, that they shall be repatriated forthwith or after medical attention as the Resident Commissioner may direct; and that they shall be repatriated at any time they so desire.

Medical examination will be required of all applicants for permits and of every person on board the ship in which the visit is to be made, including any native of a closed district who is being repatriated, and permits will not be issued if the medical examination shows any indication of infectious disease. The ship will be inspected to ensure that it is in a sanitary condition, and a period of quarantine before the visit is made may be imposed.

It is not proposed at present to declare any areas in the Solomons Group other than the Islands of Rennell and Bellona to be closed districts.

Inspector A. E. Meredith, Officer-in-Charge of the Nabouwalu district, Fiji, was recently transferred to Suva. Mr. Alan G. Reay has been appointed to Nabouwalu.

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BLOW AT USURY

New and Drastic Law In French Oceania

From Our Own Correspondent

PAPEETE, Jan. 27

IN the official *Journal* of December 15, 1936, notice is given of the promulgation of a law against usury. This law is embodied in a decree by the President of France "relative to the repression of usury in the colonies, protectorates and territories under mandate."

The decree specifies as follows:—

Article 1.—All acts, under private signature, constituting loans of money, must be submitted to the *visa* (or endorsement) of a qualified official appointed to this duty by order of the Chief of the Colony. This *visa* will have for its object the certifying that, in the presence of this qualified official: (1) The signatures have been exchanged; (2) the cash money has been counted; (3) the sum so transferred is exact—without any reserve for commission—equal to that mentioned in the act under the private signatures creating the obligation.

Article 2.—All conventions not furnished with the *visa* (as provided in Article 1) are null and void by absolute law.

This nullity is a public mandate. It strikes equally all operations of which the object will be the conversion into a loan of money under a different form to evade the prescriptions of Article 1 of the present decree.

Article 7.—The conventions executed before the publication of this decree must on penalty of nullification prescribed in Article 2, be submitted, within a period of six months, to a *visa special* by qualified officials appointed for that purpose.

This salutary decree will, it is hoped, bring to an end in French Oceania, a state of affairs which has been cruel, ruinous and scandalous.

The exaction of usurious rates of interest was one of the contributing causes of the failure of Kong Ah and Company. Its trail of hardship, ruin and suffering extends back through many years in the history of the colony, and gratitude to the authorities for enacting this law will be deep-seated and universal among all except the usurers themselves.

HANDCUFFS ARE TABU IN SAMOA

From Our Own Correspondent

APIA, Feb. 20.

WHEN a number of cases were heard before Apia High Court, in which natives, caught by the recently-appointed ranger of the N.Z. Reparation Estates, were charged with trespassing and stealing breadfruit on Government plantations, the Commissioner of the Court (Mr. R. V. Kay) took occasion to admonish severely the ranger for using handcuffs and ropes on Samoan offenders. He said that this practice was strongly resented by the natives and might easily lead to serious trouble.

TORRES STRAIT NEWS

From Our Own Correspondent

THURSDAY IS., Mar. 1.

THE pearling luggers have commenced to move off for their first drift this year, but many have been held up through the lack of foodstuffs on the island. This is due to considerable short shipping of cargo during the past few months, Darwin being favoured instead of T.I.

The local branch of the Returned Sailors and Soldiers' League is urging the Government authorities to arrange for an additional line of steamers to call regularly at Thursday Island. The existing services are frequently unable to deal with all our passengers and cargoes.

Thursday Island State School now has Mr. Robert W. Elmes as its assistant teacher. He was transferred from Rockhampton.

Constable Gallagher, of the local Police Force, has proceeded to Brisbane on recreation leave. Messrs. A. T. Shields and M. R. Peters have come from Brisbane to join the staff of shipwrights at the Port Kennedy Shipyards, which are experiencing a busy season.

After a sojourn here of several months amongst their old friends, during which they witnessed the marriage of their eldest daughter, Gladys, Mr. and Mrs. Ernest J. Hennessy returned by the Marella to Southport, Southern Queensland.

Mr. Leslie White, Jr., of the Port Kennedy Shipyards, left for Brisbane by the last Marella.

Pilot MacDonald recently made another flight from Cairns bringing Mr. Schwabe, of Innisfail, North Queensland, to take up duties as the new engineer-manager for the T.I. Electric Authority, replacing Mr. Partridge.

Mr. and Mrs. D. C. J. Fell returned to T.I. by the February Merkur. They are attached to the local Quarantine Station.

Dr. D. A. Dowling, who has been here for some three years as Chief Quarantine Officer, has been transferred to Sydney. Dr. O'Connor has arrived in his place.

Mr. and Mrs. Wust have been appointed by the Queensland Government Aboriginal Department to the charge of Pold Village on Mon Island, Torres Strait.

Mr. Frusner has taken charge of Badu Island School until the return of Mrs. Zahel, when he will be given the permanent headship of another Torres Strait school.

Monsieur Chastenot de Gery, who recently was appointed Governor of the French Settlements of Oceania, arrived at Papeete, Tahiti, by the Ville d'Amiens on March 17.

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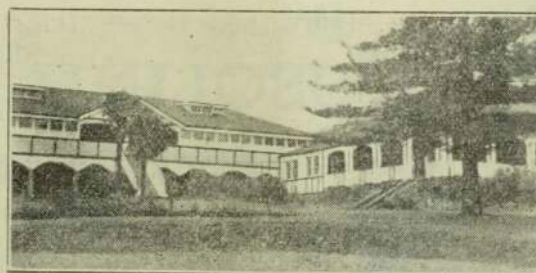
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N.B.—Next Term commences 2nd February, 1937

Prospectus on application to the Secretary:

Mr. R. T. Phelps, F.A.A., 491 Ruthven St., Toowoomba

Mr. H. E. Hallam has resigned from the position of manager of Mandated Alluvials N.L., of Papua.

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Lord Moyne Finds Much To Criticise

Singularly Ill-informed Comment By Rich Yachtsman
In New Guinea

WE have not been supplied with a review copy of *Waikabout*, a new book by Lord Moyne, and we are not prepared to pay 34/- Australian for one; so we must be content to base our criticism of the book on a lengthy and generous review which was published in the Melbourne *Herald*.

Lord Moyne is a wealthy gentleman who, over a year ago, visited the East Indies, Northern Australia and New Guinea in his yacht, *Rosaura*. He has tried to write learnedly and authoritatively about the condition of native peoples in these several territories; but one unfortunately gets an impression of snap judgments, inadequately based, and of superficiality. He is very ready to criticise and condemn, on purely hearsay evidence. He seems to be eager for recognition as a savant, without having the savant's equipment—a failing common enough among rich men. Money cannot buy brains, thank God!

THOSE PYGMIES

We need not accompany Lord Moyne through the East Indies and Australia; but New Guinea may be interested in the result of his investigations thereabout.

He claims to be the discoverer of a race of pygmies in New Guinea, among the Aiome mountains. The average height of the males is 4ft. 6ins., and they were shy, friendly, and indescribably filthy. Certain well-known missionaries have challenged this claim: they say that these pygmies were found and scientifically described long before Lord Moyne was heard of in the South Seas.

ATTACK ON MISSIONARIES

Like dozens of other uninstructed and therefore mischievous scribblers about the Pacific Islands, Lord Moyne is highly critical of the missionary system. He makes the astonishing discovery that the

uprooting of old customs and their replacement by doctrines entirely alien to the native mind in their origin and character appears wrong. He fears that, "although the missionaries were able to destroy the old beliefs, it was doubtful whether they succeeded in putting any real conviction in their place."

He also resents the destruction of native art by the missionaries, which is, he declares, not only a loss to ethnology but inflicts material change on the native craftsman; and he was glad to find that General McNicoll, the Administrator of Mandated Territory, takes an enlightened view of this matter. The natives under his control are encouraged to retain all such of their old customs as are neither cruel nor unhealthy. "I often heard the opinion in the Mandated Territory," observes Lord Moyne, "that missions deliberately set about destroying the colour and gaiety of native life, thinking that they may thus drive the people to church as the only escape from their drab existence." Which is typical of many silly observations in the book.

Of course, the mission system is full of weaknesses, which have been described in a much more convincing fashion by clergymen themselves long before this amateur author came upon the scene. Lord Moyne may be interested to know that Sydney's fiercest critic of the present missionary system is a missionary who is himself actively in harness.

The trouble is to devise a system that will work better. The present system with all its faults does at least bring some better social organisation among the natives, and some idea of hygiene, and it introduces standards of moral conduct and simple methods of education where otherwise there would be nothing. Without the missions the condition of the natives in contact with Europeans would be calamitous indeed. But can the interests affected be got together and persuaded to remove the defects of the mission system, any more than Lord Moyne's financial and commercial monopolists can be persuaded to reform their system? Destructive criticism is very easy.

GERMANS IN NEW GUINEA

"What I learnt about German missionary effort in the Mandated Territory has greatly increased my uneasiness," he writes. "The newly arrived young German missionaries who are pouring into the country are said to be full of resentment against the Administration which has replaced the former German rule, and are often active propagandists for a return of the old regime. They also adopt a more fanatical hostility to the native traditions and culture than older and wiser men."

This, it is to be feared, also is unsoundly based. For over a year, we have been on the look-out for evidence

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to support a suspicion, held in some quarters, that those German missionaries are political agents of Hitlerism; but we have not been able to obtain anything at all. All the evidence we have is that most of the Germans behave themselves properly and are entitled to our respect and protection. They apparently know, as sensible men, that if they do not faithfully observe the laws of the country wherein they reside, they will be thrown out, in quick time. Lord Moyne has said either too much or too little.

VARIOUS CRITICISM

Lord Moyne finds much to condemn—he does not like the head-binding people of New Britain, nor the body-scarring practices of other districts. Presumably, he never has heard of English sailors who tattoo their bodies, or English women who pierce their ears and pluck their eyebrows.

He condemns pidgin-English as a "monstrous parody of English mixed with a few words of German and missionary Latin . . . It really seems absurd to puzzle the natives with such a linguistic outrage, and it would surely be better to instruct them in a uniform system of simple English."

From which it would appear that the unfortunate man knows nothing at all of the history, purpose and use of Pidgin. His comment is singularly ill-informed.

The author is pessimistic about the future of these native races.

"Primitive populations, however, have not been exterminated merely by the

more obvious agencies of slaughter and disease. In many cases, the reasons for natives dying out in contact with Western civilisation are due to deeper causes, which are unfortunately but little understood . . . Psychological problems cannot be easily solved. Different races probably need different rules of life, and what suits one may be fatal for another. Our own civilisation has developed accidentally, and is not the result of integral planning."

The gentleman certainly is a master of the art of writing cheap and superficial rubbish and persuading himself that he is being profound. Incidentally, he should sail around in his *Rosaura* to Tonga, Samoa, Fiji, New Zealand, and a few similar places, and find out why the natives there are increasing steadily in numbers.—R.W.R.

"MATUA'S" RACE TO PORT

From Our N.Z. Correspondent

AUCKLAND, Mar. 8.

THE *Matua's* last voyage from Suva to New Zealand ended in a thrilling race to port through the illness of one of her passengers, Mr. H. Selwood, of Nukualofa, Tonga.

Mr. Selwood became ill when the vessel was 24 hours out from Auckland, a distance of 270 miles. 'The *Matua's* speed was increased to 17 knots, so that she reached port eight hours ahead of time. Mr. Selwood was rushed to hospital immediately the vessel berthed.

SEA-PLANE TO AID SEARCH FOR PAPUAN OIL

From Our Own Correspondent

PT. MORESBY, Mar. 4.

DR. CREEK and Dr. Schumacher, geologists of Papua Oil Development Co., recently arrived in Port Moresby from their company's large oil concession in the west of Papua, where they have been making investigations up the Fly and Strickland Rivers. After a short stay in Port Moresby in connection with future operations, they will proceed again to the west.

It is reported that Papua Oil Development are expecting a seaplane shortly to aid them in their rapid work of investigation. With five vessels and a staff of 30 Europeans at their disposal, it is expected that if oil exists in their concession it will be located in the shortest possible time.

YACHTSMEN and NAVIGATORS

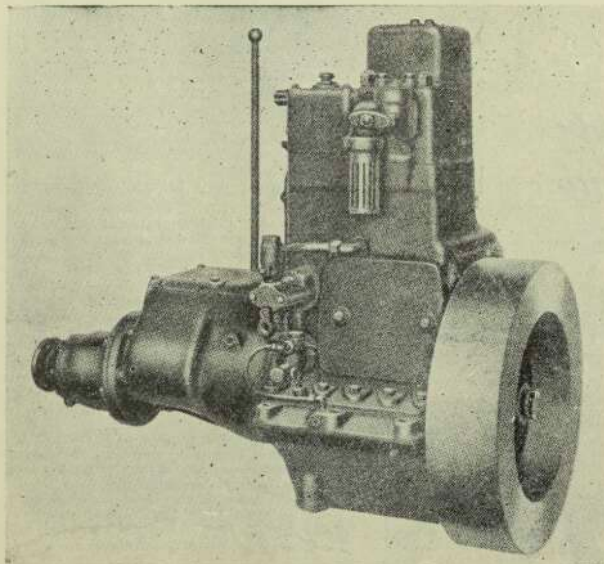
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Pacific Islands Mining Notes

From Fiji

LOLOMA GOLD MINES N.L.
ADDRESSING shareholders of Loloma Gold Mines N.L., Tavua, Fiji, at the annual meeting in December last year, the chairman of directors (Mr. P. Cody) pointed out that it might be necessary, early in 1937, for the board to give consideration to the best means of arranging further finance by making a call of 1/- a share on the contributing shares, or by some other satisfactory method.

The directors have now decided not to make a call, but to issue 75,000 shares of 5/- each, paid to 1/6, on payment of £1 a share. Shareholders will be given the opportunity of subscribing to the new issue pro rata to their holdings, on the basis of one new share for every ten shares held.

The management reports that since the general meeting a vigorous developmental and prospecting policy has been carried out including the sinking of the main shaft a further lift of 100ft. to the 220ft. level. Preparations of the adits and the equipment of the main shaft to supply full ore requirements for the new treatment plant is now in hand.

In addition to the company's financial obligations for the above programme there will be the outlay to complete the erection of the company's treatment plant, together with its share of capital expenditure to be incurred by Tavua Power Pty. Ltd. For these reasons, more capital than was

originally estimated will be needed. By making this new issue of shares, the directors consider that when production operations commence the company should be free of all financial obligations for plant and other expenditure.

As the development work at the mine at Tavua, Fiji, has been curtailed, and the principal work now being carried on consists of the sinking of the main shaft and the stripping and timbering of No. 1 adit in preparation for ore production for the new plant, the directors have decided to discontinue the fortnightly cabled reports for the next few months. In future, monthly mine and construction reports will be mailed to the Melbourne office by the general manager in Fiji.

EMPEROR MINES LIMITED

The mine of Emperor Mines Ltd., Tavua, Fiji, is being opened up, and the plant is also being assembled in preparation for the output required when the new mill is in operation. Heavy rains hampered work for the period ended February 20.

Returns for the last three periods are compared in the following table:

	*Dec. 19	Jan. 23	Feb. 20
Ore (dry weight), tons	1957	2080	2102
Fine gold, oz.	787.4	1027.7	997.6
Head value, dwt.	8.04	10½	10.3

* Three weeks.

PACIFIC GOLD, N.L.

Results of diamond drilling carried out by Pacific Gold N.L., on the property at Wainewisi, Fiji, are contained in a circular issued to shareholders.

The first bore, which was expected to intercept the lode at 134ft., was continued to 271ft without result, and the bore was eventually abandoned owing to broken ground. No. 2 bore was commenced at the entrance of No. 2 adit, and apart from about six feet of soft lode, formation carrying a little blende and copper pyrites encountered at 136ft, this borehole also gave negative results. From 136 to 220ft., where boring ceased, the country was in unaltered andesite.

A two months' free extension of the option over the property having been secured, a third bore has been started at a point approved by the late inspector of mines in Fiji, at a bearing of 150 deg., 214ft from No. 2 adit, the angle of the hole being 75 deg., bearing 360 deg. with the object of testing the likelihood of the lode being in floors.

MOUNT KASI MINES LTD.

Output of Mount Kasi Mines Limited, Fiji, for the last four months has been:-

	Nov. 6†	Dec. 4*	Jan. 28†	Feb. 25
Ore, tons	1,627	1,500	1,853	2,359
Bullion, oz.	452	487	352	366
Value, £A	3,550	3,600	2,773	3,194

†Mill stopped five days for engine overhaul.

*Mill stopped 5½ days owing to engine breakdown. Mill closed down during December for overhaul and repairs, and resumed crushing January 6.

†Twenty-one days' run.

From New Guinea

SANDY CK. GOLD SLUICING LTD.

PREPARATIONS are being made by Sandy Creek Gold Sluicing Limited, New Guinea, for the installation of a second hydraulic sluicing and elevating plant. The new plant will be located on the Poverty Creek area, and is expected to be in operation before the end of May.

To provide a thoroughly satisfactory water supply with which to operate the plant, use is being made of the company's water right on Coldwater Creek. Two water races will be necessary, one to bring water from Coldwater Creek to the company's property, and the other, in the vicinity of Poverty Creek, to carry water to the site of operations. Both races are under construction.

The estimated total cost of the races, the new plant and everything necessary to allow the plant to reach the stage of production, is well within the company's available funds.

Preliminary testing operations recently carried out on the breccia deposit were considered by Mr. R. J. Winters, consulting geologist, to warrant further prospecting. Arrangements have been made for him to carry out further testing operations on this deposit. Mr. Winters is now on the property.

Yields for the last three months are compared in the following table:-

	Dec.	Jan.	Feb.
Cubic yards	11,890	7,345	9,420
Gold, oz.	311	139	219
Average, cub. yd.	3/11	2/10	3/5½

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SUNSHINE GOLD DEVELOPMENT LTD.

Sunshine Gold Development Limited reports that the re-welding internally of the balance of the syphon pipe line was completed on February 9. The pressure pipe line was finished on February 19, and the re-bedding of the high pressure pipe line and the re-laying of the nozzle pipe line on February 25. Sluicing recommenced on February 26.

BULOLO GOLD DEPOSITS LTD.

Bulolo Gold Deposits Limited issued the following report on production and general activities, on March 5:—

	Nov.	Dec.	Jan.	Feb.
Wash, cub. yd.	9,200	40,000	37,000	24,200
Gold, oz.	238	80	120	86

The return from the Morobe property represents about 10 days' work only, mostly in the process of opening out the face. From now on a much larger yardage will be sluiced pending the completion of the water race and installation of elevating plant.

The company has taken up an area of 45 acres on the run of gold adjoining the Morobe property.

UPPER WATUT GOLD ALLUVIALS N.L.

A brief radio message from Wau, New Guinea, early in March stated that a heavy flood has caused two breaks in the water race of Upper Watut Gold Alluvials N.L. It was estimated the damage would take five or six days to repair.

BULOLO GOLD DREDGING LTD.

Production for the four dredges of the Bulolo Gold Dredging Ltd., for February, compares with that of the previous two periods as follows:—

	Dec.	Jan.	Feb.
Cubic yard	785,000	890,000	885,000
Bullion, oz.	17,471	16,978	18,358
Gold, fine oz.	12,027	11,797	12,726

VALUE—

Aust. currency *	£105,236	£103,223	£111,359*
Per cubic yard	32.1	27.5	30.2
Working profit	£75,451	£76,285	£77,651

* At £88/15/- per fine ounce.

NEW GUINEA GOLDFIELDS LTD.

The last report issued by New Guinea Goldfields Limited shows productions as follows:—

	Nov.	Dec.	Jan.
Eddie Creek mills—			
Gold, oz. fine	793	860	1,435
Silver, oz., fine	—	2,462	3,067
Alluvial—			
Gold, oz., fine	941	845	714
Silver, oz., fine	673	476	535
Golden Ridges mill—			
Gold, oz., fine	1,592	1,132	1,643
Silver, oz., fine	1,169	908	1,176
Operating profit—			
Eddie Creek	£1,049†	£93	£4,333
Alluvial	£3,798	£1,942	£2,732
Golden Ridges	£6,874	£3,359	£8,562
† Operating loss.			

Reduced production at Eddie Creek in December was due to stope preparation on lower levels. Fall in production at Golden Ridges for December was due to a lower grade of available ore reserves.

ENTERPRISE OF N.G. GOLD AND PETROLEUM DEVELOPMENT N.L.

Reporting for the period to February 6, Mr. Harold Tylour, manager of Enterprise of New Guinea Gold and Petroleum Development N.L., New Guinea, stated:—

Monitor sluicing and elevating in very heavy wash continued at mines in Surprise Creek and Oriabanda areas. In Eddie Creek area development work continued on Eddie mine. Drainage adit advanced to 250ft. from portal. Heavy ground

encountered, requires much timbering. Retimbering No. 1 W. drive on main lode continued. Metallurgical testing of mine ore commenced. Excavations for mine ore bin commenced. Timber landed for construction of pilot plant. Arrangements made for erection of housing to cover cyanide vats. Start made with erection of additional native labour quarters. Employees now number 12 Europeans, two Asiatics and 155 natives employed on mines.

A later message said that the gold yield for February was 810zs. 2dwts. of retorted alluvial gold. This was obtained from 7655 cubic yards, consisting of over-burden 3775 cubic yards and wash dirt 3880 cubic yards.

From Papua**MANDATED ALLUVIALS N.L.**

METALLURGICAL tests of the ore have been practically completed by Mandated Alluvials, Papua, with the exception of data as to flotation possibilities.

The management reports that good results have

been obtained by a simple percolation of material crushed through ordinary battery mesh, an average of 84 per cent of the gold in the ore having been obtained. A simple plant therefore should satisfactorily treat the ore, and estimates of the cost of such a plant are being obtained.

CUTHBERT'S MISIMA GOLDMINE LTD.

In view of the establishment of a wireless station at Misima Island and the death recently of the local secretary of Cuthbert's Misima Goldmine Ltd., the directors have decided to change the address of the registered office from Port Moresby to the mine office at Umuna, Misima Island, via Samarai. The change in location of the registered office will permit effective work and economy.

Tonnage and gold output for the last four months are compared below:—

	Nov.	Dec.	Jan.*	Feb.†
Treated tons	3057	1946	1840	1960
Bullion, oz.	2638	2421	2433	1905
Gold, fine oz.	626	588	554	609
Silver, fine oz.	1965	1638	1800	2208
Est. value (£8A)	£5103	£4784	£4524	£5007
Value per ton	49/7	49/2	49/2	51/1

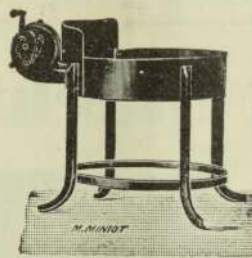
* Two days' work lost (approximately 150 tons)



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ore), owing to Christmas holidays. In addition to bullion produced in January, approximately £350 worth slags and ashes was produced and shipped for realisation.

† Month to February 23.

MISIMA REEFS LIMITED

Misima Reefs Limited, Eastern Papua, reports that certificates for shares in the Company have been received by Mr. H. R. Lockwood, 360 Collins Street, Melbourne, for distribution to members of the vendor company, Misima Gold Reefs (New Guinea) N.L. The latter concern is now in voluntary liquidation.

NEW B.S.I. GOLD CO.

TO carry on mining operations on the island of Guadalcanal, in the British Solomons, South Kiki Gold Limited has been formed with a nominal capital of £50,000 in 400,000 shares of 2/6 each.

The company was registered in Canberra, N.S.W. Its first directors are Charles H. Smith and Shirley Hall. Subscribers to the company are: J. G. Palmer, C. B. Lene, J. B. Ferguson, A. R. Moffit, J. D. Locke, V. C. McQuade, and E. N. Newton, all of Sydney.

Mr. A. L. Armstrong, Assistant Colonial Secretary of Fiji, accompanied by Mrs. Armstrong, has returned to the Colony after long leave spent in England.

Mr. Cedric Croft, of the N.G. District Services staff at Salamaua, reached Sydney by the February Montoro.

Mr. and Mrs. Robert Jones, of the New Guinea Mission's headquarters staff at Dogura, Eastern Papua, were passengers by the Macdhui to Sydney early in March.

Quotations for Islands Gold Shares

	FIJI	Mid-Oct.	Mid-Jan.	Mid-Mar.
Emperor Mines	b15/1½	b19/-	b19/9	
Granite Dev.	b1½d	b6d	b9d	
Koroere	s3/9	s4/6	b3/9	
Loloma	b24/-	b23/3	b25/7½	
Mineral Dev.	b9d	b1/9	b1/6	
Mt. Kasi	b7/10	b6/6	b6/3	
Mt. Morgan Dev.	b1/6	s1/3	b1/-	
Pacific Gold	b4½	s45		
Tavua Dev.	b1/4	b8½d	s6d	
Vess United	s3d	s3d	b1½d	
	NEW GUINEA			
Bulolo Deposits	b2/1½	b1/5	b1/4	
Bulolo G.D.	s27/7½	s28	s27/10/-	
Developments				
(New Guinea)	s22/10/-			
Enterprise of N.G.				
and Petroleum	b2½	b22/10/-	b22/17/6	
Guinea Cold	s15/4	s16/2		
Irowat	b1/1	s5½d	b1½d	
Morobe All.		s1/6	b9d	
N.G.G. Ltd.	b4/9½	b4/10	b3/2	
New Morobe	b3/1	s21	s15/-	
Oil Search	b3/1	b3/4	b4/3	
Placer Dev.	b4/13/-	b4/19/3	b45/6/-	
Sandy Ck.	b1½d	b1/3	b1/4	
Sunshine Gold	b12/7	b15/-	b16/-	
Upper Watut	b2/1	b1/9	b1/6	
	PAPUA			
Cuthbert's				
Misima G.M.	b18/7½	b24/4½	b25/4½	
G.M. of Papua	b7/1	b10/5	b13/9	
Mandated All.	b14/-	b11/-	b3/-	
Oriomo Exp.	b3/11	b5/3	b5/-	
Yodda Gold Co.	b3d	b2d	b2d	

Mr. V. G. C. Tisdall, who has been for some time with the staff of the Bank of New South Wales at Levuka, Fiji, has been transferred to Suva.

STOLE FIJI YACHT

Four Indians In Court

From Our Own Correspondent.

SUVA, Feb. 24.

THE four Indian youths found on the yacht *Scafarer*, stolen from her moorings in Suva Harbour in December and brought back a month later from the Lau Group where she had run ashore, have appeared in the Police Court. The preliminary hearing has created a great deal of public interest.

The accused, who are between 17 and 19 years of age, are Ramshankar, Abdul Gani, Sulnath, and Veeraiya. They were charged with larceny of the yacht *Scafarer*, valued at £900, and a small dinghy. The Indians were not represented by counsel.

Evidence given by one of the owners of the *Scafarer* stated that there was £33 worth of gear missing when the boat returned to Suva. Part of the sheathing on the hull had been stripped and the hull damaged. The name on the yacht's stern and on her lifebuoys was painted over.

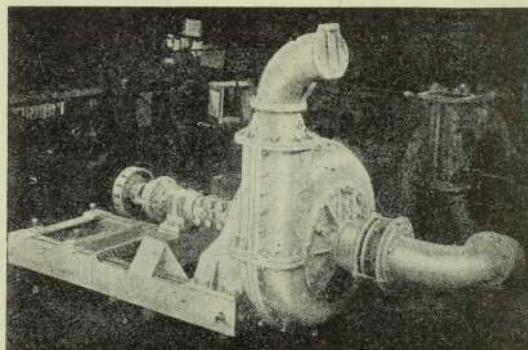
The Fijian *Buli* of Fulaga, who was mainly responsible for the capture of the boat, alleged that the accused said they wanted to go to Tonga. He added that they had no food or water on board when they ran ashore at Fulaga.

The hearing was adjourned until further witnesses from the Lau Group arrive in Suva.

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OUR COUSINS IN THE NORTH

Fine New Novel Gives South Seas a
Chance to Read Fascinating
Story of Old Hawaii

BY some freak of Nature, Hawaii is located north of the Equator. In tradition, history, outlook, racial associations, as in vegetation, colourfulness and manner of life, Hawaii belongs south of the Line.

The Philippines, Borneo, the East Indies are classed generally as "Pacific Islands;" but in races, fauna and flora, they seem a part of Asia. Hawaii is different. Hawaii, somehow, is linked with the heart and soul of Polynesia. Hawaii, Tahiti, the Marquesas, the Cook Islands, the Gilbert and Ellice, Fiji, Samoa, Tonga—they recognise many different flags and are governed by a multitude of economic systems; but the politics which divide them are as nothing in comparison with the fundamental things which unite them.

All lovers of Polynesia hope to see the growth of stronger bonds with Hawaii. We people here in the South Seas want to hear more, and oftener, about our cousins in the northern group. The story of what is happening to the Hawaiians under North American and Asiatic influences is of great interest and immense political significance to all the territories south of the Line. Somehow, we do not get half enough news about Hawaii and the Hawaiian.

These reflections arise as we read *Blood of the Shark*, a novel by Mrs. Beatrice Patton, just published at two and a half dollars by Paradise of the Pacific, publishers, of Honolulu. It is an historical romance and, considered as a novel, it is attractively written, quick-moving and eminently readable.

But it is as an historical document that we find its special charm. Here is a vivid chapter in the life of Old Hawaii, and characters famous in the little kingdom between 1800 and 1830 play a part in Mrs. Patton's story.

Adam Gordon, an English officer of good family, leaves Vancouver's ship in Hawaii; marries a Hawaiian girl of exceptional beauty, courage and intelligence; and is caught up in the fierce and dramatic politics of King Kamehameha's reign. Mrs. Patton is a true historian—while weaving her story very cleverly among the outstanding events and people of that rollicking period of wars and intrigues, pestilences and tragic romances, she has faithfully preserved the historical background.

Thus, we who live in the South Seas, and ask for something about the fascinating story of Hawaii, may get it here in a most acceptable form—as an epic love-story, together with a faithful presentation of life as it was lived in the beautiful group a hundred years ago, and with a very careful picture of the amazing political intrigues of that time.

Some of the high peaks of the narra-

tive: The *luau* (Hawaiian feast) at which Adam inadvertently becomes a husband; the character portrayals of Vancouver, Marin, Kamehameha; the Nuuanu Valley victory that made Kamehameha the Napoleon of the Pacific; Kiloahana's killing of a shark in Pearl Harbour; the cholera epidemic that swept the islands in 1804; old Spanish days in California when gay caballeros roped grizzly bears; the Skippers' Race from Monterey to Honolulu between the fore-and-aft *Lucy* and the square-rigged *Lily Bird*. And towering above all in gloomy grandeur and dramatic force the tremendous chapter that tells of the crazed and dying sorceress hag, Ahia, in whom the blood of Awini was strong, weaving the magic net in which she herself became entangled—the net that was to sink the hated white men's ships.

Dr. Peter H. Buck (Te Rangi Hiroa), himself a Polynesian and director of Bernice P. Bishop Museum, Honolulu, in the foreword, testifies that the novel is one of those rare books that depict the soul as well as the dress of a people.

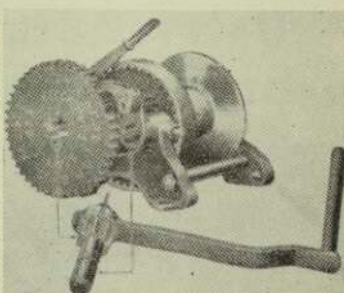
The book gets its title, *Blood of the Shark*, from the study of the old Hawaiian totemism which the authoress makes in developing the character of her heroine (Adam Gordon's wife). We see her influenced in extraordinary fashion by the ancient superstitions of her race; and then we see her horror-struck husband recognising that after all there is little fundamental difference between the things which he sees his wife doing, and the time-worn superstitions observed as a matter of course by his own old people back in England.

Every man who knows Polynesia, and has been distressed by certain psychological misunderstandings between the Europeans and the brown folk with whom they have allied themselves, should read Mrs. Patton's clever story. They

"will see a little clearer, and judge less harshly where they cannot see."

But the chief value of the book is in its history. Here is a chance for the South Seas to read the astonishing story of early Hawaii.—R.W.R.

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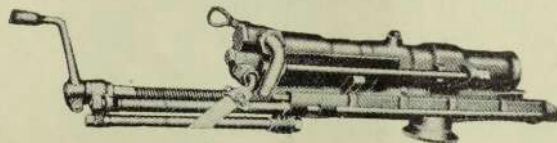
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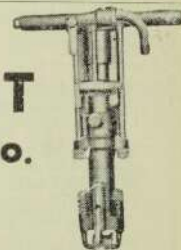
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Hon. J. T. O'Malley, Commissioner for Native Affairs in Papua, sailed from Sydney for Port Moresby by the Montoro on February 24.

Mrs. S. G. C. Knibbs, wife of the Commissioner of Lands in the British Solomon Islands, departed from Sydney for Tulagi by the Malaita on March 6.

Mrs. Catherine Robinson, wife of Mr. Richard Robinson, of Levuka, Fiji, died at Levuka on February 19, at the age of 71. She went to the Colony from New Zealand over 50 years ago.

TONGAN PRINCE'S NEW NAME

Story of Tui Kanokubolu

IN future, the young Crown Prince of Tonga, now officially of age and a student at the University of Sydney, will be known as Prince Tubouto'a instead of Prince Taufa'ahau.

The bestowing of this distinguished name, borne by an ancestor who was head of the famous Tui Kanokubolu line, is an interesting survival of Tongan custom. An essentially ceremonious people, and sticklers for etiquette, the Tongans are perhaps the least influenced by European culture in such matters. The bestowal of this name is a happy augury for the future reign of this enlightened young Prince, whose aim is to combine the learning of the Europeans with the wisdom of his own people.

In all Polynesia, none can boast more distinguished descent than Prince Tubouto'a. In his veins runs the blood of the two great lines of ancient Tonga, a people who claim the gods themselves as ancestors. Of course, for that matter, so do the Tahitians, the Maoris, the Samoans, and other branches of the widespread Polynesian family. But the Tongan line has been kept essentially pure.

The Crown Prince is 22nd in descent from Gata, who was Tui Kanokubolu about 1610, and fifth in line from the first Tubouto'a.

The first Tubouto'a figured prominently in the history of his period as a warrior.

According to one Tongan account Ulaki, Tubouto'a's elder brother, should have succeeded to the office of Tui Kano-

kubolu; he actually put forward his claim at 'Uiha and was prepared to act upon it. "But owing to some of the proper chiefs not having been consulted," (says Rev. A. H. Wood, ex-principal of Tubou College in his *History of Tonga*, published in 1932, and the latest work on the kingdom) "he was not regarded as validly chosen and was not installed at Bagai, the official place of appointment." However, it is apparent that Tubouto'a often led the warriors of Haapai in attacks on Tongatabu, both before and after 1812. The effect was a continuation of the misery that the people suffered in the time of Finau Ulukalala.

The illustrious Taufa'ahau (1797-1893) was the son of Tubouto'a. At the time of his father's death he was about 23 years old. But no attempt was made to appoint either Taufa'ahau or anyone else Tui Kanokubolu. The objection to the future ruler of all Tonga at that time was that he was far too energetic a person to please the rebellious chiefs of Tongatabu, who were principally responsible for the then divided conditions in those islands.

The position of Tui Kanokubolu, therefore, was left vacant from 1820, on the death of Tubouto'a, until 1826, when Aleamotu'a or Jiosaia Tubou, (another son of Mumui), was appointed. Taufa'ahau then succeeded and held office until his death in 1893, being succeeded by Jaoji Tubou II. (George II.), who died in 1918. Queen Salote Mafie'o Veigod, D.B.E., the present Queen, is, of course, the present head of that noble line, and in the ordinary course of events her son, the new Tubouto'a, will succeed as Tui Kanokubolu, as well as King of Tonga.

The story of Taufa'ahau, or King George I., is too well known to relate here. Appropriately enough, he has been called "the Maker of Modern Tonga." From 1810 until 1893, Taufa'ahau witnessed the transformation of his country from a divided non-Christian state to the model Christian kingdom we now know. His name was conferred upon him because he was supposed to have been cured of an illness by the god Taufa of 'Aha'u. As a young man he is said to have excelled all others in manly sports and fighting. Many stories of his athletic prowess still survive. In the Crown Prince he has a descendant worthy of his great name, for the new Prince Tubouto'a has won a reputation, both in Tonga and in Australia, as an athlete.

The Prince also is keenly interested in the history, traditions, and lore of his people. Not long before he left Sydney in December for Tonga, he spent some time in the Mitchell Library. He was intensely interested in the drawings made in Tonga 150 years ago by Cook's artists, and he found several representations of head-dresses and other ornamentation which can no longer be found in the kingdom. But what interested him most of all were some sketches of his own ancestral estate as it was in Cook's day.

The Prince is a member of the Polynesian Club of Sydney, and he has promised to deliver a lecture on the customs of his people.—"Eriki."

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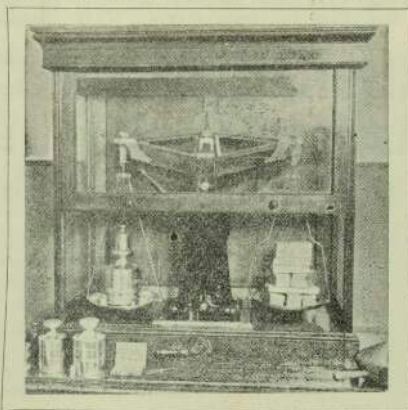
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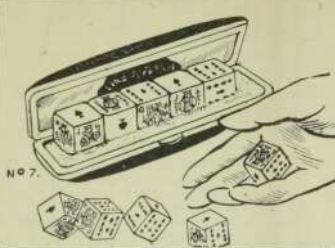
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No. 7
Poker, 5 dice game, in well-made case, 10/6.
Poker, 2 dice roll, 3/9.
Poker, 3-dice game, in case, 4/6. No. 10A.

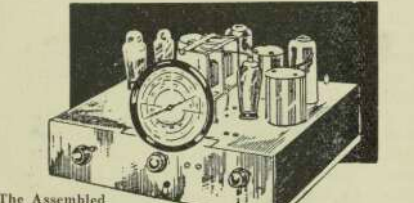


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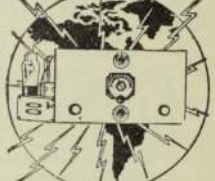
"Like-a-Flash" de luxe Morse code keys, adjustable every way. Long or short tappers, 12/6; P.M.G. type all brass fittings, 19/6; Junior models, 9/6, 10/6. High grade buzzers, 7/6.



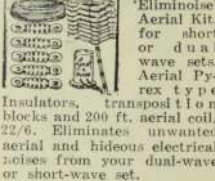
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LIGHTING PLANTS FOR PACIFIC

DURING the past 20 years, sweeping changes have taken place in the South Seas. Islands centres, once isolated outposts, have been caught up in the onward march of civilisation. Radio, aviation, and electricity have each contributed to the amenities of life in the Pacific as it is lived to-day.

Unfortunately, these blessings are mostly confined to the main centres, and the remoter settlements and plantations still lack radio communication and a general electricity supply. Electrical storage batteries, however, have more than made up for the loss of the latter. In this connection, it is worth noting that the Clyde Engineering Co. Ltd. (whose advertisement appears on page 15) manufactures a storage-battery home-lighting plant that is particularly suitable for the Islands.

Clyde Engineering Co. was the pioneer of mass battery production, and during the past 14 years its batteries have assumed a national significance. The Royal Australian Navy, the Postal Dept., and Federal and State Governments place large contracts with Clyde each year.

Clyde lighting sets make it possible for Islands residents of average means to enjoy electrical home life. Combining efficiency with mechanical strength and durability, Clyde products have built up an enviable reputation for sound workmanship and faultless construction. Into its batteries and home-lighting plants Clyde puts the same skill and conscientiousness as it does into its largest locomotives, trams, heavy class machinery, etc., manufactured at its huge factory at Granville, N.S.W. ***

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Backache, rheumatic pain, and bladder weakness cause acute distress, especially during the night-time. What with the scalding urine, pains across the small of the back or dizzy attacks, kidney trouble destroys both peace and comfort.

Delay makes matters worse—just so long as the kidneys fail to filter the blood properly you cannot hope to be well. Stimulate your kidneys to renewed activity with Doan's Backache Kidney Pills.

This special Kidney tonic has achieved great success throughout the world. "Thanks to Doan's Pills all my kidney troubles have vanished," "I wish I had used them earlier," "I know now that much of my rheumatism was needless," are eloquent tributes to the success of Doan's Pills in relieving urinary disorders, backache, rheumatism, lumbago, sciatica, renal dropsy and gravel.

DOAN'S

BACKACHE KIDNEY PILLS.

All Chemists and Stores.

GUINEA AIRWAYS UPSET AUSTRALIA'S AVIATION CALM

Existing Interests Are Re-aligned and Powerful Co.'s Inferentially Declare War

THERE have been some rapid moves in the situation that developed, in February, when Guinea Airways Ltd. inaugurated the new Adelaide-Darwin weekly service with surplus plant from New Guinea.

Guinea Airways did not advertise their plan. The Lockheed flew south, from Lae to Adelaide; underwent a brief overhaul; and then rose into the blue and headed north. It arrived next day at Darwin and announced the beginning of the new service. There was talk, also, of a new direct service between Adelaide and Sydney. A 3-engined Ford flew south from New Guinea to Adelaide ready for use.

The news produced astonishing convulsions. There was much running around on the part of the existing Australian aviation companies.

All the chief Australian concerns interested in aerial transport, after interminable patient organisation, had just settled down into three groups, or combines—Qantas Empire Airways (Queensland inland services and the Australian section of the Anglo-Australian service); Airlines of Australia (all services between Sydney and Townsville); and Australian National Airways (running all the chief services southwards and westwards of Sydney, and in which the combined shipping companies have a large holding). The three concerns claimed to be quite independent; but there was an interlocking of capital, and it was clear that each intended to keep off the other's territory.

The swoop of Guinea Airways Ltd. caused great perturbation. True, G.A. were not butting in on any existing service, and were pioneering a new line (Adelaide-Darwin); but the 'big three' did not like the newcomer at all. Everything had been moving so comfortably towards a combine. This outlaw from New Guinea might upset all that. But perhaps it also would be combine-minded. An examination of the situation disclosed interesting angles.

The Commonwealth was inviting tenders for the Sydney—New Guinea airmail, closing March 31. This new service might be regarded as "belonging" to Guinea Airways. But Qantas and Airlines of Australia had been getting ready to tender. Thereupon, Guinea Airways had extended quietly to Australia.

The Australian companies gnawed their finger-nails. Was a bit of bargaining and a compromise indicated? Guinea Airways, say, to withdraw from Australia and the Australian companies to refrain from tendering for the New Guinea service?

NO one will tell what happened; but it is certainly a fact that the directors of Guinea Airways came from Adelaide to Sydney about the end of February; that representatives of the three major Australian aviation companies were in Sydney at the same time, and that conversations took place between the two groups.

It is equally certain that nothing came of it. The Guinea Airways folk went quietly back to Adelaide, and carried on.

But the three Australian companies showed their hand. They announced, on March 9, that they had made an agreement "for the complete co-ordination of all major aerial services within the Commonwealth;" and that "this new association will be in a position to tender for all Government services extending from Perth to New Guinea."

Mr. G. A. Robinson (Airlines of Australia) said: "A satisfactory arrangement was decided upon . . . for the possible inclusion of a service to New Guinea in the existing system."

The position is clear enough. Guinea Airways are operating in Australia, but they are not asking for trouble and they are keeping well clear of existing services. The Australian companies, eager to monopolise the Australian field, do not like the newcomer, however, and threaten to retaliate by running a line to New

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Easily and cheaply installed. Guaranteed.

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NO WATER SUPPLY REQUIRED

No odours, germs, flies or other insect pests. A caustic soda solution turns the excrement and paper into an innocuous solution which runs off and is absorbed by the soil.

Gives thoroughly efficient, long, care-free service.

● The Shell Oil Co. alone has given 52 repeat orders.

HYGEIA SANITARY COMPANY

26 BRIDGE STREET, SYDNEY.



Price, F.O.B. Sydney, £15/10/-

Guinea. Their new agreement or association equips them to tender for the New Guinea service.

MEANWHILE, what of Burns, Philp and Co. and W. R. Carpenter and Co.? They cannot be indifferent to these developments, and they, especially, are interested in the proposed new air-mail service to New Guinea.

Burns, Philp and Co. are wise and far-seeing. Having just completed the new contract for the Islands steamer services, they are not going to sit back and sleep. They are not unaware of what aerial transport may mean presently to steamer services. Just as the other shipping companies have obtained powerful interests in the Australian and New Zealand aviation services, B. P. & Co. may be expected to seek some protecting share in Islands aviation services which are likely to compete with their steamers.

Messrs. Burns, Philp & Co. and Guinea Airways hitherto have worked together in apparent harmony. It is reasonable to suppose that they have discussed this matter of the Sydney—New Guinea service. But not one word has been published to show where B. P. stand, in this matter. Apparently all is well between them.

There is one piquant element in this situation. Australian National Airways are a member of the anti-Guinea Airways association. Chief owners of National Airways include the principal Australian shipping companies, and the Union Company, with which Burns, Philp and Co. now operate in complete harmony and understanding.

The position of Carpenter and Co. is equally interesting. That firm recently formed Mandated Airlines Ltd., to operate services in New Guinea, and the latter are the chief competitors of Guinea Airways Ltd. It is known that the Carpenter interests would like to operate the Sydney—New Guinea service, and they are likely to put in a strong tender.

There has been no indication, however, of any move by the Carpenter interests to link up with any of the other interests. Sir Walter Carpenter usually plays a lone hand—and usually to his own profit.

Presumably, the position will not be clarified until tenders have closed on March 31. After that, there may be rapid developments.

DIRECT ROUTE IS ACCEPTED

MEANWHILE, all aviation interests were busily attacking the route laid down by the desk-wallahs of the aviation department in Australia for the proposed Sydney—New Guinea service. It was pointed out that owing to the almost ceaseless rain and low clouds over the trackless jungles and ranges of western and central Papua, the route by Cape York and Daru to New Guinea (which missed Port Moresby, and Papua's valuable freights, mails, etc.) is much more dangerous than the usual route, via Cooktown and Port Moresby, even with its 450 miles of waterhopping included.

Papuan interests have supported this protest. A useful contribution to the discussion was made by Mr. G. A. Loudon, president of the Papuan Planters' Association, who was in Australia in February.

SHARP ANSWER

N.G. Administrator to N.G. Goldfields Chairman

From Our Own Correspondent.

RABAU, Mar. 3.

STATEMENTS made by the chairman (Mr. Blaikie Webster) at the annual meeting of New Guinea Goldfields Ltd. in Sydney in February, were referred to by the Administrator of New Guinea (Brigadier-General W. Ramsay McNicoll) at the opening of the Legislative Council to-day.

"I would not be doing justice to this Council if I refrained from referring to this matter," said the Administrator. "One realises that the chairman was faced with difficulties in explaining to the shareholders the absence of a dividend for the second successive year; but one cannot accept his reiterated statement that the whole fault lies at the door of the Administration."

Continuing, the Administrator pointed out that the Council had passed mining ordinances in 1935, prepared by mining experts. Later these had been submitted to all mining managers for comments and suggestions, which, where possible, had been embodied. The ordinance made provision for the protection of human life. It was significant that the company had been recently twice fined for breaches of the ordinance. In each case a native had been fatally injured.

The Administrator referred to the very

cussion was made by Mr. G. A. Loudon, president of the Papuan Planters' Association, who was in Australia in February.

It was officially announced, on March 12, that the C. York route had been abandoned, and that tenders would be accepted for the direct Cooktown—Pt. Moresby—Salamaua route.

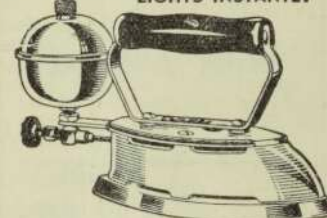
low rate of royalty charged on gold exports—namely, five per cent. He was sure that the Council would agree with him in expressing regret at the tone of the report.

Mr. W. E. Grose strongly endorsed the remarks of the Administrator. He suggested that an investigation should be made into the actions of New Guinea Goldfields Ltd.



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It's easy and pleasant to iron with a Coleman. It saves your strength. You do better ironing easier and quicker at less cost. This modern Coleman Iron lights instantly... no generating with match or torch... no waiting. Saves you more time and work than a \$100 washing machine. Do a whole ironing with one iron.

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"FRUIT
SALT"**

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BY DOCTORS
EVERYWHERE

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Islands Produce

Coffee

THE following quotations were obtained in Sydney during March.

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney:—Quote No. 1: 39/- per cwt.; quote No. 2: 30/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 64/-; grade "B", 61/-; grade "C", 58/-; No. 2 quotations: Grade "A", 57/-; grade "B", 49/-; grade "C", 47/6; Triage, 48/-. No. 3 quotations: Grade "B", 62/-; grade "C", 55/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney per cwt.:—No. 1 quotations: Grade "A", 57/-; grade "B", 49/6; No. 2 quotations: Grade "B", 65/-; Triage, 60/-.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney:—No. 1 quotation: 64/- per cwt. No. 2 quotation: 60/9 per cwt.

Note: Importers of coffee from Java, etc., pay

the following additional charges: Exchange, 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 firm conversion of exchange, the c.i.f., official prices for kapok quoted in Sydney in mid-March were:—Average Java 7½d per lb., and Japara, 8½-16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £66 per ton.
Quote No. 2: Accra, good fermented, £51/10/- per ton, c.i.f., Sydney.

Ivory Nuts

No. 1 quotation: £9/10/0 per ton, f.o.b., Sydney.
No. 2 quotation: £10 per ton, f.o.b., Sydney.

Green Snail Shell

Green snail shell, good quality, was quoted by Sydney buyers in mid-March at £55-£60 per ton.

Trochus Shell

Quotations for trochus shell from two different sources were:

(a) Trochus shell, No. 1 grade	£107
Trochus shell, No. 2 grade	£105
Trochus shell, No. 3 grade	£95
(b) Trochus shell, No. 1 grade	£107
Trochus shell, No. 2 grade	£105
Trochus shell, No. 3 grade	£92

All quotes are f.o.b., and on the Australian £.

Cotton

London c.i.f. prices for cotton during the month were:—Feb. 25, 7.10d lb., March shipment; Mar. 5, 7.43d lb., April shipment; Mar. 12, 7.65d lb., April shipment; Mar. 19, 7.83d lb. April shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £13/10/- 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 in March:

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.
Fiji-London on basis £100 London:

	Buying.	Selling.
Telegraphic transfer	£110 15 0	£112 0 0
On demand	£110 12 6	£111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia

		Francs to £ Australian
Australia on Papeete		
Average for week ended 1/3/37		82.59
Average for week ended 8/3/37		82.80
Average for week ended 15/3/37		83.65
Average for week ended 22/3/37		83.42
Francs to £ Australian		
Australia on Noumea		
Average for week ended 1/3/37		82.74
Average for week ended 8/3/37		83.15
Average for week ended 15/3/37		84.00
Average for week ended 22/3/37		83.77

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	£123 0 0	£125 0 0
On Demand	£123 0 0	£124 17 6
30 days	£122 15 0	£124 15 0
60 days	£122 10 0	£124 12 6
90 days	£122 5 0	£124 10 0
120 days	£122 0 0	£124 7 6

NEW CALEDONIA—THROUGH FRENCH BANK

Drafts, Sydney-Noumea and Noumea-Sydney, are on the basis of current rate of exchange on Paris, less 1½ per cent. either way. As quoted by the Comptoir National, in Sydney, and the Bank of Indo-Chine, Noumea: On March 22, when the Australian £ was nominally worth 83.86 francs, £100 Australian would purchase a draft in Noumea of 8,386 francs.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby, £1 per cent.; on Rabaul 10/- per cent.—Other New Guinea districts £1 per cent.

From Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.

Australia, on Papua, £1 per cent. premium each way, equivalent to commission of £1 per cent.; Australia, on Rabaul, 10/- per cent. premium.
Papua and New Guinea on London: Same as Australia on London and vice versa.

Use - -

Modern Direct Wireless Services

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WITH AUSTRALIA AND OVERSEAS

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

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

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



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LODGE YOUR MESSAGES AT ANY
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OFFICE ROUTED "VIA WIRELESS"

**AMALGAMATED WIRELESS
(A'SIA) LIMITED**

Pacific Islands Monthly, March 23, 1937

77

Market Quotations

Range of Prices

THE Pacific Islands Monthly makes a close check of the prices quoted for Islands produce; and we regularly publish 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
March 27	£14 10 0	£14 12 6
June 26	£11 15 0	£11 17 6
September 25	£12 15 0	£12 15 0
December 18	£14 5 0	£14 10 0
January 1, 1932	£14 0 0	£14 15 0
February 12	£14 10 0	£14 15 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
July 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 0 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 15 0	£8 12 6
June 15	£8 0 0	£8 12 6
July 6	£7 17 6	£8 15 0
August 3	£8 0 0	£8 17 6
September 7	£7 12 6	£8 15 0
October 6	£8 0 0	£9 0 0
November 2	£7 15 0	£8 15 0
December 23	£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 12 0	£10 5 0
August 2	£9 15 0	£10 15 0
September 6	£9 17 6	£10 17 6
October 4	£11 7 6	£12 7 6
November 1	£12 17 6	£14 0 0
December 6	£12 17 6	£14 0 0

London, and Marseilles, Price on—	South Sea, Smoked to Genoa 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. 3, '36	£13 2 6	£13 15 0	£15 0 0
Feb. 7	£13 0 0	£14 0 0	£15 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
April 3	£12 7 6	£13 5 0	£13 17 6
May 1	£11 10 0	£11 15 0	£12 10 0
June 5	£11 10 0	£12 0 0	£12 17 6
July 3	£12 0 0	£12 10 0	£13 10 0
Aug. 7	£12 17 6	£13 7 6	£14 7 6
Sept. 4	£13 2 6	£13 10 0	£14 12 6
Sept. 18	£13 5 0	£14 0 0	£15 0 0
Sept. 25	£13 5 0	£13 15 0	£14 15 0
Oct. 2	£13 7 6	£13 10 0	£14 10 0
Oct. 9	£13 10 0	£13 12 6	£14 12 6
Oct. 16	£13 15 0	£14 0 0	£15 0 0
Oct. 23	£14 7 6	£14 10 0	£15 7 6
Oct. 30	£14 15 0	£14 17 6	£15 15 0
Nov. 6	£15 10 0	£15 2 6	£16 5 0
Nov. 13	£16 0 0	£16 2 6	£16 15 0
Nov. 20	£17 15 0	£17 17 6	£18 15 0
Nov. 27	£18 15 0	£18 15 0	£19 15 0
Dec. 4	£19 7 6	£19 7 6	£20 7 6
Dec. 11	£20 5 0	£20 5 0	£21 5 0
Dec. 18	£20 15 0	£20 15 0	£21 15 0
Dec. 24	£21 0 0	£21 0 0	£21 17 6
Dec. 31	£21 12 6	£21 12 6	£22 12 6

Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6
Jan. 15	£23 0 0	£23 5 0	£24 2 6
Jan. 22	£20 15 0	£21 0 0	£21 15 0
Jan. 29	£19 15 0	£19 15 0	£20 10 0
Feb. 5	£19 0 0	£19 0 0	£19 15 0
Feb. 12	£19 15 0	£19 15 0	£20 10 0
Feb. 19	£19 2 6	£19 5 0	£20 0 0
Feb. 26	£18 15 0	£19 0 0	£19 15 0
Mar. 5	£19 0 0	£19 5 0	£20 0 0
Mar. 12	£19 7 6	£19 12 6	£20 12 6
Mar. 19	£19 12 6	£19 17 6	£20 17 6

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	5½d.	3.56d.
July 7	5½d.	3.71d.
August 4	5½d.	4d.
September 1	5d.	3.78d.
October 13	4½d.	4d.
November 10	4½d.	4.09d.
December 8	4½d.	4.0½d.
January 5, 1934	4½d.	4.23d.
February 2	4½d.	4.84d.
March 6	5d.	5.15d.
May 4	5½d.	7d.
June 1	5½d.	6½d.
July 6	5½d.	7.06d.
August 3	5½d.	7.18d.
September 7	5½d.	7½d.
October 5	5½d.	6½d.
November 16	5d.	6½d.
December 23	5d.	6½d.
January 4, 1935	4½d.	6½d.
February 1	4½d.	6½d.
March 1	4½d.	6.1½d.
April 5	4½d.	5.4½d.
May 3	4½d.	5 9/16d.
June 7	5d.	6d.
July 5	5d.	7½d.

August 2	4½d.	5½d.
September 6	4½d.	5½d.
October 4	5d.	5.8½d.
November 1	5½d.	6½d.
December 6	6½d.	6½d.
January 3, 1936	6½d.	6½d.
February 1	7½d.	7 3/16d.
March 6	8½d.	7½d.
April 3	8½d.	7½d.
May 1	9d.	7 15/32d.
June 5	9d.	7½d.
July 3	9½d.	7½d.
August 7	10½d.	7½d.
September 4	10½d.	7 11/16d.
October 2	10½d.	7½d.
October 16	10½d.	7½d.
October 23	10½d.	7½d.
October 30	10½d.	8½d.
November 6	10½d.	8 7/16d.
November 13	11d.	8 9/16d.
November 20	11½d.	8 11/16d.
November 27	1½-	8½d.
December 4	1½-	9 1/16d.
December 11	1½-	9½d.
December 18	1½-	9 15/16d.
December 24	1½-	10 1/16d.
December 31	1½-	10½d.
January 8, 1937	1½-	10½d.
January 15	1½-	10 15/16d.
January 22	1½-	10½d.
January 29	1½-	10½d.
February 5	1½-	10½d.
February 12	1½-	10½d.
February 19	1½-	10½d.
February 26	1½-	10½d.
March 5	1½-	11 1/32d.
March 12	1½-	11 9/16d.
March 19	1½-	1½-

Rev. A. P. Jennings, of St. Aidan's Training College for native clergy and teachers which is maintained in Papua by the New Guinea Mission, arrived in Sydney on furlough by the Macdhuil on March 11.

An Identification Problem Solved



When Indian labourers who have completed their service on Fijian sugarcane fields are returning to India, the Bank of New South Wales takes special precautions to safeguard their savings.

The Bank's branches in Fiji take charge of the emigrants savings and issue to them bank drafts payable in India. These drafts bear the name of the emigrant but the usual system of identification by specimen signature cannot be used because many of these men cannot sign their names.

The Bank overcomes this difficulty by forwarding to the paying bank in India a photograph of the emigrant, on the back of which is endorsed his name, his father's name, his left thumb print and the number of his Passport or Permit.

This is an example of how the Bank of New South Wales adapts its services on all occasions to the special needs of its customers.

Bank of New South Wales

Shipping Services in the Pacific

Sydney - Noumea - Tahiti

Mails and passengers from Sydney for Tahiti may connect with Messageries Maritimes liners at Noumea, per Pierre Loti (see Sydney-Noumea-New Hebrides service). The M.M. liners run between Marseilles and Noumea, via Panama Canal.

Subject to alteration without notice.

	D'Amiens	C. Ramel	Verdun
Papeete	Apr 25-26	June 6-7	July 17-18
Raiatea	—	—	July 19
Suva	—	June 14	July 26
Vila	May 5	June 16	July 28
Noumea, arr.	May 7	June 18	July 30
Noumea, dep.	May 14	June 25	Aug 7
Nalaten	May 17	June 28	Aug 10
Papeete	May 24	July 5	Aug 17
Papeete	May 25-27	July 6-8	Aug 18-20

MESSAGERIES MARITIMES CO., Agents.

Sydney-N. Guinea-Hong Kong

	M.V. Neptune	
Sydney	May 5	July 14
Salamaua	May 12	July 21
Rabaul	May 14	July 23
Cebu (Opt.)	May 21	July 30
Manila	May 24	Aug 2
Hong Kong	May 26-31	Aug 4-9
Saigon	June 6	Aug 15
Manila	June 10	Aug 19
Sandakan	June 13	Aug 22
Salamaua	June 22	Aug 31
Rabaul	June 24	Sept 2
Sydney	July 2	Sept 10
Melbourne	July 5-7	Sept 13-15

BURNS, PHILP & CO. LTD., Agents.

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Hong Kong - New Guinea - Solomon Islands

Subject to alteration without notice.

S.S. Friderun (cabin, third-class and deck passengers) runs from Hong Kong to New Guinea and Solomon Islands ports, connecting at Rabaul (N.G.) with S.S. Island Trader (formerly S.S. Bremerhaven). In the Solomons she calls at Tulagi, Rere, Palakora, and Savo.

	S.S. Friderun	
Hong Kong	Apr 4	Tulagi Apr 22-27
Madang	Apr 16	Rabaul A.30-M.5
Salamaua	Apr 18	Hong Kong May 18

GILCHRIST, WATT & SANDERSON, AGENTS

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

	Salamaua	Rabaul
London	Apr 5	July 1
Sydney	May 30	Aug 25
Suva	June 10	Sept 7
Salamaua	June 20	Sept 19
Rabaul	June 24	Sept 23
London	Sept 4	Nov 25

W. R. CARPENTER & CO. LTD.

Sydney - Norfolk Island - New Hebrides

	S.S. Morinda	
Sydney	Apr 15	May 15
Lord Howe	Apr 17	May 17
Norfolk Is.	Apr 19	May 19
Vila	Apr 22-23	June 3-4
Bushman's Bay	Apr 24	June 5
Malo	—	—
Tangao	Apr 24	June 5
Segond	—	—
Hog Har.	Apr 25	June 6
Aoba	—	—
Vila	Apr 26	June 7
Norfolk Is.	Apr 29	May 20
Lord Howe	May 1	May 22
Sydney	May 4	May 24

BURNS, PHILP & CO. LTD., Agents.

Sydney - Papua - New Guinea

Subject to alteration without notice.

	Montoro	Macdhui	Montoro
Sydney	Apr 7	Apr 28	May 15
Brisbane	Apr 9	Apr 30	May 17
Townsville	Apr 12	—	May 20
Cairns	Apr 13	—	May 21
Pt. Moresby	Apr 15	May 4	May 23-24
Samarai	Apr 17	May 5	May 25
Woodlark Is.	Apr 18	—	—
Rabaul	Apr 19-20	May 7-8	May 27-28
Kavieng	Apr 21	—	May 29
Lindenhafen	—	May 9	—
Salamaua	Apr 23-24	May 10-11	M. 31-J.1
Lae	—	—	—
Madang	—	May 12	June 2
Alexishafen	—	—	—
Borom	—	May 13	—
Wewak	—	—	—
Madang	Apr 25	May 14	June 2
Finshafen	—	May 15	—
Salamaua	Apr 26	May 15	June 3
Lombrum	—	May 17	—
Lorengau	—	—	—
Kavieng	—	May 18	—
Pondo	—	May 19	—
Rabaul	Apr 28	May 20	June 5
Salamaua	—	May 21	—
Samarai	Apr 30	May 23-24	June 7
Pt. Moresby	May 1	May 25	June 8
Cairns	May 3	—	June 10
Brisbane	May 6	May 29	June 10
Sydney	May 8	May 31	June 15

BURNS, PHILP & CO. LTD., Agents.

N.G. Goldfields' Service

Aeroplanes conducted by Guinea Airways Ltd., Holden's Air Transport Services Ltd., Mandated Airlines Ltd. (late Carpenter Airways) and other companies, leave Salamaua and Lae, the New Guinea mainland ports, two and three times daily for Wau and other centres on the Morobe goldfield. The aerial services are the only means of communication.

Wau - Port Moresby Service

A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the New Guinea goldfields to connect with the steamers at Port Moresby, Papua. Details from the pursers of the Burns, Philp steamers.

Sydney - N.Z. - Fiji - Hawaii

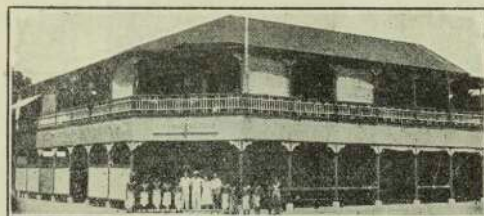
Subject to alteration without notice.

	Niagara	Aorangi	Niagara
Honolulu	Apr 21	May 19	June 16
Suva	Apr 30	May 28	June 25
Auckland	May 3-4	M. 31-J. 1	June 28-29
Sydney	May 8	June 5	July 3
Sydney, dep.	May 13	June 10	July 8
Auckland	May 17-18	June 14-15	July 12-13
Suva	May 21	June 18	July 16
Honolulu	May 28	June 25	July 23

UNION S.S. CO. LTD., Agents.

New Caledonian Services

S.S. Loyaute (Societe des Isles Loyales) makes regular trips, carrying mails and passengers, from Noumea along the east coast to Arana. Also from Noumea to Poim and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Touarou, N. Goye, Kaikue, Thio, Nakety, Canalo.



LICENSEE: - - - E. J. MORROW

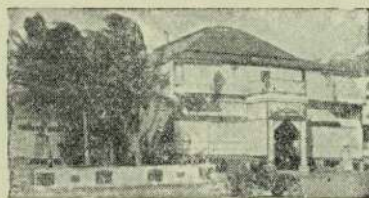
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Gouaoua, Houailou, Moneo, Pouterhouen, Tieti, Poinimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Ponebo, Balada, Pam and Aramia. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kone, Voh, Temala, Oumco, Koumac, Karamble, Tangadlou, Paagoumene, Nehoue, Mouac, Belep, and return by same route.

S.S. Loyauté also maintains a four-weeks' service between Noumea and the Loyalty group. The vessel calls at Tadiné (Mare Is.), Chepenehe and We (Lifou Is.), Fajoué, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

Solomon Islands-N.G. Service

Subject to alteration without notice.

	M.V. Malaita	
Sydney	Apr 17	May 29
Brisbane	Apr 19	May 31
Townsville	Apr 22	June 3
Calms	Apr 23	June 4
Tulagi		
Makambo	Apr 27-28	June 8-9
Gavutu		
Su'u	Apr 29	June 10
Domma		
Mamara		
Tassavarong	Apr 30	
Aruligo		
Lavaro		
Mamara		
Tassavarong		June 11
Aruligo		
Merlinge		June 12
Hivo		
Yandina		
Banika		
Ufa	May 1	June 13
Faiani		
Younger		
Pepesala		
Lingatu		
West Ray	May 2	
Somata		
Gizo	May 3	June 14
Faid	May 4	June 15
Kieta	May 4	June 15
Arigua	May 5	June 16
Numa Numa		
Teopasino	May 6	June 17
Rabaul	May 7-8	June 18-19
Soraken	May 9-10	June 20-21
Kieta	May 10	June 22
Faid	May 11	June 23
Gizo	May 12	June 24
Tetipari		
Russell Is.	May 13-14	June 25-26
Gavutu	May 15	June 26
Makambo		
Brisbane	May 20	July 1
Sydney	May 22	July 3

BURNS, PHILP & CO., LTD., Agents.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Nankin	Nellere	Tania
Hong Kong	Apr 3	May 1	June 4
Manila	Apr 6	May 4	June 7
Rabaul	Apr 14	May 12	June 15
Brisbane	Apr 20	May 18	June 21
Sydney	Apr 22	May 20	June 23
Melbourne	A. 26-M. 1	M. 24-J. 2	J. 28-J. 3
Hobart	May 3	June 4	July 5
Newcastle	May 6	June 7	July 8
Sydney, dep.	May 12	June 12	July 14
Brisbane	May 14	June 14	July 16
Townsville	May 17	June 17	July 19
Rabaul	May 22	June 22	July 24
Manila	May 30	June 30	Aug 1
Hong Kong	June 2	July 3	Aug 4

E. & A. STEAMSHIP CO. LTD., Agents.

Samoa Inter-Island Service

A.S. Makoa, 250 tons (Burns Philp (South Sea) Co. Ltd.) operates from Apia, Western Samoa, and connects regularly with Pago Pago (American Samoa), also Tokelau, Swain, Nassau, and Phoenix Groups.

N.G. Inter-Island Services

S.S. Maiwara (Burns, Philp & Co.) makes regular round trips from Rabaul to New Ireland and Bougainville ports.

M.V. John Bolton, M.V. Desikoko, M.V. Durour, M.V. Duranbsh (W. R. Carpenter and Co. Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

S.S. Island Trader (Inter-Island Shipping Co. Pty. Ltd.) connects at Rabaul with S.S. Friderun and then makes the following trips:—

NORTHERN RUN—Rambutoy, Pak, Lorengau, Inrim, Pitelu, Papitalei, Salesia, Salami, Noru, Purdy Island, Tumico, Boikin, Kairiru, Wewak, Boram, Sepik Mouth, Awar, Bogia, Kullili, Kurun, Alexishafen, Nagada, Madang, Finschhafen, Salamaua, Bai, Garua, Toriu, Stockholm.

Leaves Rabaul Returns to Rabaul
May — — — 8 May — — — 30

SOUTHERN RUN—Matala, Put Put, Sum Sum, Buka Passage, Teop, Numa, Inus, Arawa, Kieta, Tubiana, Toboroi, Aropa, Iwi, Kekere, Buin, Samo, Magah, Lihir, Kavieng, Patlangat, Rangarere, Langino, Notre Mal, Asalinga, Neu Kauern, Manuan.

Leaves Rabaul Returns to Rabaul
April — — — 12 April — — — 30
June — — — 3 June — — — 19

AGENTS: COLYER, WATSON & CO., RABUL

Sydney - N.Z. - Fiji - Samoa Hawaii

	Monterey	Mariposa	Monterey
Honolulu	Apr 5	May 3	May 31
Pago Pago	Apr 10	May 8	June 5
Suva	Apr 13	May 11	June 8
Auckland	Apr 16	May 14	June 11
Sydney	Apr 19	May 17	June 14
Melbourne	Apr 23-24	May 21-22	June 18-19
Sydney	Apr 28	May 26	June 23
Auckland	May 1	May 29	June 26
Suva	May 4	June 1	June 29
Pago Pago	May 5	June 2	June 30
Honolulu	May 10	June 7	July 5

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney - Noumea - New Hebrides

Subject to alteration without notice.

	Pierre Loti	
Sydney	Apr 9	June 11
Noumea	Apr 13-15	June 15-17
Lifou		June 18
Vila	Apr 16-17	June 19
Luganville	Apr 18	June 20
Le Dart	Apr 19	June 21-22
Bernier B.		
Tortues B.		
Salgon	May 3-5	
Haiphong	May 8-11	
Luganville	May 26	
Le Dart	May 27	
Norsup		July 27
Sarmettes		July 27
Vila	May 28	June 23
Lifou		June 24
Noumea	M. 29-J. 1	June 25-26
Sydney	June 5	June 30

MESSAGERIES MARITIMES CO., Agents.

Fiji Inter-Island Services

S.S. Malake, 736 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itinerary comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

A. K. Helena (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, Nakalao, Dreketi, Naiserevaga, Lekutu, Caloa, Nabouwalu, and Levuka. The inter round trip from Suva occupies about 10 days.

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New Guinea, and the Islands of the
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Editor: Dr. A. P. Elkin (Professor of
Anthropology at the University of
Sydney); Assistant Editor: H. Ian Hogbin.

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Hongkong — New Guinea — British Solomon Islands Service

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COLYER, WATSON & CO., N.D.L. Agents, Rabaul, New Guinea.
GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

M.S. Tui Kauvaro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

Papuan Inter-Island Service

M.V. Matoma (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima Island, via the Conflit Group.

S.S. Papuan Chief (Steamships Trading Co. Ltd.) makes regular round trips from Port Moresby to Samarai via Kapa Kapa, Abau, and Baibara, return by same route; then Port Moresby to Daru via Hisiu, Yule Is., Kukipi, Oroko, Kikori and back via Oroko, Yule Island, and Hisiu—full trip occupying about one month.

S.S. Papuan Chief			
Pt. Moresby	M. 25-A.1 Hisiu	Apr 18	
Kapa Kapa	Apr 1 Yule Is.	Apr 18	
Abau	Apr 3 Kukipi	Apr 19	
Baibara	Apr 4 Oroko	Apr 20	
Samarai	Apr 6 Kikori	Apr 22	
Samarai	Apr 9 Daru	Apr 23-24	
Baibara	Apr 10 Oroko	Apr 25	
Abau	Apr 11 Yule Is.	Apr 27	
Kapa Kapa	Apr 13 Hisiu	Apr 28	
Pt. Moresby	Apr 14-18 Pt. Moresby	Apr 29	

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.

M.V. Nusa			
Samarai	Apr 1 Mambare	Apr 6	
Puni Puni	Apr 1 Buna	Apr 7	
Baniara	Apr 2 Cape Nelson	Apr 8	
Cape Nelson	Apr 3 Baniara	Apr 9	
Buna	Apr 4 Puni Puni	Apr 9	
Mambare	Apr 6 Samarai	Apr 10	

N. Zealand - Samoa - Niue

The New Zealand Government's steamer Maui Pomare (1159 tons) is the only direct connection between the Dominion and the Mandated Territory of Western Samoa. The vessel, which carries mails, passengers, and cargo, is controlled by the Department of External Affairs at Wellington, where application should be made concerning freights, berths, etc.

M.V. Maui Pomare			
Wellington	Apr 20	May 18	June 15
Apia	Apr 27-29	May 25-27	June 22-24
Niue	May 1	May 29	June 26
Lyttelton	May 10	June 7	July 5
Wellington	May 11	June 8	July 6

Gilbert and Ellice Islands Service

M.V. Ralum, 368 tons (Burns Philp (South Sea) Co. Ltd.), operates from Tarawa (Gilbert Islands), and connects regularly with all islands in the Gilbert and Ellice Groups.

Ocean Island - Nauru Service

British Phosphate Commission, 16 Spring Street, Sydney, sends boats irregularly from Melbourne.

Japan - N. Guinea - Noumea - New Zealand

Brisbane			
Kobe	Mar 22	Sydney	Mar 22
Moji	Mar 23-24	Apr 23-24	
Rabaul	Apr 2	May 3	
Noumea	Apr 7-8	May 8-9	
Auckland	Apr 11-13	May 12-13	
Lyttelton	Apr 15-17	May 15-17	
Dunedin	Apr 18	May 18	
Wellington	Apr 18-19	May 19-20	
Auckland	Apr 20-22	May 21-22	
Cebu	Apr 24-28	June 10-11	
Manila		June 12-13	
Hong Kong	May 14-15	June 15-16	
Shanghai	May 19	June 20	
Moji	May 21	June 22	
Kobe	May 22-24	June 23-27	

OSAKA SHOSEN KAISHA LINE

Central Pacific Services

Subject to alteration without notice.

M.V. Matus			
Auckland	Apr 6	May 6	May 20
Rarotonga	Apr 10		May 24-27
Nukualofa	Apr 14-15	May 9-10	
Apia	Apr 16-17	May 11-12	
Suva	Apr 21-22	May 15	
Auckland	Apr 26	May 19	June 1
Wellington	A. 28-M. 1		
Auckland	May 3		

The cargo vessel Waiotapu (5035 tons) is due to leave Sydney for Fiji on March 23. She will visit Suva (March 30) and Lautoka (April 1).

The steamer Hauraki (7113 tons) is scheduled to depart from Sydney for Fiji and Tahiti, with mails, cargo, and a limited number of passengers, on April 12. Calls are set down for Suva (April 18), Lautoka (April 19), Suva (April 26), and Papeete (May 1). She will then go on to North

American ports. The Walruna (5832 tons) will follow to Fiji and French Oceania about the end of April.

UNION S.S. CO. LTD., Agents.

Saigon - Java - South Seas - N.Z. Service

Maetsuycker			
Saigon	Apr 10	Van Rees	Apr 10
Singapore	Apr 12-13	May 8	June 12
Batavia	Apr 15-17	May 10-12	June 14-15
Samarang	Apr 18	May 13	June 17-19
Sourabaya	Apr 19	May 14-15	June 20
Pt. Moresby	Apr 26-27	May 24-25	June 21
Samarai	Apr 28		June 23-29
Rabaul	Apr 30		June 30
Vila	May 4		July 2
Noumea	May 5-8		July 6
Auckland	May 11-12	June 3-5	July 7-10
Wellington	May 14-15	June 7-8	July 13-14
Sydney	May 19-21	June 14-16	July 16-17
Pt. Moresby	May 26	June 23	July 21-23
Sourabaya	June 2	July 2	July 28
Samarang	June 3	July 3	Aug 4
Batavia	June 4-7	July 4-7	Aug 5
Singapore	June 9	July 9	Aug 6-9
Saigon	June 11		Aug 11

ROYAL PACKET NAVIGATION CO. LTD.

PACIFIC ISLANDS TRAVELLERS

(Continued from page 1)

PASSENGERS PER NIAGARA WHICH ARRIVED IN SYDNEY FROM SUVA, FIJI, ON MARCH 13:—Miss M. E. Browne, Mr. and Mrs. H. R. Bowen, A. S. Burton, J. R. Dupre, J. R. Donaldson, A. S. Farebrother, K. Graham, Mrs. M. C. Hawkins, Mrs. E. M. Hawkes, A. C. Heron, Mr. and Mrs. C. O. Handley, Master K. R. Handley, Mrs. M. M. Horsfield, E. J. Harding, Mrs. P. M. Harding, Major C. B. Joske, Mrs. and Mr. E. G. Keyte, Masters F. K. and R. C. Keyte, Master D. Lyons, Mrs. E. R. Mumford, Master A. Mumford, Mr. and Mrs. J. H. Millett, Master E. and Miss L. D. Millett, E. Mulliken, E. J. Pratt, Mr. and Mrs. G. R. Robertson, Mr. and Mrs. G. L. Robley, Mr. and Mrs. R. S. Southey, W. F. White, Mrs. P. E. Waters, Mr. and Mrs. G. A. Zillman, Master R. Zillman, Major and Mrs. R. N. Caldwell, Misses M. and P. Caldwell, Master D. Caldwell, Mr. and Mrs. B. Griffiths, Mrs. P. Ginn, Mrs. M. Johnson, E. E. Mumford, Mrs. M. L. McConnell, Miss M. A. Mackay, F. L. Nunn, Miss R. E. Phillips, Sister M. Philibert, Mrs. S. Vicary, Misses C. and P. Vicary, Mrs. Waring, Miss D. E. Singh, J. Colledge, W. Leake, J. H. Edwards, Ratu Joseva Sukuna, Ratu Edward Gakobau.

PASSENGERS PER MACDHUI WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON MARCH 17:—Messrs. Austin, Ashwell, Adamson, Burke, Buckow, Bushe, Barrie, Caddow, Carpenter, Coote, Courtney, Clark, Coghlan, Callaghan, Cruickshank, Dickson, Ellis, Eglington, Einsiedel, Ethell, Edwards, Foldo, Frost, Filan, Gay, Goodwin (2), Cremaud, Hardy, Harris, Heath, Hoyle, Joyce, James, Jones, Klotz, Kaibfell, Koch, Lefurkey, Moates, Murcutt, McIntyre, McCarthy, Oldham, O'Connor, Petterson, Parry, Parer, Ryan, Rich, Rose, Render, Shoppee, Simpson, Silia, Sands, Shields, Slattery, Saker, Sowberry, Spencer, Stehr, Schultz, Smith (2), Saddler, Schafer, Thompson (4), Uechtritz, Wenn, Walsh, Wolfcarious, Walshe, Whitehead, Mesdames Carpenter, Courtney, Coote, Davis, Dunning, Dickson, Eglington, Frost, Gay, Jones, Loudon, Maendam, McIntyre, McQueen, Rich, Kirby, Shaw, Silk, Stehr, Smith, Stevens, Woodward, Wallace, Weatherall, Walshe, Woodhouse, Ashton, Misses Coote, Demians, Frewin, Gahan, Loudon, Lievering, McGregor, Prosser, Riley, Schwarzbach, Shields, Solange, Savage, Turnbull.

Mr. W. W. Froggatt, famous entomologist, died in Sydney on March 18, aged 78. His son is Government Entomologist in New Guinea.

Rev. Dr. J. Flierl, D.D., who pioneered the Lutheran Mission work in New Guinea, sailed from Australia for Germany by the Mosel early in March.



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Pacific Islands Monthly, March 23, 1937

AERIAL TRANSPORT *ESTABLISHED* NEW GUINEA GOLD INDUSTRY

SINCE 1927, when the development of the Morobe Goldfield commenced, the European population of the Territory has been trebled. The new industry has increased the Empire's gold production by nearly £2,000,000 per annum, and has added enormously to the trade turnover of New Guinea.

Only Aerial Transport makes this possible. There is no road between the Goldfields and the coast. Aeroplanes, running on Regular Schedules, without Difficulty or Delay, carry in Dredges, Crushing Mills, Cyaniding Plants, Motor Vehicles, Hydro - Electric Machinery, Thousands of Passengers, and every kind of goods needed by a large and growing European community.

GUINEA AIRWAYS LTD. were established in 1927; and they have grown in the following way, until they are to-day the largest freight-carrying service in the world:

Year Ended Feb. 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



Every kind of cargo, frozen meat to hydro-electric machinery, is carried in to the Morobe goldfield centres by Guinea Airways machines. In this photograph, taken in December, 1936, a motor-car is shown, while being unloaded on the Wau Aerodrome.

Guinea Airways Ltd. operate regular air services in New Guinea and Papua; they use over 50 Aerodromes and Landing-grounds in the two Territories.

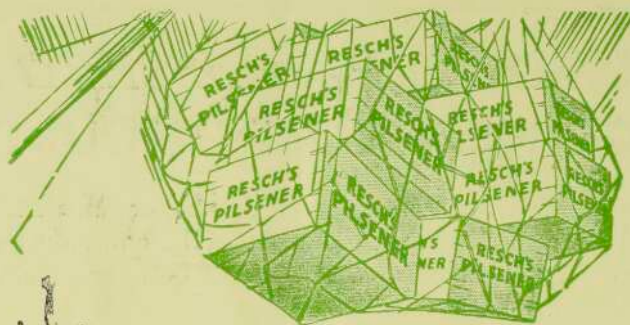
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BRANCH OFFICES AND AGENTS AT WAU, SALAMAUA, PORT MORESBY, AND SYDNEY

Pacific Islands Monthly, March 23, 1937



WELCOME CARGO

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Call for a bottle to-night and relish its malt and hop flavour.

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