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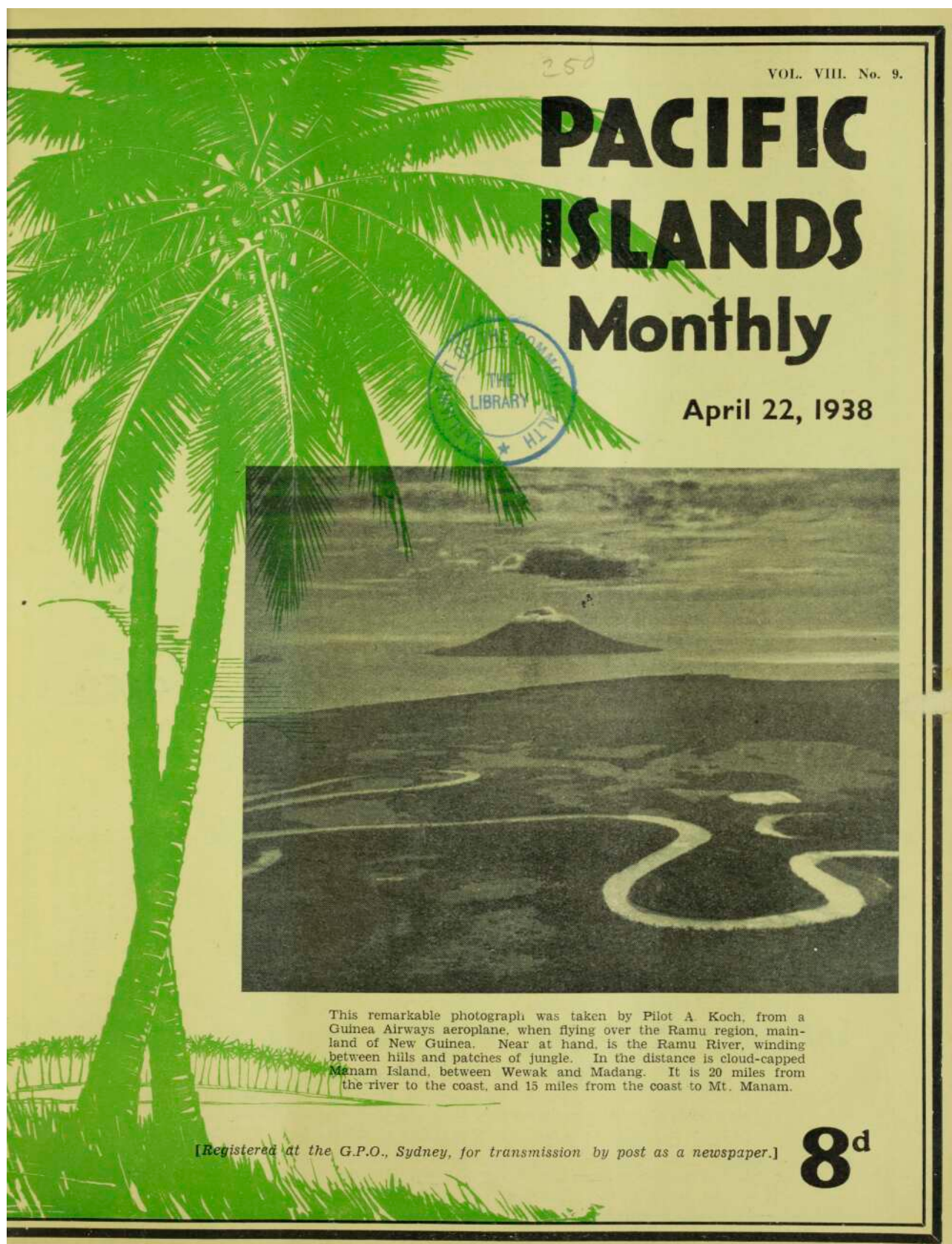
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Pacific Islands Monthly, April 22, 1938

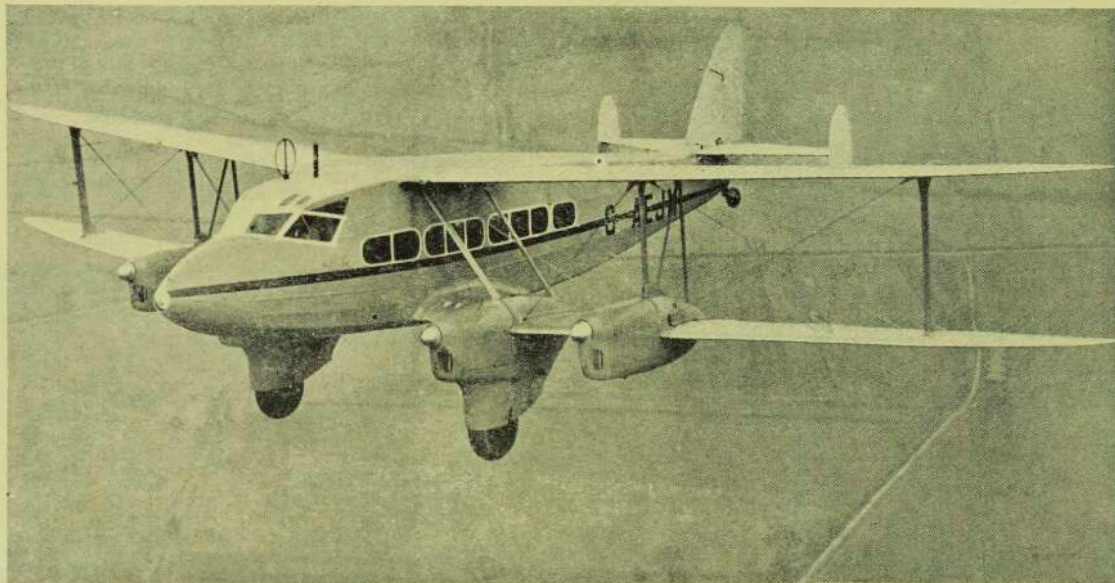
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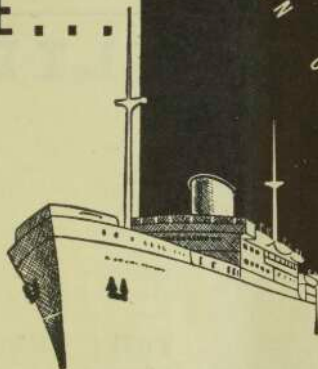
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(CONTINUED ON PAGE 82.)

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Sydney, April 22, 1938.

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A New Policy In New Guinea?

THE recommendation of the Federal
Committee on the subject of a
new site for the administrative estab-
lishment in New Guinea should be
known very soon; and, following that,
quick action may be expected.

There are three confident predic-
tions. One is that the administrative
establishment simply will be moved
twenty miles to the westward of
Rabaul, on to a tableland 1,200 feet
high, and out of the volcanic belt,
and with communication with Rabaul
by a good motor road. Another is
that a suitable site will be found on
the south coast of New Britain, near
the western end. The third is that
the new capital certainly will be
placed on the mainland of New
Guinea, and probably on the table-
land near the Markham River, at a
spot which will be suitable for a junc-
tion of roads leading to the seaport
of Salamaua, the airport of Lae, the
mining towns of Wau and Bulolo, and
the vast, fertile and as yet undevel-
oped plateaus drained by the Mark-
ham, Ramu, and Purari Rivers.

The foregoing is all speculation, of

course. Knowing the character of
the three gentlemen who comprise
the investigation committee, we may
take it as certain that no decision will
be reached until every proposal and
plan has been carefully and honestly
examined. Furthermore, the repu-
tation of the chairman of the Com-
mittee (Brigadier-General Griffiths)
is sufficiently well known in New
Guinea to provide a guarantee that
no selfish interest will try to bring
influence to bear upon him or his
associates.

The "Pacific Islands Monthly",
nearly a year ago, expressed the
opinion that it would be necessary to
remove the administrative establish-
ment from Rabaul; and arguments
then were adduced to show that it
would be to the advantage of the
Territory if the Administrative centre
were placed upon the mainland, as
part of a policy of using the facilities
and funds provided by the gold in-
dustry to actively exploit the mag-
nificent natural wealth of the Mark-
ham, Ramu, Purari tablelands, and
thus establish permanently in this

rich territory an agricultural industry
which would give a livelihood to
Europeans.

There is no need to go over the
ground again. International events,
during the past year, have made it
clear that Australia cannot expect to
hold New Guinea if she continues to
treat New Guinea as she has done
since 1921. Except Greenland, New
Guinea is the largest island in the
world, and Australia is responsible
for more than half of it. It is a
country of incalculable natural wealth,
and capable of enormous develop-
ment. The newly-discovered central
tablelands will provide a home for
large numbers of Europeans. The
clearly-defined aspirations of three
land-hungry nations — Germany,
Japan and Italy—suggest to us that,
so far as New Guinea is concerned,
Australia must get busy or get out.

There is a consideration even more
urgent than that. This great terri-
tory of New Guinea provides Australia
with a natural barrier, imposed be-
tween the restless masses of Asia and
the Commonwealth. A new Japan
has arisen—aggressive, militaristic,
determined to gain the mastery of
the Western Pacific. It is absolutely
essential, as part of Australia's de-

fence plan, that Australia shall hold New Guinea and the adjoining islands. What better system of using New Guinea could there be than that of encouraging the settlement there of Europeans, so as to create there suitable bases for air-squadrons, submarines and warships?

We may take it as certain that these important considerations will weigh with the Federal Committee in making its recommendation concerning the new administrative centre in New Guinea. The volcanic eruption in Rabaul last May was a disaster; but this unfortunate event may be turned to good, if it forces the Australian authorities, in seeking a new capital, to recognise the urgent need for a vigorous policy of development and defence in New Guinea.

SYDNEY-N. GUINEA AIRMAIL

No Start Yet—Aerodromes Not Ready

AT the moment of going to press, no one knows when the new airmail service between Sydney and New Guinea will be commenced.

The contractors (Messrs. W. R. Carpenter and Co. Limited) have had their De Havilland machines and expert staff ready for several weeks; but the Commonwealth Government is still fumbling and footling over its part of the job—namely, that of providing adequate radio equipment and meteorological service at the principal stations en route, especially Cooktown, Port Moresby and Salamaua.

It was originally arranged, when tenders were called in 1937, that the service should commence in January, 1938. Messrs. Carpenter & Co. Limited purchased their aeroplanes and made their arrangements accordingly; but the Federal officials just muddled and dithered. By the end of the year it was seen that there was no likelihood that they would have the aerodromes ready; and the date for the opening of the service was postponed from month to month.

In March, April was confidently announced; but to-day, workmen are still busy on the installation of equipment at Salamaua and Cooktown, while, so far as can be learned, the erection of the radio masts at Port Moresby has not even been commenced.

On April 14, in reply to pointed enquiries by the "Sydney Morning Herald", the Commonwealth Minister for Defence stated that "the Sydney-New Guinea airmail would open in the first week in May". Those in touch with the situation simply laughed. This, they said, was typical politicians' bluff—there was no chance of the aerodromes being properly equipped by the end of the first week in May.

Meanwhile, the contractors are doing what they can. They are using their pilots and their machines for "survey" flights, which are being regularly carried out between Sydney and Rabaul, and a few passengers and some cargo have been carried. This does not alter the fact that the air-fleet and personnel are semi-

idle, and a claim upon the Commonwealth for compensation may be expected. The three De Havillands cost about £50,000; and, in aircraft, there is one huge overhead item which goes on whether the machines are idle or not. That is obsolescence, and it represents probably 20 per cent. per annum—or £10,000 per annum in the case of the Carpenter fleet. These machines are obsolete at the end of five years.

The inefficiency of Australian aviation control can be seen in other directions. There is still no sign of the Australian-New Zealand air service; while the commencement of the London-Sydney flying-boat service, owing to Australia's failure to provide suitable stations en route, is not now expected before October.

Mr. V. Gordon Johnston, who for 20 years was an employee of the Colonial Sugar Refining Company Limited in the Fiji Group, died suddenly in Sydney in April.

Mr. A. J. Peadon, of Ramu, New Guinea, joined Mrs. Peadon in Sydney by the April "Neptuna". His gold claim, situated just on the border of unprotected country, is one of the richest in the whole territory.

MANAM ISLAND VOLCANO

THE N. G. Administration reports that there recently has been considerable volcanic activity on Manam Island, off the coast of the Madang District. It has a cone-shaped crater 4,265 ft. high. An official report in February by Patrol Officer J. B. Mackay stated:—

"Since my arrival at Bogia (on the North Madang Coast) in January, Manam has been in eruption night and day. This also concerned me regarding the inhabitants. None of the Manam people has been able to get to the mainland owing to heavy seas, and strong winds.

"The crater on the south side, which is beneath the main one, has been very active, shooting lava into the air hundreds of feet, and burning all bush for hundreds of feet down the mountain side. So far it has not caused any damage to the gardens".

(See front cover of this issue for photograph of Manam Island, as seen from the air.)

AT ANY TIME—IN ANY PACIFIC BAR!



(Under the influence of floods of whale oil, the copra market is depressed.)

The Rotund Man: What are you calling the new plantation?

The Thin Man: Jonah.

The Rotund Man: Jonah! What for?

The Thin Man: Because it looks as if the darned thing is going to be swallowed by a whale.



The sport of horse-racing is followed in every Pacific Island. Here, on the beach in Rarotonga, are the horses and riders lining up for the start of a race.

Hawaii—Auckland

Nothing Definite About Start of P.A.A. Service

THERE still is no information as to when the airmail service between Honolulu and Auckland, planned by Pan-American Airways, actually will come into operation.

No official announcement has been made since Pan-American Airways' plans were disorganised by the destruction of the "Samoa Clipper" at Pago Pago on January 11.

It is stated that the service will not commence until the new Boeing seaplanes (huge machines capable of carrying 72 passengers) are available. The first of these was to be completed and tested at Seattle in April.

The "New Zealand Herald" suggests that this machine will be used on the Honolulu-Auckland service; but it seems more likely that the craft will go on to the 'Frisco-Asia service—which has been successfully operated by Pan-American Airways during the last 18 months—and that one of the clippers from that service will be detached for the obviously less important Honolulu-Auckland service.

There is still controversy as to whether Pan-American Airways will continue to use the Kingman Reef and Pago stations on their mid-Pacific route. Some people seem certain that they will use the alternative route—Honolulu, Canton Island (Phoenix Group), Suva, Auckland.

An official investigation into the loss of the "Samoa Clipper" at Pago Pago was concluded in Washington in April. It was decided that the probable cause was fire, associated with the dumping of fuel, but the precise cause of ignition was not determined—and probably never will be.

Information received as we go to press suggests that—

1.—The agreement between P.A.A. and New Zealand has expired, because the service was not operating by March, 1938, and it may not be renewed unless Britain gets aviation landing-rights in Hawaii and San Francisco. These may not be granted, because Japan might demand similar rights.

2.—The United States and Canadian Governments are not friendly disposed towards P.A.A.

3.—P.A.A. is building up a friendship with the Dutch airlines in the East Indies, which may have important reactions.

MIDWAY ISLAND

To Be a Powerful U.S. Air Base

From Our Own Correspondent.

HONOLULU, Apr. 6.

JOB for 100 skilled labourers is announced by the U.S. Government for the spade work of the 1,000,000 dollars project that will convert isolated Midway Island, now a cable station and a stop on the air route to the Orient, into a first-class navy air base.

All workers must be U.S. citizens. The first expedition will depart from Honolulu about July 1. U.S. army engineers have charge of the job.

The main work will consist of blasting more runways and anchorages in the great lagoon for the use of navy bombers which frequently visit Midway and Wake Islands from the potent base at Pearl harbour, near Honolulu.

Secret bombproof underground gasoline and water stores will be built also.

Step by step the U.S. defence chess game is moving into the Western Pacific, to be alert against any move made by a would-be Orient aggressor.

N.Z. GOVERNOR

To Visit Cook Islands

From Our Own Correspondent.

RAROTONGA, Mar. 24.

IT has been officially announced that the Governor-General of New Zealand (Lord Galway) and Lady Galway will visit the Cook Islands sometime in June.

Besides making a two-days' stay in Rarotonga, they also will visit the other islands of the Lower Cook Group.

SAMOA MAKES PLANS.

It is expected that the Governor-General, while in the Pacific, will also visit Western Samoa; and native plans already are afoot.

It is said that the non-Mau party proposes to make a demonstration to show that it is now, in numbers and influence, just as strong as the Mau organisation.

FIJI GOLD

Loloma Pays a Dividend— Memories of Mr. Lawlor

THE first dividend has been paid in connection with the Tavua goldfield of Fiji—that goldfield on which a most spectacular share boom, and an equally spectacular collapse, were based in 1934-36.

The dividend has been paid to shareholders in Loloma (Fiji) Gold Mines N.L. It is 1/- per share and it will absorb £41,250. Loloma was the first of the Tavua leases to be floated into a company (January, 1935), and this flotation was followed by dozens of others. Shares in a mere optimistic hole in the ground went to fantastic prices.

Only three companies survived—Loloma (which was the richest of the lot), Emperor and Koroere. These three leases are close together, covering a volcanic cone in the centre of the goldfield. The Emperor and Loloma mines between them are now producing gold at the rate of 6,000 ounces per month. A dividend from Emperor seems to be due—though the market is pessimistic about it.

Koroere has not been developed. There should be good gold there, but the right lodes do not seem to have been found. It is now proposed that Koroere Gold N.L. shall be taken over by Emperor Goldmining Company Limited as a going concern, the purchase consideration to be an allotment to Koroere of 50,000 fully paid 10/- shares in Emperor Mines Limited. The details are given in our mining columns.

The story of Loloma is one of the romances of the Islands. The mine was bought in an irresponsible moment for £20, by Mr. W. Lawlor, a young Englishman who was seeking fortune in Fiji, and not making much of a success of it. To his amazement, he discovered that Loloma was very rich. He received for it £10,000 in cash, and shares then nominally worth £15,000—but within a few months his shares were worth £70,000. The market valuation of Loloma Mines to-day is £963,000.

AT MAKOGAI, FIJI'S LEPER SETTLEMENT

Native Ministers, Catechists and Teachers, at the Makogai Leper Station, Fiji. All are patients except the one standing in the centre of the group.

—Photo: "Mission Review".



FIJI BANANAS

Government Control In New Zealand

From Our Own Correspondent

SUVA, Apr. 1.

CONSIDERABLE interest has been aroused in Fiji at the announcement that the New Zealand Government intends to take over the purchase and marketing of bananas.

The N.Z. Labour Government considers that the price paid by the public is too high and it will take over the marketing itself to supply the public with cheaper bananas. It will buy the fruit f.o.b., Suva, at a price to be fixed from time to time by the N.Z. and Fiji Governments.

It is unlikely that the change will make much difference to the price paid to Fijian growers, but against that it is anticipated that there will be a greater demand for Fiji fruit in New Zealand, with a consequent higher return to growers, as the fruit quota to be shipped will be increased.

NO BANANAS !

Samoa and Tonga Benefit at Cook Is. Expense

AN extraordinary banana situation has developed in the Central Pacific.

The N. Z. Government controls the Cook Islands, and has imposed a "fruit control scheme", which included bananas from April 1. Growers, under this, were offered 3/6 per case. They declined flatly, and the "Matua" sailed from Rarotonga in mid-April with 728 cases, instead of the 2,500 expected.

But it was a godsend for planters in Samoa (suffering from the fall in cocoa) and Tonga (smitten by drought). New Zealand's markets have eagerly absorbed both Samoan and Tongan bananas, at prices which will return growers more than 3/6 per case. All the vacant "Matua" space was taken by Samoan bananas.

Fiji, also, is taking a keen interest in the N.Z. banana market. The Fijian, Samoan and Tongan bananas are better than the Cook Island product—probably because the Cook Islanders have not been encouraged to properly cultivate their banana plantations.

The Cook Island people are reported to be on the warpath against the "fruit control scheme"—at least, so far as bananas are concerned.

NEW GUINEA EXPLORATION

A PATROL, under Assistant District Officer Taylor, is at present exploring the region of New Guinea between Mt. Hagen and the border of Dutch New Guinea. Mr. Taylor reported on April 9 by radio-telephone that the party is camped at an altitude of 7,800 ft., in the vicinity of the headwaters of what is thought to be the Maramuni River, a tributary of the Yuat River, which flows into the Sepik. All members of the party are well.

MISSION INFLUENCE IN TONGA

Alleged Interference With Government

ALMOST from the time that Tonga came under European influence, there has been trouble between the civilians and the missionary bodies. Persons acquainted with Pacific history will recollect a bad period in Tonga, when powerful missionary influence, under a gentleman named Shirley Baker, absolutely controlled the islands, and almost caused a revolution.

Mission activity is necessary, especially in countries where there is a coloured race, controlled by a dominant white race. But whenever missionaries have secured complete administrative power, there has been serious political confusion and social disturbance.

Apparently, judging by the letters we receive, many people believe that Tonga is headed for another period of trouble, as a result of missionary influence with the Government.

The Methodist Church is all-powerful in Tonga, and the Royal Family, which practically rule the territory, are ardent church-goers. It is said that no important step is taken by the Government, nowadays, unless the Royal advisers (the Methodist missionaries) are first consulted. This system has caused bitter criticism.

The following is from a letter to the editor. It was not written for publication, and it is typical of several communications:—

"The Wesleyan Mission, which is a branch of the Methodist Church of Australasia (famous in other parts of the Pacific) is bidding for a position of paramount political power in Tonga. The first question to be answered in the affirmative by any successful native applicant for a position in the Government is 'Are you a Wesleyan?' At the last election of people's representatives in the Tongan Parliament (chock-a-block with nominated Wesleyans already) the instruction went forth from the Mission pulpits to vote for three named individuals, thereby turning their chapels for the nonce into election agencies. At the annual collections from natives of money for the Mission, the services of high personages in the State—very high—were required to use their influence to drag the last penny out of the poverty-stricken adherents. Not only that. The sentiments of the people were stirred at these collections by public reference to their dead relations exhorting them to contribute liberally in memory of their departed. This is a very sensitive spot to a Tongan, and that it should be exploited for the material ends of a mission is unfortunate".

EXTENSIVE DAMAGE TO S.S. "MORINDA"

THE accident to the Burns, Philp steamer "Morinda" (described on page 27) caused extensive damage. She was put into dock in Sydney on April 11, and it was found that so much damage had been done to the hull that repairs must take about three weeks. The ship's trip to Lord Howe and Norfolk Islands, due to start on April 14, was cancelled. She may leave for those two islands, and the New Hebrides, about May 12.

LAUNCH WRECKED

Loss of Machinery is Setback for Papuan Apinaipi Co.

THE 7-tons launch "Apinaipi", owned by the Apinaipi Petroleum Co., Ltd., was wrecked recently on the Biar Bar, Gulf Division, Papua. No lives were lost and no one was injured; but valuable stores and machinery were lost. They will throw the Co.'s plans out of gear, until the machinery is replaced.

The vessel was on her way to the base camp at the Biar River from Port Moresby when a squall arose. The waves quickly tore off the deck-house and flooded the engine-room, completely wrecking her. On board were Messrs. T. Rowe and Tynan, with a crew of three; they were flung on to a sand spit at the south-east of the entrance, and managed to reach shore safely.

Everything on board was lost; but most of it was covered by insurance. However, the disorganisation of the transport service and the loss of the machinery, which formed part of the cargo, will greatly inconvenience the Company.

Papuan Apinaipi Petroleum Co., Ltd., which was registered in the territory to search for oil in April, 1937, holds Permit No. 6. Its concession is an area to the west of Jokea, on the old Popo oilfield.

LIBEL ACTION SETTLED

THE action taken by Mr. O. F. Nelson, of Apia, Samoa, against Mr. A. M. Gurau, also of Apia, alleging defamatory libel in respect of articles which appeared in the Honolulu "Star Bulletin" and in the "Pacific Islands Monthly" was settled in the High Court of Samoa on March 21.

Mr. Gurau withdrew the statements which appeared in the Honolulu "Star Bulletin" as "untrue and without any justification", and tendered to Mr. Nelson his apologies for same.

With reference to the words published in the "Pacific Islands Monthly", Mr. Gurau denied responsibility; but, insofar as they might be attributed to him, he apologised for their use.

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"PLEASE JOIN US IN A COLD BEER!"

How British Officials on Canton Island Greeted the American "Annexationists"

BY JOHN WILLIAMS.

HONOLULU, Mar. 28. AMERICA'S "surprise" occupation of Enderbury and Canton Islands in the Phoenix Group of Central Pacific went off without a hitch, according to U.S. officials who returned to Honolulu to-day in the coastguard cutter "Roger B. Taney" after supervising the landings and formal raising of the Stars and Stripes on each island and leaving behind permanent colonists.

Evidently the Americans expected Messrs. George Langdale and Tom Manning, Colonial Office employees who have occupied Canton since August, 1937, to become "hot-headed" about the American landings because the fact that Messrs. Langdale and Manning, men long experienced in "outpost" work, were outstandingly friendly has been played up by the American press.

The Britishers, indeed, completely rounded out their characteristic hospitality by saying to the Americans: "Let's leave the wrangling, if any, about the islands, to the diplomats of London and Washington, and toast our meeting in good old-fashioned beer, plenty of which we have in our refrigerator."

However, the serious American party had work to do: landing their seven colonists, building materials, radio and meteorological instruments, and the ceremonial hoisting of the Stars and Stripes, which was done, according to the official handout, "at 9.05 a.m. on March 7".

The Britishers stood by and watched the activities and Mr. Manning made a complete photographic record of it, which he has sent to Mrs. Manning in Auckland.

AFTER four hours of this, the Americans at long last got on the right side of the British beer, the subtle effects of which were so friendship-cementing that the Britishers went a step further and enticed the Americans into a poker game.

Anyhow, during the three-days' stay of the American officials, a good time was had by all. No doubt Messrs. Langdale and Manning will be ordering urgent replenishments of their stores!

The Britishers told the Americans that they heard about the projected American occupation through listening in to an American mainland broadcast, but probably British official archives will tell a different story.

The Americans have set up a radio station and meteorological unit, a feature of which is the recording of upper air movements. Daily schedules will be maintained by Canton and Enderbury with the powerful Pearl harbour navy radio near Honolulu, in the same way as the American radio stations on Jarvis, Howland and Baker Islands have been reporting for years.

The Americans left on Canton are: Messrs. Alfred Voight, Hensley Towill,

Alex McGalliard, James Kamakaiwi, Henry Kaahea, Jacob Haili and Manuel Pires. Those on Enderbury are: Joseph Anakalea, Yau Fai Lum, William Tavares and Harold Kim. As the names indicate most of these comparatively young men are part Hawaiian, part Chinese, part Portuguese. All come from Hawaii. It is significant to note that in her occupation of many Pacific Islands in recent years, all of which have definite strategic meanings although the commercial aspects are being self-consciously emphasised, America has not used any American-born Japanese, although such Japanese predominate in the population of the Hawaiian Islands.

It is a point that is not lost upon the sensitive Japanese.

THE Canton and Enderbury colonists will proceed with surveys of the best stretches for aeroplane landings. Canton, of course, has one of the finest lagoons in the Pacific, which makes it an ideal clipper and navy patrol bomber base. It also has a stretch of hard coral sand for landplane use.

Enderbury is good for landplanes only.

Captain Perry O. Paxson, of the U.S. army engineers, accompanied the

Britain and U.S.A. now jointly, and quite harmoniously, occupy Canton and Enderbury Islands valuable airways stations in the Phoenix Islands. A "condominium" formula, it is believed, has been worked out.

Mr. Williams, in this article, gives some sidelights on the American "occupation"—which history will regard as one of the most remarkable diplomatic incidents in the Pacific.

expedition and he directed the routine of work that will be followed. Mr. Frederick E. Edgecomb, supervisor of the U.S. 19th Lighthouse District, with headquarters in Honolulu, also landed on the islands and chose sites for navigation lights which America will build as soon as possible.

It is said that the navy "will make a very exhaustive examination" of Enderbury and Canton during the current war games of the U.S. Pacific fleet, which has announced its intention of going en masse to the vicinity of American Samoa.

SENSATIONAL stories, of course appeared in the American press about the occupation of the islands, and even Congressional members claimed that the British colonists had despoiled the American tablet on Canton (which was set "in memory of America's war dead" by the American sun eclipse ex-



Left: James Kamakaiwi, part Hawaiian, typical of the class of young men who have been sent by U.S.A. to occupy Canton and Enderbury Islands. Top right: The British plinth, placed on Canton Island last year by the scientific expedition, and the present British camp, in the background. (Photo. by Mr. Rostler, British official recently on Canton.) Lower right: How the Americans land their gasoline and drinking water through the surf of the islands they have occupied.

pedition last year). These entirely baseless statements are typical of the superficial anti-British sentiment in America. Officially, of course, America respects Britain. The American "annexationists" emphasised the fact that they did not molest the British flag they discovered flying on Enderbury.

The "Honolulu Advertiser" carried a typical story in which it panned the British, and the local British consul in particular, for attempting to question the right of the American sun-eclipse party in using the Phoenix Islands. However, the consul, Mr. A. A. L. Tuson, informed the "Advertiser" that their story was baseless, that he had not contacted the eclipse expedition at all.

MR. BOAKE CARTER, a naturalised American of British birth, who now is one of the leading news and radio news commentators in America, rapped President Roosevelt's executive order which caused the occupation of the islands.

Asked Mr. Carter: "... Under what authority of the Constitution does the executive issue a ukase to take over new territory so blandly? His secretary may be superficially correct, that the annexation has nothing to do 'with war plans', but actually every additional island we as a nation possess to ourselves in the Pacific is an additional stick of war dynamite thrust willy-nilly into the hands of American citizens. When the statesmen (?) of Washington issue orders picking up new territory, United States citizens are obligated to defend those islands whether they like the idea or not ..."

Washington was swamped with requests from adventurous Americans, who want to see the fabulous South Seas and play a minor role in history-making, but Government officials, who received more than 100 applications on the first day, have announced that no more colonists are required for Canton and Enderbury.

I LEARN from Washington sources that the Government has prohibited Pan American Airways from using Pago Pago and Kingman's Reef as bases in a passenger and air mail service to New Zealand from Hawaii owing to unsatisfactory aspects of the bases as all-year operating points. Meanwhile, the company went ahead and surveyed and okayed Rose Island, an atoll and most easterly of the Samoa Group, 150 miles east of Pago Pago.

If Pago Pago is too landlocked and small for clippers it also is too small for navy patrol bombers; and, putting two and two together, this explains America's hurried sharing of Canton with Britain.

(This is not in accord with statements made recently by Pan American Airways.—Ed. P.I.M.)

Pan American will be permitted to use Canton, as will any British or American airline company. Imperial Airways are scheduled to make a trans-Pacific survey flight from Auckland to Canada via Canton and Hawaii in May-June next.

It isn't much use the American press

becoming excited about Canton. No doubt John Bull has said to Uncle Sam:

"Sam, if you want better air bases in the Pacific, more and more to check Japanese moves in the Pacific, I'll move up a bit and let you in".

And this is what Uncle Sam is doing methodically. Outwardly there will be diplomatic conversations, frowning of brows, and protests from Japan. But what can Japan do about it? She, after all, is a past mistress at grabbing territory. Mr. Cordell Hull can make all the tactful denials he likes about secret agreements, but British and American interests, especially in the Pacific, do parallel (to use the latest diplomatic term) more and more, and it will be "God help both countries the day they detour and part".

Canton and Enderbury are mere chicken-feed in the whole Pacific strategy picture, and there are bigger moves destined.

Anglo-American Control Suggested

LATE in March, the situation regarding control of certain Central Pacific Islands, held by the British and desired by the United States, was puzzling. It was stated, for instance, that the Americans were going to "annex" Canton and Enderbury Islands (Phoenix Group), and already had landed American officials thereon, although British officials were already there, in possession. It was said that the Americans were likely to take Christmas and other islands in the vicinity. Yet there was no sign of friction between London and Washington.

The situation was cleared up by the following news despatch in the "Sydney Morning Herald" of March 29, dated London, March 28:—

The Diplomatic Correspondent of the Australian Associated Press understands that Enderbury and Canton Islands, in the Phoenix Group, and several other islands in the Central Pacific may shortly be placed under the joint control of the British Empire and the United States, with the Union Jack and Stars and Stripes flying side by side.

It is hoped that this will solve the dispute concerning the ownership of the islands, and provide the world with a striking example of peaceful adjustment of international differences.

Negotiations are proceeding, directed personally, it is understood, by the Prime Minister of Great Britain, Mr. Chamberlain, and President Roosevelt, and it is hoped that an agreement will be concluded in a fortnight. It would be subject to approval by the Dominions.

The joint control would be tantamount to a condominium form of administration, but more practicable than that exercised by Britain and France over the New Hebrides. It would be on a "share trust" two-Power standard, in which both nations would be jointly responsible for defence and maintenance, and would jointly use the islands as bases for trans-Pacific air services.

It was announced recently that the United States coastguard cutter "Taney" had raised the United States flag on Canton and Enderbury Islands. British flags already there were not touched.

TWO "LUGS" IN PAPUA

Dromgold's Merry Story of a Film-Getting Expedition

I HAVE just read "Two Lugs on a Lugger"—the long-awaited book by George Dromgold. It is a delightful and diverting volume and I think that it will be read widely because of its intrinsic merit—especially its colourfulness, its clever portrayal of tropical scenes, and its rich humour; and I also expect that it will become a cherished possession of 95 per cent. of Europeans in Papua, who will want to read Mr. Dromgold's pleasant descriptions of themselves and their neighbours.

George Dromgold and James B. Shackelford went to Thursday Island and thence to Papua to secure a high-class scenic film, which was to form the background of an important Hollywood film. The equipment they carried probably was the best ever seen in the South Seas. They hired the old "Velmauri" from Captain Fitch, in Port Moresby, and loaded their gear on the little ship at Thursday Island, and thence set out on their memorable expedition.

To any prosaic person, it would have been simply a job of hard work in a filthy climate, wherein one is beset by every kind of pest from tireless cockroaches to cranky officials. But George Dromgold has made of it, in this book, a truly delightful adventure.

Frankly, I do not know what a "lug" is, used in this sense—I heard it first from my Scottish grandmother, who in this word indicated an ear, and later from sailors, who thus described a sail. However, in American slang, Dromgold and Shackelford were "lugs", and we shall have to let it go at that. There was a third member of the party—Mel Ward, the famous Sydney "crab-ologist"—who apparently was not a "lug", although a darned good fellow. Why the distinction? Cannot an Australian be a "lug"?

Anyone who knows Papua must admire Dromgold's powers of observation, in that he notices all sorts of little things that the average person sees only subconsciously, and his cleverness in lining up all these little things to provide an interesting and delightful narrative. Behind a whole series of discouraging incidents and setbacks, Mr. Dromgold found a background of rich humour, and there is a laugh on every page. One forms a high regard, too, for the grim and industrious Shackelford, who was determined to get a film, even though the heavens fell; and one learns to love Mel Ward, whom they made "President of the Department of Science and Strange Goings-On"—which was their charming way of describing his huge collection of jars, in which he pickled highly malodorous crabs.

All Papua's well-known residents walk across the pages and take their part in this merry story of a successful adventure—Sir Hubert Murray, Leonard Murray, Captain Fitch, "Bill" Dupain, John Boileau, "Ma" Vessieux, Ben Hall, Capt. Clay, Mrs. McGrath, G. Stewart, Secretary Champion, A. C. English, E. A. James, Rev. Short, W. G. Saville, E. C. Skelly, L. E. Austen, and dozens of others.

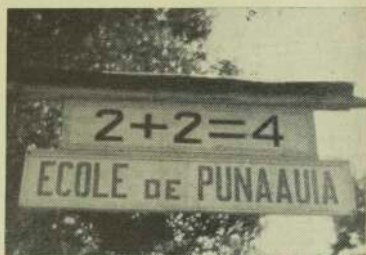
The book contains probably the finest collection of photographs ever made in Papua—about 100 of them, full-page.

The book has been published by Hutchinson and Co., London, and may be purchased in Sydney bookshops for 14/6.

—R.W.R.

ROAD-SIDE SIGNS IN TAHITI

OVER the gateway of the public school at Punaauia, about 5 miles from Papeete, is a sign which has amused many visitors, and caused much discussion. Many years ago there was employed at the Government Printing Office, Papeete, a Monsieur Souvy, who held very definite views on education. Out of his meagre earnings he had saved a sum of money, with which he pur-



chased a piece of land at Punaauia. Learning of a proposal to erect a school in that locality, he offered to give his land to the Government for a school site, under certain conditions. The conditions were that the scholars should be given a thorough grounding in the three R's—readin', 'ritin', and 'rithmetic—and that a sign should be erected to indicate the practical nature of the instruction obtainable at the school. Monsieur Souvy's offer was accepted, and the school erected. He has long since passed away, but the sign ($2 + 2 = 4$) still remains to puzzle the passing visitor.

About 30 miles further on, in the district of Papeari, the road passes close by the once beautiful home of the late Robert Keable, author of "Simon called Peter", "Recompense", etc. Since his death the house has fallen into disrepair, and the formerly well-kept grounds are a wilderness of weeds. Keable was a great bird-lover, and where the road passes by the edge of the lagoon, near his house, he had erected a sign in French. Broadly translated, the sign reads:—"Do not shoot at my sea-birds. Thank you. R.K.". Keable died in Tahiti on December 22, 1927, at the age of 41.—J. D. McCOMISH.

FRACAS IN NOUMEA

Hitler, Finns and a Love Complication

WHEN the Finnish barque "Pamir" visited Noumea, New Caledonia, in March, and loaded a cargo of 4,420 tons of nickel ore for Germany, she caused a little social and political trouble. The good-looking young Finns formed various attachments in Noumea, and thereby apparently upset numerous husbands and lovers; but the serious trouble developed when the crew of the barque, although not of German nationality, developed the practice of shouting "Hell Hitler" in the hearing of the Noumeans. As a result of this taunting cry, a free fight took place near the waterfront, and

Brigadier-General T. Griffiths and other members of the New Guinea Capital Selection Committee, arrived in Sydney by the "Nankin" on April 21.

The Committeemen would make no communication to the press; but we learned from others on the liner that the discourtesy with which General Griffiths had been treated in Rabaul was a subject of comment there. It appears that when the ex-Administrator arrived in Rabaul there was no official car to meet him and he took pot-luck in the matter of transport. He was given a lift to his hotel by a minor official.

a number of the Finns were returned aboard in a somewhat damaged condition. The French authorities asked the captain of the ship to keep his men on board after dark.

Our correspondent, however, says that although there was some excitement, there was a good deal more of the love motif than of the Hitler motif in it.

NEW GOVERNOR OF NEW CALEDONIA

IT is announced that M. Jore has been appointed Governor of New Caledonia in succession to M. Marchessou. M. Jore is expected to arrive in Noumea on May 20, and M. Marchessou is to leave for France by the same liner.

M. Marchessou, in December, 1936, succeeded M. Siadous (who had occupied the post from May, 1933, to December, 1936).

M. Jore is well known in New Caledonia. He formerly held the position of Governor (following M. Guyon) from July, 1932, until April, 1933.

There have been many changes in this position. Since 1891, New Caledonia has been controlled by 22 Governors.

Mr. and Mrs. J. H. Cameron, of Melbourne, departed for Misima Island, Papua, by the "Montoro" on April 6.

Mr. E. Johnson, mill superintendent of New Guinea Goldfields, Ltd., Edie Creek, T.N.G., arrived in Sydney by the "Neptuna" early in April, on a holiday trip. He went on to New Zealand.

Mr. Thomas Hughes, a prominent Sydney business man, died at his home in Darling Point, on April 7, after a short illness. Born in 1857, he joined the Colonial Sugar Refining Co., Ltd., in May, 1886. In 1894 he went to Fiji as manager of the Labasa mill, serving there for four years. He remained on the administrative staff until 1921, when he retired.

Tonga's Troubles

Food Shortage Follows Drought

REPORTS from several sources indicate that economic conditions in Tonga are serious.

An exceedingly severe drought, extending over six months, broke on March 28 and there since has been copious rain; but, in the meantime, the Tongans are without their usual crops of yams and other foods, and are dependent upon imports of rice and Australian flour, which have been in short supply, but of which large quantities are needed.

The Government is still pressing the people for payment of taxes and one authority calculates that half the taxpayers in the kingdom (7,000 in a population of 34,000) are in default and being threatened with gaol. One critic points out that it is proposed to increase the poll tax from 36/- to 41/- per annum, while the Government is making no effort to reduce the expensive civil service, which is held to be overloaded with Europeans.

Books Worth Reading

"WHALEMEN ADVENTURERS", by W. J. Dakin, B.Sc., F.Z.S. This is a second edition of a very remarkable book, which tells the story of whaling in South Pacific waters, from the days of sail up to modern times. It is at once an historical record, checked and annotated by a trained seeker after the truth, and a fascinating book of adventure, which holds the attention from cover to cover. Some notable characters appear in its pages: Ben Boyd, for instance—the man who tried to found an Empire in southern New South Wales, and was murdered in the Solomons. Coconut planters will read this book with grim interest and, maybe, some pleasure: for it shows very clearly that the whales—which provide the world with the chief rival of coconut oil—are due for early extermination. (Our copy from Angus & Robertson, Sydney. 12/6.)

"ATOMS, MEN AND STARS", by Rogers D. Rusk, Ph.D. Great advances have been made, in recent years, in knowledge of the physical sciences. It is possible, now, to see a little more clearly the relationship of our world to the mysteries which surround us in the universe, and to recognise how little we know of the fundamental purpose of life. This writer, in simple, non-scientific language, explains hundreds of scientific discoveries and concepts that, until now, have baffled our understanding, and yet which intimately affect our life upon this earth, and our vision of the future. For instance, he sets out to explain the Einstein theory of relativity, and its effect on the scientific world. Every intelligent man and woman will want to read this book. (Our copy from Angus & Robertson, Sydney. 8/6.)

"TWO LUGS ON A LUGGER" and "JAPAN REACHES OUT" are reviewed elsewhere in this issue.

Mr. Hendy Humble, accountant at the Hotel Bulolo, Wau, New Guinea, is spending three months' leave in Australia.

NEW GUINEA OIL

Enterprise Is Knocked Back Again

THE well-known New Guinea mining company, Enterprise of New Guinea Gold and Petroleum N.L., managed by Mr. Harold Tylour, is still fighting hard for what it considers its rights to enter the uncontrolled areas in New Guinea and there prospect for oil; and it is still being knocked back by the Administration.

The company recently asked permission to send a geologist with the official patrol party, which is exploring uncontrolled territory between Mount Hagen and the Sepik River. It offered to co-operate with any other oil interest and defray any costs incurred by the inclusion of the geologist.

The Administration said that the inclusion of even one geologist would hamper the movements and progress of the party; and it was not possible to say when permits to enter the uncontrolled area would be considered.

Officially, the attitude of the Administration is strictly correct. But the incident is typical of its attitude towards plans made by private enterprise for the development of the territory. It is often difficult to reconcile official rectitude with plain commonsense.

M.V. "BULOLO"

On Sydney-New Guinea Run by End of Year

THE new Burns, Philp and Co., Ltd., motor vessel, which is being built on the Clyde, in the yards of Barclay Curle & Co., Ltd., is expected to be in commission in the Sydney-Papua-New Guinea run, replacing the "Montoro", before the end of the year. It will be about 6,000 tons gross weight, and will have twin-screw Diesel engines, giving a speed of 16 knots.

Five large cargo holds will be operated by electric winches, with two heavy lift derricks, and provision has been made for shipments of freezer and cooler cargoes.

Accommodation for 232 passengers in one, two, and three-berth cabins has been provided on the main and upper decks. There will be talking picture apparatus, swimming pool, and full sporting equipment.

The name of the new ship is "Bulolo"—the directors for once having abandoned their old practice of always selecting a seven-lettered word beginning with "M".

The new vessel's wireless equipment, supplied by Amalgamated Wireless

COPRA

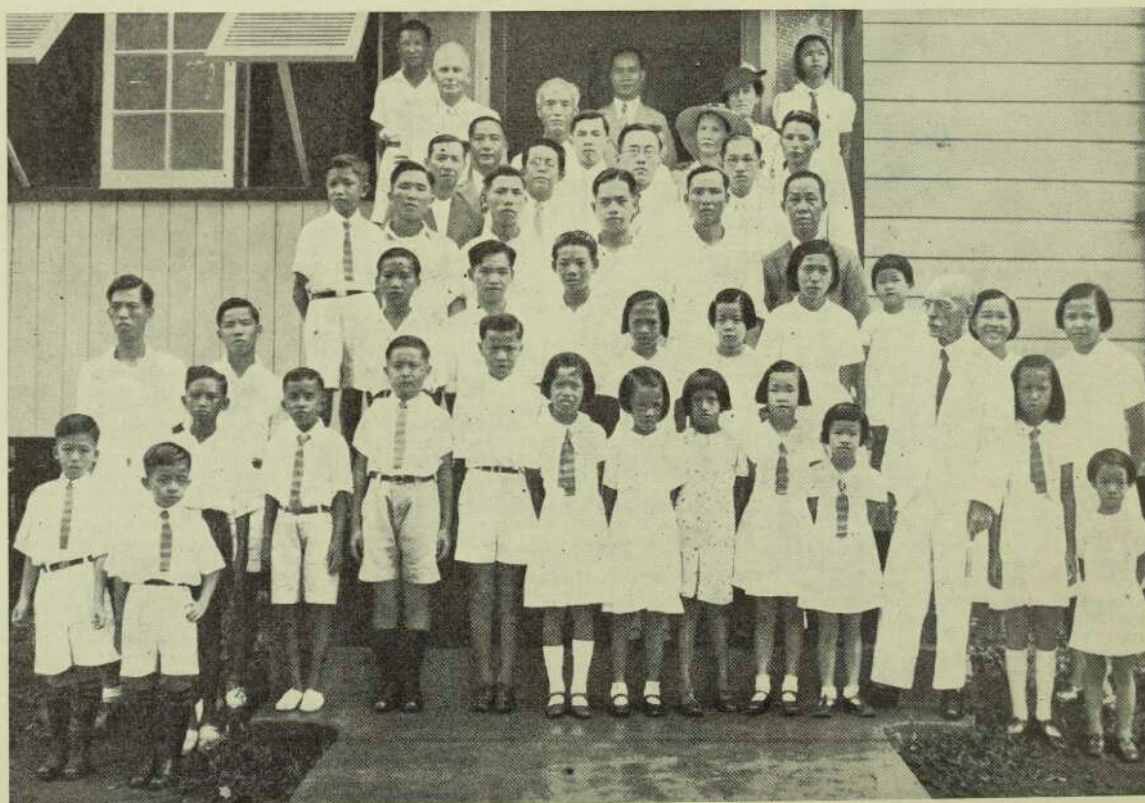
Affected by Politics and Whale Oil

LAATEST London advices (by air mail) are that copra prices directly reflect the depressed commodities markets; and that the poor markets are caused by (1) widespread uncertainty regarding the trend of international affairs, and (2) the huge production of Antarctic whale oil. The position at the end of March was that the Japanese had sold 64,000 tons of whale oil, the Norwegians 12,000 tons and the British 7,000 tons, at prices around £12 per ton; and four Antarctic expeditions had still to be heard from.

Rev. C. J. Steley, of the London Missionary Society in Papua, reached Australia via Thursday Island in April. He was accompanied by Mrs. Steley.

(A/sia.), Limited, will include a 750 watts short and long wave I.C.W. transmitter and receiver, an auto-alarm, a three channel music amplifier for the entertainment of passengers, and a direction-finder.

THE CHINESE COMMUNITY IN FIJI



Photograph of Fiji Chinese Primary School opened recently by the Chinese Community of Suva for the primary education of the Chinese children resident in the Fiji islands. This will be interesting to all students of Pacific affairs, as showing a population trend.

TROPICALITIES

MEMO from a Solomon Islands planter:—

"I heard two of my boys swearing and, suffering for once from a spasm of piety, I took one of the boys aside and told him he must not swear, otherwise he would not go to Heaven. The boy answered that he did not care, as there was only one man in Heaven—all the others were Marys.

"When I tried to find his method of reasoning, he produced for my inspection a book that had been given to him by one of the missions. It contained a picture of Heaven, in which the Saviour was depicted clearly, and surrounded by a dozen angels—Marys, to the primitive mind."

IT is noted that the Rev. Roger Page, a Methodist missionary, of Tonga, went to Wellington recently to officially represent Tonga at the Conference called by the New Zealand Government to discuss banana quotas. Mr. Page has much influence with the Queen of Tonga. The distinguished Page brothers seem to have a gift for being the power behind the throne. There are three of them. Dr. Earl Page, next to Mr. Lyons, is the most influential man in the Australian Government. Mr. Harold Page is Government Secretary in New Guinea, and acts as Administrator when the head is away. And Rev. Roger Page is associated with a whole host of things in Tonga, besides church organisation and bananas.

WHILE sensational American newspapers gnashed their teeth and howled, and various fat-headed publicists chanted "The Star-spangled Banner", a small U.S.A. vessel went to Canton Island (already in the occupation of British officials, and flying the Union Jack). American officials landed on the island, formally established a station there, and hoisted the Stars and Stripes. It was, in a sense, an act of war, and the excitement of the Press was intense.

The brown and bearded Britishers were not in the least excited. They greeted the invaders warmly and, with a grin, invited them to have some cold beer. The Americans, having finished a hot job on a hot equatorial island, accepted gratefully. The two parties, queer outposts of London and Washington respectively, are living amicably on the island.

And that was that.

One is reminded of two other incidents in Pacific history.

In 1889, British, American and German warships were trapped by a hurricane in Apia roadstead, and only one, H.M.S. "Calliope", escaped. As the British ship fought her way out in the teeth of the tempest, the crew of the doomed American ship "Trenton" (they were nearly all dead within an hour) lined the rail and cheered.

In the naval battle in Manila harbour,

between Americans and Spanish, in 1898, there came a moment when an interested, onlooking British warship was cleared for action on behalf of the Americans. The battle favoured Uncle Sam, however, and the British got no excuse to interfere; but the incident was "front page news" for a few days.

It will take a lot of misrepresentation by the pack of snarling young Communists who control a large section of American newspapers, to break down traditional Anglo-American friendship in the Pacific.

DOES anyone know anything about Clipperton Island?

It appears to be a tiny speck of land in the Pacific, about 700 miles south-west of the coast of Mexico. The information is sought by Mr. E. C. Lush, of the Hawkesbury Agricultural College, Richmond, N.S.W. The records of Pacific Publications Pty., Limited have failed to meet the request. If any reader of the "P.I.M." can oblige, please communicate with Mr. Lush.

THE following is awarded first prize in any competition there may be for the silliest paragraph published in the Sydney "flapper press" in April:—

"Five head-hunting tribes in the wilds of the Papuan jungle are claimed by the Oxford Group as converts. Mr. Geoffrey Baskett, of the Kwato mission station, who is visiting Sydney, said that in 16 months 3000 head-hunters had been won over. The Oxford Group doctrine was explained in sign language to chiefs of the five tribes. Now sorcerers were apologising to the relatives of

those they had put to death. The Administration appreciated the change, and was encouraging the Oxford Group, said Mr. Baskett".

It is that kind of twaddle that brings the fine work of the mission bodies into ridicule and disrepute.

MOSQUITO-EATERS

THE Japanese Medaka, a small yellow fish between one and two inches long, which preys upon mosquito larvae, is being used very successfully by officials of the Brisbane City Council in an attempt to control the city's mosquito pest.

It appears that their special merit is that they continue to kill the larvae, even after their hunger has been satisfied, and that they hunt in packs, so that what one fish misses another one catches.

Their disadvantage, however, is that they live only in fresh water. Salt water, swamps and creeks have to be patrolled by other kinds of small fish.

MISAPPROPRIATION.

A JOURNALIST well known in Samoa, J. Griffith, was sentenced in March to one year's imprisonment for misappropriating £104, the property of the Apia Turf Club, for which he had been acting as secretary and treasurer.

THE PACIFIC ISLANDS CLUB

Visitors from the Islands to Sydney (or those interested in Islands affairs), are advised to communicate with the honorary secretary of the above Club, which has been formed to study the history, traditions, economics, and political developments of the Pacific Islands. Next gathering, May 4, at Hotel Carlton, Sydney. Addresses by members on Pacific topics.

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ABOUT ISLANDS PEOPLE

Messrs. H. D. Eve and J. N. Marshall sailed by the April "Montoro" from Brisbane for Port Moresby. They are on the staff of Oil Search Ltd., now seeking oil in Western Papua.

Monsieur Bergerot, of Londres, France, has replaced Monsieur Ledez in the Noumea branch of the Messageries Maritimes Company, New Caledonia. The latter will return to Paris in May.

Rev. and Mrs. M. Nixon left Sydney for Port Moresby, Papua, by the "Montoro" on April 6, after spending three months' furlough in Sydney. Mr. Nixon is head of the London Missionary Society's station at Moru.

Rev. Father J. Docherty, of Butaritari, Gilbert Islands, is at present in a Melbourne hospital recuperating from a serious illness contracted at his lonely mission station. He has been a worker for the Sacred Heart of Jesus Order in Central Pacific for five years.

Messrs. T. J. Marks and J. McA. Ritchie have been appointed to the board of directors of Papuan Apinaipi Petroleum N.L.

Mr. F. A. Champion, of the Papuan Administration left Sydney for Port Moresby, Papua, by the "Montoro" on April 6.

Mr. H. Locke, of Rockhampton, Queensland, has joined the staff of the Thursday Island Customs House.

M. Seo, of the Nippon Kokan Kaisha, arrived at Noumea, New Caledonia, by the "Brisbane Maru" in April to supervise the operations being carried out at present by the Japanese company at the mines leased at Goro.

Mr. and Mrs. James Fergusson, accompanied by their son Robert sailed from Thursday Island by the March "Marella" for Singapore, Colombo, and thence Scotland.

Monsieur G. Jeanson, Registrar of Land Titles in the New Hebrides, is at present spending leave in France. His office has been taken over temporarily by M. Gaetan Jeanson.

Dr. and Mrs. J. Nimmo, of Thursday Island, sailed by the April "Changte" for a holiday visit to Hong Kong and Japan. Dr. Horan arrived at T.I. from Melbourne in late March as locum tenens.

Mr. L. J. Higgins, of Rabaul, New Guinea, married Miss Cilla Love, on March 31.

Rev. Father McCullough arrived at Thursday Island recently to assist at the Roman Catholic Mission of the Sacred Heart.

Sir Walter McNicoll, Administrator of New Guinea, made a tour of inspection to New Ireland and Bougainville early in April. He returned to Rabaul on the 14th.

Captain D. D. Tyer has been appointed a Torres Strait pilot. He has had over 15 years' experience with the Australian-Oriental Line on the "Changte" and "Taiping".

Mr. D. Crawley, of Rabaul, New Guinea, married Miss Kathleen Allen, of Tasmania, at the Methodist Church, Rabaul, on March 22. Rev. Howard Pearson conducted the ceremony.

Mr. W. J. R. Smith, of Thursday Island Post Office, returned from furlough in Southern Queensland by the March "Changte". He was accompanied by Mrs. Smith.



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| —Aviation Radio | —Retail Management | —Elec. Exam. (Name which) |
| —Welding Engineering | —Salesmanship (General) | —Motor Ex. (Name which) |
| —Aeronautical Engineer | —Salesmanship (Name and Special Branch) | —Police Entrance Exam. |
| —Aeroplane Designing | —Good English | —Nurses' Entrance Exam. |
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Note.—Mark X Subject only.

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Address..... Occupation.....

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ABOUT ISLANDS PEOPLE

Mr. N. Penglase, Assistant District Officer at Wau, and Mrs. Penglase, arrived in Sydney from New Guinea by the "Macdhui" on April 15 on their way to Victoria to spend furlough. During his absence, A.D.O. Roberts is relieving on the goldfields.

Mr. and Mrs. M. Portley, of the Thursday Island School, returned to T.I. in March after sick leave in Queensland.

Mr. Peter Swanson, surveyor in the N.G. Administration, came South to Australia by the April "Neptuna" to seek medical attention.

Mr. John Wilson, Melanesian Mission representative in New Zealand, has resigned to enter College House, Christchurch, to study for the ministry.

Mr. S. G. Andrews, M.A., Dip.Ed., recently arrived in Fiji from New Zealand to assist at the Methodist Mission's School for Boys at Toorak.

Mr. Noel Owers, of New Guinea Goldfields Ltd., Golden Ridges, New Guinea, joined his wife and children in Australia in April on three months' holiday.

Mother Margaret and Sister Madeleine, of the Order of the Community of the Cross, Bunana, British Solomon Islands, left Sydney in March by the "Orcaides" for London.

Mr. and Mrs. Harry Bodger and their child reached Sydney from New Guinea in mid-April by the "Neptuna". They were en route to their homeland, New Zealand. Mr. Bodger is an executive of N.G. Goldfields Ltd., at Edie Creek.

HIDES EXPEDITION

No Further Prospecting Likely

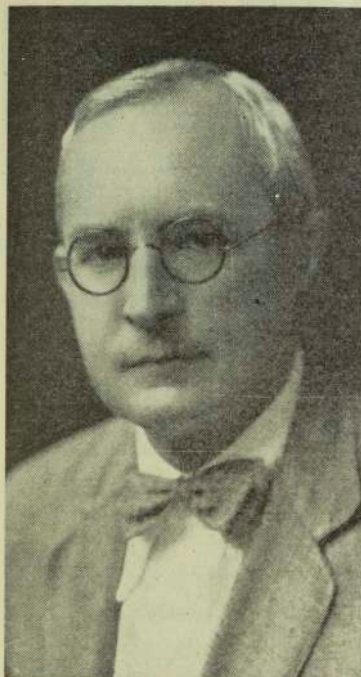
THERE is no indication that any further prospecting work will be undertaken in Papua or New Guinea by Investors, Limited, the Sydney Company which was formed in 1936 to back Mr. Jack Hides.

Mr. Hides went into the unexplored country on the Upper Strickland, Western Papua, at the end of 1936; and, early in 1937, his company was given title over two large dredging claims on the western bank of the Strickland. A drilling party under Mr. Dufaur was despatched to the dredging claims about the middle of 1937; and, meanwhile, Mr. Hides and Mr. Lyall proceeded up river, into the remote interior.

There, Mr. Lyall became desperately ill and Mr. Hides raced back with him to Daru, where Mr. Lyall died in September last. Mr. Hides came to Sydney to recover from a serious bout of the same sickness that killed Mr. Lyall (Beri Beri). All this very seriously disorganised the company's plans.

Mr. Dufaur returned from the Strickland at the end of December and reported that the dredging claims were worthless.

Mr. Hides at present is living in Coogee, Sydney.



Dr. P. T. Harper is a popular medical practitioner, who has been in the Fiji Group for 20 years. He served in the War Memorial Hospital, Suva, for 7 years; as chief medical officer at the leper station, on Makogai, for nearly 3 years; and he is now district medical officer at Lautoka, where he has been for 8 years. Dr. Harper served in the Great War. The Indian population of Fiji, in particular, hold him in high regard.

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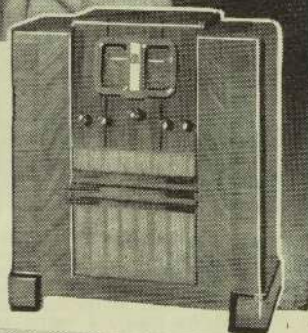
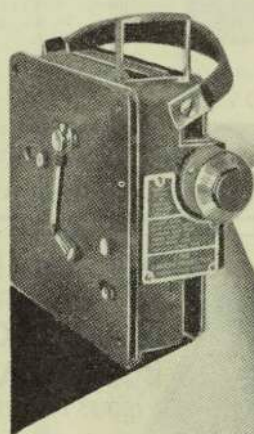
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WORLD WANDERING



THIS is a photograph, taken between South Africa and Tasmania, of the world - cruising barquentine "Cap Pilar", owned and sailed by Captain Adrian Seligman. At the end of 1937, the "Cap Pilar" sailed from Auckland to Mangareva (French Oceania) and thence into the Marquesas Islands. She left Hao, in the Tuamotus, in January, for Europe. (Photo, kindly supplied by Mr. Oscar Nordman.)

MR. WARD WILLIAMS

FINDINGS of our friend, Ward Williams, lately gold-pro prospector and explorer in Papua, are contained in a letter received by the editor from Mr. George Dromgold, of California.

"Our mutual friend, Ward, is at present in a remote spot among the mountains of Nicaragua", says Mr. Dromgold. "He has a man-sized job on his hands—that of flying a complete mining town into the interior—a similar set-up to the famous mining-town flying in the Mandated Territory of New Guinea. Ward has the same problems, I imagine. It is a frightfully expensive show, and will require time to complete even the preliminary work leading up to the actual move-in by the big transport plane. I think you will agree that they have picked the right man to handle the job".

Monsieur A. Jocteur is acting as postal clerk at Vila, New Hebrides, during the absence on furlough of Mr. G. Seagoe.

Mr. W. E. Ryall, director of Nelson and Robertson Pty., Ltd., Islands merchants, of Sydney, returned to Australia early in April after a business visit to Papua and New Guinea.

Messrs. J. and E. Cox, L. V. Osborn, and R. C. Langford, members of the Suva Yacht Club who were in New Zealand in March, accepted a challenge from the Ponsonby Cruising Club, Auckland, to race in 14-footers. Great was the joy in Fiji when the Suva-ites were successful.

EASTER ISLAND MYSTERIES

A Solution Claimed

IT was claimed by Professor Carl Tauber, a Swiss scientist, who was in Sydney on the cruising ship "Reliance", on April 2, that he has evolved the riddle of the "writings" upon the stone monuments at Easter Island, which have baffled scientists since they first were discovered there 74 years ago. The inscriptions are in the form of pictographs of men, birds and fish.

It has been thought that if the Easter Island writings can be deciphered, the world might learn something of the earliest history of Polynesia, and know whether there actually was in the Pacific

a great nation, powerful and cultured, which sank into the sea several hundred years ago.

Professor Tauber says that after 15 years' research, he has identified the hieroglyphics, and he says "they tell the story of Easter Island, which is the burial-ground of the greatest sea heroes of those people". However, he is keeping his findings a secret until they are published in Paris towards the end of this year.

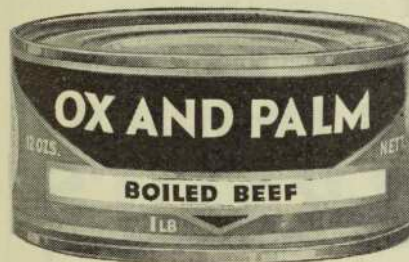
Port Moresby will remember Professor Tauber. He was so interested in studying the Papuan natives that he was left behind when the "Reliance" sailed, and the great ship had to put back from 40 miles out, in order to pick him up from a launch in which he was chasing her.

Pilot J. Todd has resigned from Stephen's Aviation Limited, New Guinea.

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Mr. F. Miller, clerk of Madang, New Guinea, reached Sydney by the "Macdhui" on April 14, on holidays.

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"LAURABADA" IN A CYCLONE

From Our Own Correspondent.

PT. MORESBY, Apl. 8.

THE Government vessel, "Laurabada" returned to Port Moresby on April 7, from Thursday Island, Daru and Yule Island, with the Lt.-Governor (Sir Hubert Murray) on board. His Excellency was accompanied by the Official Secretary (Hon. H. L. Murray) and Hon. J. T. O'Malley (Commissioner for Native Affairs). Bishop de BoisMENU was also a passenger from Thursday Island to Yule Island.

Owing to a cyclonic disturbance, the "Laurabada" had an extremely difficult crossing, from Thursday Island to Daru. Those on board, for three days, were lashed to their chairs, owing to the high and heavy seas which continually swept the decks. The "Laurabada", commanded by Hon. H. L. Murray, is a very gallant and sea-worthy little vessel, and has weathered many storms since she was first put into service as the Governor's yacht, over 14 years ago.

Dr. H. Bonney, of Samarai, Papua, is now spending leave in Sydney.

N. GUINEA SURPLUS NOW £78,000

Huge Sum In Trust Funds

THE New Guinea Administration showed an accumulated surplus of £78,530 on December 31, compared with £61,906 on July 1—six months earlier.

In comparison with the same period of 1936, there was an increase of £17,281 in Customs receipts, and of £30,897 in the sale of postage stamps (new issues of stamps, and the stamp-collecting craze, are a godsend to the smaller treasuries).

There was £55,000 of additional revenue available; and the Government reduced its Treasury expenditure by £16,000. Almost every other department showed increased expenditure, however; so that, when £28,639 had been set aside to cover volcanic eruption expenditure at Rabaul, there was only £16,000 left to add to the surplus in the bank.

This Administration holds some large amounts on trust. It accumulated £72,683 of interest-bearing money, withdrawn from circulation when it issued its own coinage; it holds £16,000, received from private employers as a guarantee that their native labourers will be paid; and it has on hand £123,000 subscribed by its officials to a superannuation fund in the pious belief that some day they will be permitted to retire on pensions. These trust funds, together with £78,530 of surplus, means that there is a sum of about £300,000 in the hands of the Administration.

New Guinea's surpluses come from the gold royalty. If it were not for that lucky revenue, the whole Administration would appear top-heavy and luxurious.

New Guinea's present financial picture probably will give pleasure to an unimaginative auditor; but, as an indication of what is being done with a great Territory, ripe for development and progress, it simply is a pain in the neck.

Mr. Arthur Thompson, formerly proprietor of the Goldfields Supply Company, Wau, New Guinea, died at Aitape in March.

Kill Kidney Trouble Quick

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NEW HEBRIDES PESSIMISM

THE following are extracts from a personal letter to the editor, written by a New Hebrides planter who has been 20 years in the group:—

"Conditions are much the same in this Government-forsaken group.

"We few British planters still linger on in the hope that something may happen, which will, at long last, at least put us on a level footing with the natives.

"To quote an instance: The French supercargo on the Burns, Philp steamer 'Mirani', came ashore here, and quoted the following prices for copra: French, £11/12/-; native, £10; British £7.

"This kind of thing hardly tends to make one proud of being a British subject in this group. It means that one must either try and push oneself in as a native, or lose at least £3 per ton.

"I am often told that as my copra is unquestionably British, I must put up with the consequences. So that is that, and it often makes me wonder what I fought for in the Great War.

"If the administration of the New Hebrides can be taken as a fair sample of British colonisation, then the sooner she hands over ex-German possessions and, saves face, the better for all concerned.

"There are rumours floating around that Australia might take over Britain's share in the administration of this group. Again, I must admit that I am sceptical, as I presume Australians would fashion their tactics on the lines laid down by Britain. Still, they are of a younger country, and might learn by experience, and might not be so tied up with hide-bound tradition, and might try to keep pace with the French in the matter of colonisation and assistance to settlers, and so justify their right as partners in the Condominium".

IS TONGA REALLY "TURNING THE CORNER?"

Letter to the Editor.

IT is with a certain reluctance that I encroach upon your valuable space to make some comment upon the contribution from your own correspondent, appearing, in the December issue of your journal, on the subject of Finance.

So far is the tone of the article from the acknowledged acceptance of the real situation by every section of the community, except the Government and its employees, that it is obviously either Government-inspired or actually written by one of the complacent crew.

In a Kingdom of a few scattered islands containing a population of 32,860 (about as many, say, as would be in and about George Street, Sydney, on any day except Sunday), to have a budget in the neighbourhood of £56,000, is in itself an imposition. And on such a budget, to have a surplus of £17,534, so far from being a matter of exultation, should cause the Government to hide its head in shame, alike for its gross inefficiency, as its brutal heartlessness.

It is not possible within the limits of available space to recount in full the dreary story of how the exploitation of the Tongans has been developed into the fine art it is to-day, of the sacrifice

of British interests, and of the building up of a top-heavy, largely inefficient and highly expensive governmental structure which spreads its baneful influence and leans its oppressive weight upon a hitherto free and happy people.

Suffice it to say that, during the inflated prices for copra, just after the war, when the Kingdom's exports were worth about £300,000 per annum (as against £58,591 in 1936 and £97,762 in 1937, according to your correspondent), the then British Agent and Consul, with his two satellites and place-hunters which he elevated to the Tongan Cabinet, con-

ceived and put into being the gigantic racket that is to-day crushing the very soul out of these natives. All very well, perhaps, on an earning capacity of a third of a million sterling; but brutal, heartless and disgusting on the little country's annual wealth for several years past, and what it is likely to be in the future.

There are at this moment thousands of summonses out, or about to be issued, against Tongans for not paying their head tax. Some of these taxes are years in arrear, and will never be got. Two or three large native houses to accommodate

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some hundreds of defaulters in relays are to be erected, and the men turned on public works, such as improving the waterfront. But what is the use of applying a bit of plaster when the limb requires amputation? While writing, news has been received of the suicide of one of these taxpayers.

At the village of Veitogo, 5½ miles from Nukualofa, two policemen had arrested one Uhila to bring him to Court for stealing. He was in arrears to the extent of a year's head tax. He complained of thirst and asked to be allowed to climb a coconut tree to get a nut, a request with which the police complied. When at the top of the tree he informed those beneath that he was not going with the police, and notwithstanding repeated requests to come down, he threw himself away from the trunk and fell to the ground. He was taken into Nukualofa to the hospital where he expired shortly after admission.

It is to be hoped this will prove an isolated case, but the murmurings of discontent, and even of revolt, among the population are audible.

I am, etc., DE BUNK.

Tonga, 22/2/38.

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N.G. AGRICULTURE

Valuable Official Journal

IF the "New Guinea Agricultural Gazette" can maintain the standard set by the issue of January, 1938, it should be of increasing assistance to New Guinea planters, and of interest to planters in the South Seas generally. The following were some of the articles in January:—

"An Agricultural Survey of the Markham Valley", by Colin Marr.

"Biological Control of Insects", by B. A. O'Connor.

"Charcoal Manufacture from Coconut Shell".

"What to Grow in the Islands—How the N.G. Department of Agriculture is Experimenting to Assist Planters", by the Director of Agriculture.

"Copra Drying and Ceylon Driers". There are also several highly technical articles.

Mrs. Robert Parer, of Wewak, arrived in Sydney in April from New Guinea, with her nine-months-old twins, Carolin and Robert. She was on her way to Melbourne to attend the wedding of her brother.

Miss Ida Kent, of the New Guinea Mission staff in Papua, who has been assisting the organising secretary of the Australian Board of Missions in Queensland for a time, will return to Taupota, Papua, at the end of April.

Trans-Pacific Liners

Canada Reluctant — Plan May Now Affect Far East

IT was disclosed during the month that the reluctance of Canada to contribute to the scheme is likely to cause the abandonment of the plan under which Britain, Australia, Canada, and New Zealand were to provide a subsidy to enable the Union S.S. Co., Ltd., to run two modern liners across the Pacific, between Australia and Canada, in competition with the Matson line. Canada now appears to be unwilling to co-operate on any terms.

The matter is to be discussed by the Australian Trade Delegation in London in May.

One very interesting suggestion that has been made, and one that may affect the whole plan, is that these fast modern liners (perhaps 30,000 tons, travelling at 22 knots) may not run directly backwards and forwards between Vancouver and Sydney, but may, instead, make a round trip through the Pacific, which will take in Singapore and Hong Kong.

Obviously, such a plan would have an important bearing upon British defences in the Pacific and upon British prestige; and it also would have to be worked out with the greatest care for American interests, both commercial and defence.

Miss Agnes Laurenson, of New Zealand, has been appointed headmistress of the Methodist Mission's new school in Suva, Fiji.

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THE POMARES OF TAHITI

Origin of Royal House

By W. W. BOLTON, M.A.

THE Pomares were not always so named; it is but a secondary name chosen by the Head of the Family less than a century and a half ago.

The ancestors of that Head bore various names and dwelt on Fakarava, some 220 miles from Tahiti, one of the "Dangerous" (and, it must be confessed, cannibalistic) atolls of the present day Tuamotu Group.

Dates, of course, are impossible till white men appeared upon the scene; but, about 1600 A.D., one from Fakarava

native tradition and memory fail, of two generations, when Vehiatua's line and him of Pare-Arue are compared, the former being known. About 1740 A.D., Ha'apai appears as the Chief of Pare-Arue, who had a son with whom things become definite and clear.

This son, Tu-nui-ea-ite-atua, happily always shortened to Tu, was ambitious. He was not content with his small slice

of territory; he would be paramount Chief of both Greater and Lesser Tahiti, and set to work to attain his aim. It was he who assumed the name of Pomare ("a night cough"), through a passing fancy of his, as was oft the custom, and became known to white folk as Pomare I, as if he had started a reigning house—which he attempted but never attained to—rather than as



THE BOY KING OF TAHITI, POMARE III.

This picture has unique value—it was found, after years of search, by Mr. W. W. Bolton, M.A., and is published, here, for the first time—the only known picture of a very tragic figure in Tahitian history.

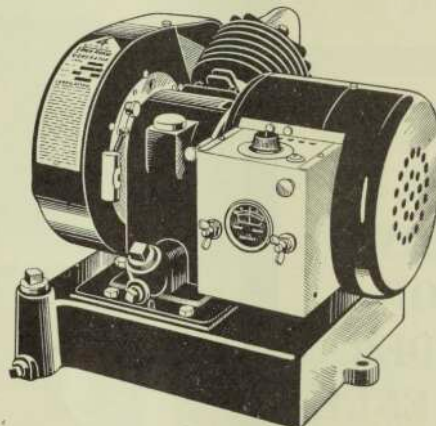
Pomare III. was born on June 25, 1820; crowned April 21, 1824; died January 8, 1827. He was educated at the "South Sea Academy", at Afareaitu, on Moorea, of which J. H. Orsmund was headmaster, and Mr. Bolton believes that it was Mr. Orsmund who drew the portrait of the royal child. "He was to be brought up as an English schoolboy", says Mr. Bolton. "Hence, the Eton collar (quite clearly seen in the original picture) and the close-cropped and smoothed hair".

struck out in his canoe for broader and better fields, and made his way to Tahiti, entering through the Taunoo Pass where, as a Chief even of the despised Pomotus (their ancient name), he was made welcome in Pare-Arue by Mani-i-hiti, Chief of that district; and, later, he married his daughter. Upon the death of his father-in-law, he became Chief in his place—but in no sense paramount Chief of Greater Tahiti. His name is unknown.

From him descended Ta'aroa Manahune, who married Tetua-ehuri, the daughter of Vehiatua-i-Matai, the paramount Chief of Lesser Tahiti, which link became later on of great importance. There now comes a gap, where

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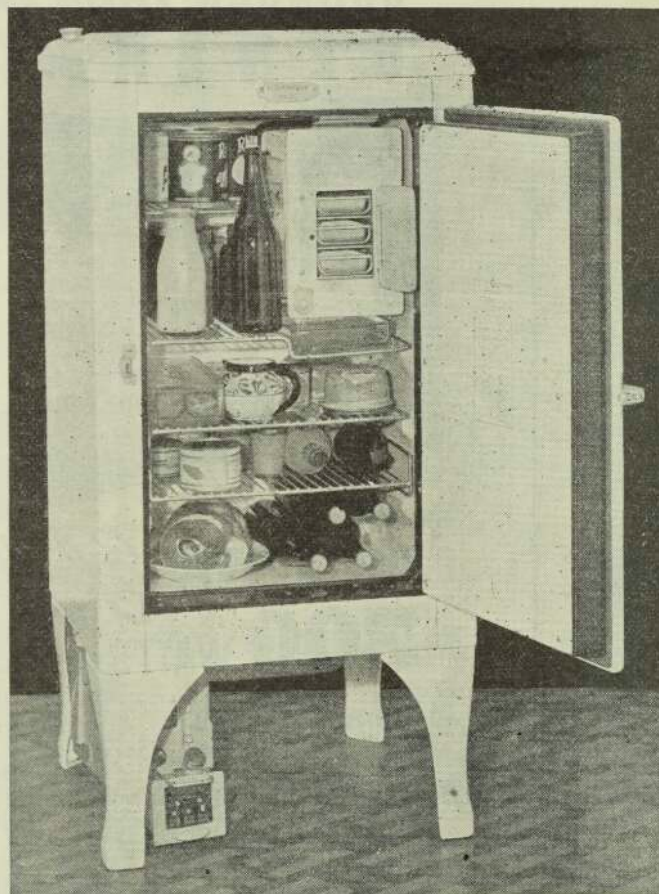
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Representation in Papua and New Hebrides.

the First Pomare, which is a very different thing.

And here it must be noted that there never was, nor is there to-day, any Tahitian word for either King or Queen, Prince or Princess. They have but one word, Arii, which is (e.g., Queen Pomare) always used. These titles are foreign importations. A paramount chief might be specially termed an Arii-rahi, and this was what the First Pomare was determined on.

Through his cousinly connection with Lesser Tahiti and the Vehiatuas, he secured, without a fight, the paramountcy of the whole South Coast for a younger son of his, owing to a dispute among claimants; whilst a brother was Chief of the East Coast of Greater Tahiti; he himself being Chief of the North Coast.

But the west coast proved more than a match for him. Fight and struggle as he might, the Teva Clan of Papara, of the west coast, held him at bay. He died—suddenly, in a canoe, on Matavai Bay, opposite his home—a disappointed man, leaving his successor, a son, to achieve what he had failed to accomplish.

Pomare II left two children, a boy and a girl. The third died, an infant of months. Though the girl was by years the eldest, it was the boy, as yet also an infant, who was to be Pomare III. Dying as a boy, his sister became Queen, and the direct Pomare family of yesterday and to-day all follow from Queen Pomare IV. Her children were many, but those who survived infancy were six in number—five sons and a daughter. Of these, four left no issue. The Royal Family of to-day, therefore, traces back to but Tamatoa and Teritua, the Queen's third and her youngest sons.

There seemed promise of a numerous progeny through Tamatoa, who had five daughters and a son, but son and eldest daughter died in their early years. Teritua was not so blest a parent. He had but one surviving child, a son Hinoi I, who married one of his Tamatoa cousins, Teriimaevaua, whose offspring died. But he was not to be denied. Nita brought him two boys: the eldest, Hinoi II, who grew a very giant in stature, and Ariipaea, of normal size, but of abnormal geniality. The giant died childless, but his brother fortunately has a progeny which are far too great in number for the Pomare Family ever to die out. Rather, it is likely to spread in ever-increasing numbers as the years mount up.

This is the present-day direct family of the Pomares, for Tamatoa's other daughters married white men, Englishmen, and though their offspring—to-day, but six adults in number—are within the circle of the Royal Family, they have ceased to bear the surname Pomare, as will their children, unless "adopted" into the Hinoi line.

There are, of course, sidelines of the family, for the first Pomare, as has been noted, left another son than Pomare II, besides a daughter, known to the first white men as Ovo; and, what is not known generally by other than French folk, children of an undivorced man and wife are by French

Law bound to bear the husband's name, whether they be his or not. He may refuse to "recognise" them as his, but they must needs bear his name. The actual parentage plays no part.

There may be such Pomares or other allied relatives or there may be not. The matter is not of interest, however, to that student of the past or present who seeks only the direct line of the Pomares of to-day, coming directly through the Sovereignty and without dispute.

Mr. Habibullah Chaudhari, B.A., LL.B., who has been in legal practice in India for ten years, arrived in Suva by the "Ganges" in March to join the firm of Hasan and Hasan, barristers-at-law.

PAPUA'S TRADE RISES

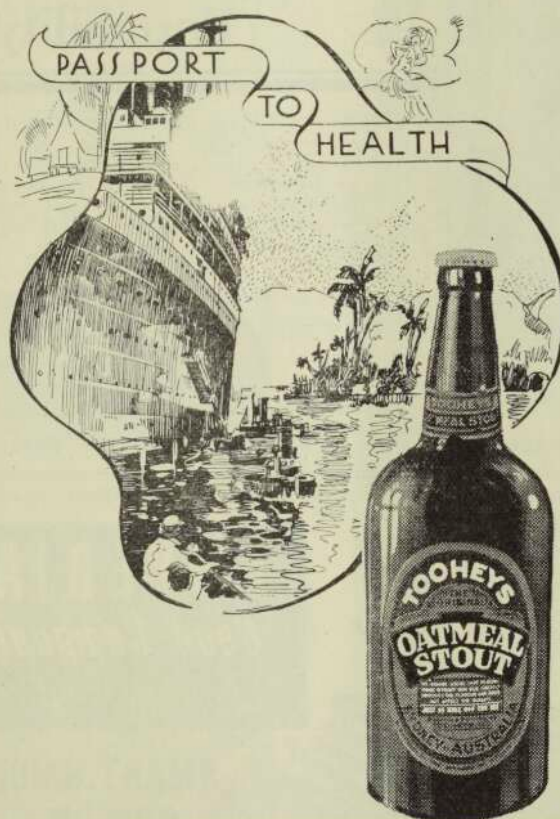
From Our Own Correspondent.

PT. MORESBY, Mar. 23.

PAPUAN imports—£305,114—for the six months ending December 31, 1937, showed an increase of £196,081 over the same period for 1936. Duty collected was £30,479. Total trade for the period was £512,679—last year it was £446,171.

Exports, amounting to £207,565, show a decrease for the half year. The main falls were copra, rubber, and trochus shell. Gold, however, showed an increase—18,935 oz., valued at £50,235, as against 15,934 oz. valued at £43,118.

Mr. W. Brewster, of Itikimumu, Papua, came South to Australia with his daughter by the April "Montoro". They joined Mrs. Brewster who arrived here several months ago.



TOOHEYS
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HERE/ TOEE

ANOTHER LINK IN PACIFIC RADIO NETWORK

INTERESTING radio tests were made in March between Sydney and the new 10,000 ton Islands vessel "Trienza", built in the United Kingdom for the British Phosphate Commission. She is making her maiden voyage to the Pacific and her wireless equipment, manufactured in Sydney by Amalgamated Wireless and fitted in England, was successfully tested by A.W.A. Sydney stations.

The "Trienza" will supply a new link in the wireless network of the South

Seas. She is provided with a radio telephone installation which will enable the Commander, while at sea, to speak with the Commission's offices at Ocean Island and Nauru, and also with the "Trienza's" companion vessels, "Triona" and "Triaster".

The "Trienza's" radio equipment includes an auto alarm (or distress signal receiver), an echometer (or depth sounding device) with both visual and recording attachments, short, medium and long wave transmitting and receiving sets. During the year a sister ship to the "Trienza", the "Triadic", which is in the course of construction, will be fitted with similar radio apparatus.

PLANES IN D.N.G. GOLD SEARCH

Large New Lake "Spotted" From The Air

AFTER a three months' spell, the Netherlands New Guinea Mining Company will shortly begin prospecting again in Dutch New Guinea, from their new base on the Digoel River. The previous expedition did not meet with any outstanding success, although patchy gold was found. Between the source of the Lorentz and Reiger Rivers, the party discovered a coal seam, close to the surface.

The expedition, after vainly seeking a lake, called the "Violet Lake", which had been reported by an American aviator several years ago, reached the head of the Eilander River (one of the largest in the Territory) in October last year.

On this river the natives are uncivilised and treacherous, so that the party had to be provided with extra guards, and a sharper lookout kept. These precautions, however, proved unnecessary.

In order to assist the expedition in their valuable work, the Netherlands Navy put at their disposal, for a short time, three Dornier flying-boats, and they made a flight along the Eilander River, landing in several places. The fact of these airboats flying overhead so frightened the natives that in one night they all disappeared from their villages and did not return for about three weeks!

It was while the flying-boats were on this patrol over the Eilander River country that one discovered a new lake. Now called "Wissel Meer", it is about 15 miles long and 10 miles broad and would make an ideal base for seaplanes.

The Dornier flying-boats were found to be too heavy for the reconnaissance work, and the company chartered two Fokker seaplanes to assist them. These machines arrived on the Eilander River in November, taking two days from Sourabaya (Java). Mr. P. Jansen (Managing Director of the D.N.G. Mining Co.) was a passenger to and from the Eilander. The planes were used as follows:—

- (a) Prospecting from the air for the most likely places for gold.
- (b) Locating the easiest way for land parties to search.
- (c) Making a final search for the "Violet Lake".
- (d) Making a general reconnaissance from the air of the country from the Eilander River to the Digoel River.

The Fokker seaplane venture did not produce any material facts, apart from giving information of the general outline of the rivers, mountains and country situated between the Eilander River and the Digoel. Owing to mists hanging over the mountains and at times over the low-lying country, visibility from the air was limited, and little data could be gathered to serve as a

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guide to the suitability of using planes for this kind of work.

The airmen were unable to locate the "Violet Lake", but confirmed the position of "Wissel Meer". They reported that the natives living on the shores of this large lake, are light-coloured in skin, are of good physique, have well-kept and orderly planted gardens, and apparently have a better idea of cultivation of crops, etc., than any other primitive natives in Dutch New Guinea. The Netherlands Government proposes to organise a scientific expedition sometime this year to study the habits, etc., of this "Lake Tribe".

In the middle of December, a start was made to transfer the base from the Eilander River to the Digoel River, and this was completed before the end of the year, when the Company called a halt for three months.

Mr. W. Evans, cashier at Burns, Philp and Co. Ltd's branch at Salamaua, New Guinea, is at present in Australia on sick furlough.

Mr. W. N. M. Chester, Collector of Customs at Port Moresby, Papua, reached Sydney by the last "Montoro" with his wife and family. He came South to seek medical attention.

New Premises for Bank of N.S.W. in Papua

From Our Own Correspondent.

PT. MORESBY, Apr. 2.

THE Bank of New South Wales has purchased the land and buildings of Messrs. Clarke and Whiting, situated on Port Road, adjoining the Post Office, in a prominent position facing the wharf. A substantial two-storey bank building will be erected, having accommodation for the manager.

The purchased property consists of two allotments with store and office buildings on each. The site is considered to be the most valuable and central one in the town.

Rapid changes are taking place in Port Moresby—all the old landmarks are disappearing and in their place are rising imposing structures. Steamships Trading Co's recently enlarged premises will shortly be adjoined by Burns, Philp and Co's Hotel, which is already showing signs of its future proportions. This building, in particular, when completed will be outstanding.

Miss V. Sayers, of the Melanesian Mission, B.S.I., is now on leave in N.Z.

Dr. S. M. Lambert, medical representative of the Rockefeller Foundation in the Pacific, arrived at Niue Island from Western Samoa in March.

Mr. C. Hurl, of Messrs. Burns, Philp and Co., Ltd., Salamaua, reached Sydney from New Guinea by the "Montoro" in early April on his way to Adelaide, South Australia, to spend two months' furlough.

HOW TO BREAK YOUR CHILD'S COLD AT ITS ROOTS

WONDERFUL DISCOVERY BY MEDICAL RESEARCH BODY

IF your child has a cold, sore throat or cough, naturally you are giving him something for it—perhaps some remedy that clears his head a little, or soothes his throat and makes his cough less severe.

Such remedies are all very well—but they can't really end your child's cold. They merely relieve the symptoms, and the cold itself may go on for weeks and have a seriously weakening effect.

The only way to get rid of your child's cold quickly is by fighting the infectious cold germs deep down in his system—so that the cold is killed at its very roots. And the best, simplest and safest way to do this is by giving your child Scott's Emulsion. Because Scott's Emulsion strengthens your child's resistance to infection, so that the cold germs simply cannot live in his body any longer. Read what a famous Medical Research Body has discovered:

"Soon after your child has taken a spoonful of Scott's Emulsion," writes this Research Body "every drop has gone to build up resistance to infection, particularly in the chest and lungs."

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| A stately ring, featuring the square settings. Each has a beautiful centre diamond, and richly carved diamond studded shoulders. | A Solitaire style with a lovely double-cut centre diamond. Small diamonds are set each side in the delicate carving. | A magnificent ring! The two brilliant, double-cut diamonds, set in a platinum mount, are perfectly matched. Small diamonds encircle the rich centre gems. | A rich filigree setting enhances the appearance of this solitaire diamond ring. Fine centre diamond is flanked by others. | For a birthday present this dainty two-stone diamond should give a great deal of pleasure. The mount is solid 18ct. gold of modern design. |

These four rings are 18ct. gold—white or yellow as you prefer. Every diamond is genuine, and set in pure, hard platinum. The whole ring can be made in platinum throughout, for £2 extra. Every ring made in our own workroom on the premises.



- | | | | | |
|--|---------------|----------------|----------------|------------|
| PL6. £10. | PL7. £6/10/-. | PL8. £27/10/-. | PL9. £12/10/-. | PL10. £15. |
| For sheer beauty and dignified simplicity, the five rings in this row challenge comparison. They are perfect examples of the master craftsman's art. The mounts are all solid 18ct. white gold—or yellow, if you prefer it. The settings are pure platinum, which holds the precious diamonds safely, and displays their beauty to the utmost advantage. Every stone is a genuine, double-cut diamond. | | | | |

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Mr. C. C. Beckett, wireless operator at A.W.A.'s station at Wau, left Sydney for New Guinea early in April.

Mr. and Mrs. C. Champion left Sydney for Port Moresby, Papua, by the "Montoro" on April 6. Mr. Champion last year led a Government expedition to Lake Kutubu in Central Papua.

Mr. and Mrs. J. Ewen left Brisbane for Rabaul, New Guinea, by the April "Montoro" after furlough in Australia. He is manager of B.P.'s branch at Timbur.

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Catherine Hill Bay, N.S.W., Australia.

NORFOLK IS. TREES

Letter to the Editor.

A WRITER in the February number of your journal suggests that the future of Norfolk Island lies in its tourist traffic. If that is so, its two most marketable products are its climate and its beauty.

Some of this beauty lies in Government-owned reserves; but the greater part is on the property of the residents of the island.

Surely those who despoil this beauty by ruthlessly cutting down the magnificent and unique Norfolk Island pine-trees are killing the goose that lays the golden egg.

I am, etc.,

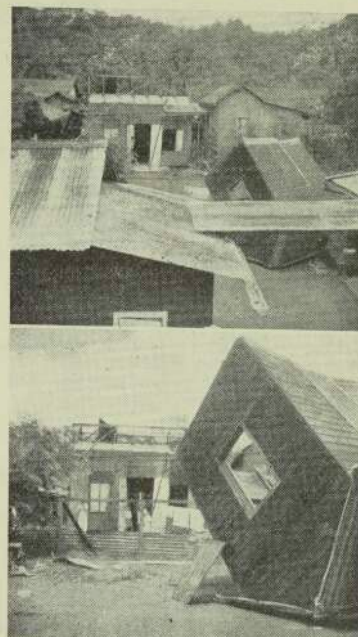
TREE LOVER.

Norfolk Is., March 20, 1938.

Sister de la Warr has joined the staff of the Torres Strait hospital.

WHIRLWIND IN RABAU

THE accompanying photographs give some indication of the character of the whirlwind which struck Rabaul, T.N.G., on February 28. Trees in Malaguna road were damaged, a labour house at Mr. Furter's residence was overturned, and a good deal of damage was done to residences in Chinatown.



The house in the foreground was overturned, and the one shown in the background was shifted off its base, about six feet. The galvanised iron of its roof was blown 200 yards away.

A Floating Laboratory

BUILT by Lars Halvorsen Sons Pty., Ltd., to the design of Mr. Peter Miller, of Melbourne, the "Casiano", a 58-ft. vessel to be used as a floating laboratory by Island Explorations Ltd., was successfully launched in Sydney Harbour at the end of March. She will assist in the Company's oil-seeking activities in Western Papua.

The "Casiano" has accommodation for eight passengers and a crew of four. She is equipped with an 80 h.p. Vivian diesel engine; and her beam is 17 ft.

Mr. and Mrs. J. R. Graham left Sydney by the April "Montoro" for Wau, T.N.G., where Mr. Graham is accountant for Bulolo Gold Dredging Ltd.

Rev. Father Vincent A. Wheeler, S.V.D., joined the April "Montoro" at Brisbane en route to Alexishafen, New Guinea, where he is engaged in mission work for the Society of the Divine Word.

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Broadcast Of Samoan Choruses

From Our Own Correspondent.

PAPEETE, Mar. 20.

THURSDAY is the red letter day of the week for radio listeners at Tahiti, and, we are sure, at all other islands of the Pacific; for at 9 p.m. of that day Samoa sings.

It rejoices our hearts to listen to those splendid choruses, which are the nearest thing we have heard, in over twenty years, to the old massed "himene" of Tahiti and Raiatea.

Samoa is setting a standard of fine chorus singing that the people of other islands would do well to emulate. The voices are good, the training is good and the music they sing is full of beauty.

We salute the musicians of our sister archipelago and offer our congratulations. May we beseech them to abide with their native composers and not—as so many of their neighbours of other island groups have done—allow the pure beauty of their native music to become corrupted by the horrors from Tin Pan Alley.

Clash Between Chief Justice and Tongan Lawyer

From Our Own Correspondent.

NUKUALOFA, Mar. 17.

THERE was an unexpected stir at the Quarterly Sessions of the Supreme Court here last month when a Tongan lawyer, Uili Vea, clashed with Mr. Ragnar Hyne, the Chief Justice.

Vea vigorously objected to his client (a native youth) being tried by the Chief Justice on a charge of illegally entering a dwelling at night. He alleged that Mr. Hyne was instrumental in remanding the defendant in custody. Saying that Vea was misinformed, the C.J. replied that he had had nothing to do with the imprisonment of the accused while awaiting trial. He declared that the case came under the jurisdiction of the Supreme Court and he therefore would proceed with it.

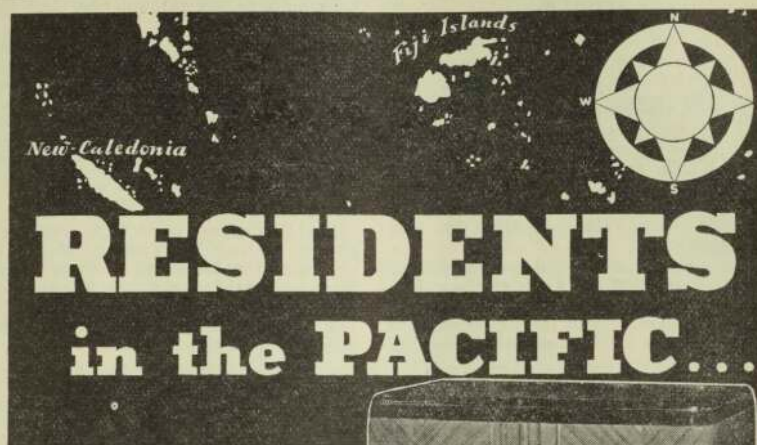
At this juncture, Vea formally told the Court that he declined to conduct the case, and then walked out. In order to give the native charged an opportunity to get a new lawyer, Mr. Hyne adjourned the case until the following day.

When the hearing next came before the Court, the accused said he did not want a lawyer other than Vea. He further refused to be tried by Mr. Hyne. The case proceeded, however, and the native was found guilty by a jury and sentenced to 15 months' imprisonment. He was also fined £5 for contempt of Court.

Before Vea left the Court, on the first day, he announced his intention of instituting a claim for damages against the Chief Justice for the unlawful imprisonment of his client. No further development was made by him, however, before Mr. Hyne left Tonga by the last "Matua" on transfer to the Solomon Islands.

Mr. J. Russell, Director of Education in Fiji, accompanied by Mrs. Russell, left Suva by the "Aorangi" on March 25 for England on leave.

Mr. H. H. Vaskess, Secretary to the Western Pacific High Commission, returned to Suva, Fiji, from short leave on March 25.



Fiji Islands
New Caledonia

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EMPEROR PRODUCES A TON OF GOLD

From Our Own Correspondent.

SUVA, Apr. 1.

SINCE the Emperor Gold Mining Co. commenced operations at Tavua, Fiji, over a ton of gold has been produced. The total to the end of January was 33,071 oz. of fine gold, valued at £260,425 (Fijian). A total of 2,445 oz. of fine silver, valued at £300, was also produced.

The whole of the gold, with the exception of 2,000 oz. from the new mill was produced and treated through the original plant. Thus, it took three years for the old mill to produce a ton of

gold, but it will take only one year for both mills to put through the next ton of gold.

The production of Fiji gold this year, according to reliable estimates, will total between 70,000 and 75,000 oz. and will be valued at £600,000 (Fijian), compared with last year's yield of 21,000 oz., valued at £166,000. It is possible that new mining ventures may begin production this year.

Mr. S. Cooper, an A.W.A. radio engineer, arrived in Papua in March to supervise the installation of the wireless equipment being set up at Port Moresby in connection with new airmail service between Australia, Papua, and New Guinea.

THE £1,000 DOOR**Gauguin Vogue in Tahiti**

From Our Own Correspondent.

PAPEETE, Mar. 20.

THE Gauguin vogue came upon the world in 1916 or thereabout.

We of Tahiti—absorbed as we were in war news—did not know of it until after the visit of a distinguished English novelist, who came to our island to absorb atmosphere for the book, founded on the life of Gauguin, he was then writing.

This writer had a marvellous method of acquiring local atmosphere. Day after day, from morning until night, he would sit at a table in the Hotel Tiare verandah, with a wheezy colonel (who had once been a soldier of fortune in Ecuador, or some such place, and had contracted emphysema while campaigning in the high Andes, but could, nevertheless, swear lustily for 15 minutes without repeating himself); a man with a big beard; and his secretary—over a perpetual game of bridge.

Once only, to our knowledge, did he leave that game of bridge. On that occasion, he hurriedly summoned a motor car and disappeared in a cloud of dust; to return, several hours later, bearing a house-door of the type common in the island, the glass of its upper half completely covered by a painting.

The author told us it was the door of the house occupied by Gauguin while he dwelt in the district of Fa'a'a. He had painted over the glass to prevent curious passersby and exploring neighbours from peering into the interior.

The owner of the house was glad to get rid of what he considered a monstrosity and take in exchange a new door of bright, clear glass.

Months later, when news came that the English author had disposed of the door to a collector for the tidy sum of £1,000 sterling, the house-owner became a pessimist, an atrabilarian and a misanthrope for the remainder of his days. Nor did he suffer alone.

During the tragic years when Gauguin, weak in body and poor in pocket, was resolutely pursuing his ideal, he had disposed of many sketches and small canvases in exchange for trifling sums. Most of them had been cast aside as of no interest or value.

But, when the intelligence of the £1,000 door reached Tahiti there began a general ransacking of old boxes, rubbish heaps, under houses, and dusty corners of outbuildings, with indifferent success.

One householder remembered having stored a bulky roll of Gauguin sketches on the top shelf of an ancient clothespress. But he found nothing. A general house cleaning, some months before, had consigned the sketches with other flotsam to a bonfire.

And so elsewhere. Very few were retrieved. Moisture, omnivorous worms and the decay of neglect had completed the destruction.

Rev. and Mrs. A. Mason, of North Mala, B.S.I., who have been associated with the Melanesian Mission for over 20 years, departed from Sydney for England on long leave by the March "Maloja".

Monsieur Francois Gagnon died on March 10 at Canala, New Caledonia, at the age of 65.

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after effects from "ASPRO," as it is speedily eliminated from the system a few hours after being taken. It neither dopes, deadens, nor drugs.

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'ASPRO'

DOES NOT HARM THE HEART

TONGAN JUDGE GOES TO THE SOLOMONS



Mr. Ragnar Hyne, formerly Chief Justice of Tonga, who will leave Brisbane by the "Malaita" at the end of April for Tulagi, British Solomon Islands, to take up the post of Chief Magistrate and Legal Adviser.

Mr. W. H. Leydin, formerly Customs Officer at Daru, Western Papua, has now taken up duties in the Central Court, Port Moresby.

Mrs. A. C. Turnbull, wife of the Acting Administrator of Western Samoa, returned to Apia in March by the "Matua", after spending a few months in New Zealand.

THE SEVEN WONDERS OF THE ISLANDS

By G.R.

1. The man who owes money everywhere. He can sneak off to Sydney, where he rents a flat (£10/10/-, lux. furn. tel. radio), takes a large interest in the hotel business (saloon-bar trade), graces the paddock at Randwick, runs a streamlined motor car (drive-yourself, 6d. mile), plays Santa Claus to the girls, borrows a tenner from an Islands pal—and gets away with it all.

2. The woman who journeys South for a change, has her photograph in the newspaper, a par. in the society column and buys half-a-dozen copies and leaves them around, open, at the appropriate page, in various rooms of the board—sorry—guest house; runs amok with a credit account in the most exclusive emporium; travels three months before her husband—and returns some time after him.

3. The child who runs the house-boys, knows all about plantation work, engines, motor trucks, speaks two languages (including "pidgin"), says the smartest things, doing very well at school (correspondence course, taught by fond mother). In short, he promises to cut quite a figure in the world—and somehow doesn't.

4. The planter whose property is the finest for miles around, who raves about

unit cost (freight, non-effective units, etc., omitted), never has any labour trouble, gets more work from his boys than anyone else—and everybody knows darn well he doesn't.

5. The warriors in the smoke-room of the steamer. This is where all the doughty deeds are done. They'll give you all the gory details as the spirit continues to move them. Note: There are more "boys" taught a lesson in these confessions of the happy warriors than the whole native population of the Pacific—and then some.

6. The mining engineer. Some years ago, this profession was almost unknown in the Islands. An ordinary miner is hard to find, so the mining engineer runs down to Sydney every second trip, apparently in search of them—and returns with another two shillings paid up on the shares, but no miners.

7. The miser who saves every bean for two years, lives on boy's meat and rice, indulges in a little quiet trading, takes the boys' photos at one shilling a time, stacks them on their edges—and then spends it all on a doctor's bill.

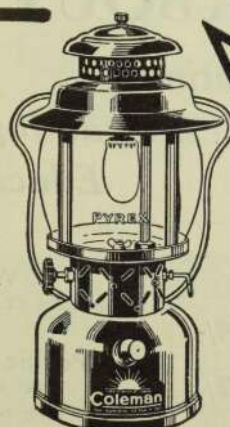
The following mining concerns have been struck off the register of New Guinea Companies:—British New Guinea Gold N.L., Equatorial Gold Exploration (New Guinea and New Britain) Syndicate N.L., Barola Gold Reefs N.L., and Mineral Exploration Syndicate, Ltd. Unless cause is shown to the contrary before May next, Edie Options, Ltd. will also be removed from the list.

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300
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"MORINDA" ASHORE**Resumes Voyage Practically Undamaged**

THE Burns Philp steamer "Morinda" at 4 o'clock in the morning of March 28, when steaming from Bushman's Bay to the island of Tangoa, in the New Hebrides, in intense darkness and blinding rain-squalls, ran on to a coral outcrop off the south-western corner of Malo Island, and began bumping heavily. There were only about ten passengers aboard, and they included Mr. Joy, the British Resident Commissioner in the New Hebrides, and his wife and son.

Everyone below rushed on deck, but Captain R. Perry and his officers declared that there was no immediate danger and calm was restored.

When dawn broke, it was seen that the steamer was fixed amidships on a coral reef, about 50 yards from the beach. She remained there all day on Monday, bumping heavily at times. She swung from the point where she was held amidships. There was deep water fore and aft.

In response to radio messages the French sloop "Rigault de Genouilly" left Vila hurriedly, to give whatever assistance was possible.

The "Morinda's" officers were confident that they could refloat the vessel, especially as the tides were getting higher. Attempts to refloat her on Monday failed.

The French warship appeared about 10.30 a.m. on Tuesday, and the "Morinda's" passengers and mails were rowed across to her, taken aboard, and landed later at Luganville.

At 1.30 p.m. on Tuesday, March 29, the "Morinda" was successfully floated off the reef, apparently undamaged. She picked up her lifeboats, and resumed her voyage to Tangoa.

The section of the Pacific where the "Morinda" grounded is very badly charted, and vessels cruising in that region literally feel their way around—they are in constant danger of bumping a coral outcrop.

TOURISTS AT PORT MORESBY

From Our Own Correspondent.

PT. MORESBY, Mar. 29.

ON March 3, the luxury liner "Stella Polaris" arrived from Fiji with 71 tourists. A native dance arranged for their entertainment took place on the Parade ground at Konedobu. The vessel sailed the same afternoon for Bali and Java.

On March 27, the liner "Reliance" (19,821 tons), of the Hamburg-America Line, arrived from New York, via Europe with a large party of world sight-seers. They were entertained by visits to neighbouring native villages and other points of interest.

SIR HUBERT MURRAY VISITS THURSDAY ISLAND

PT. MORESBY, Mar. 29.
THE Lieutenant-Governor of Papua (Sir Hubert Murray) returned to Port Moresby by the "Laurabada" on March 23, after a visit of inspection to Government stations in the Eastern and North-eastern Divisions. He was accompanied by the Official Secretary (Hon. H. L. Murray) and Hon. C. T. Wurth (Director of Agriculture).

His Excellency left again on March 28 for the Western Division stations and Thursday Island. He was accompanied by the Official Secretary and the Commissioner for Native Affairs (Hon. J. T. O'Malley). The "Laurabada" will return to Moresby about April 8.

Hon. J. G. Nelsson, of Woodlark Island, Eastern Papua, arrived in Australia on a short holiday by the April "Montoro".

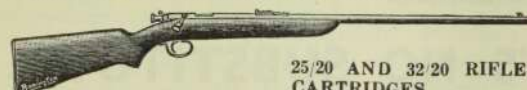
UNUSUAL SURFBOAT FOR NAURU

FOR passenger and mail service between steamers in the roadstead at Nauru Island and the shore, the British Phosphate Commissioners have under construction at the yards of Messrs. Collings and Bell, Auckland, a fast 28-foot motor-boat of unusual design and construction.

The boat has to negotiate a surf-bound gap in the reef and when not in use is to be hoisted in davits near the loading cantilever. To minimise risk of swamping the craft is divided by transverse watertight bulkheads into four compartments, the forward one for the mails, the next for the helmsman, the third for the engine and the after one for about a dozen passengers.

Mr. O. H. Clifford, baker, of Thursday Island, is at present in Sydney on sick leave. He will return to T.I. in June.

Firearm Repairs: "OUR HANDS MAKE GOOD ARMS". Goods sent C.O.D.



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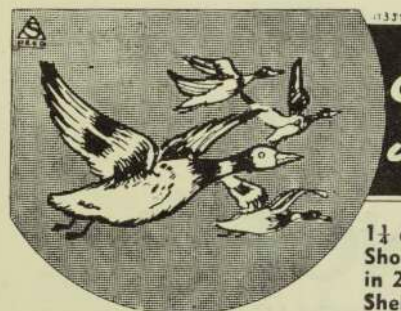
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Lieutenant-Colonel H. E. Woodman, of New Guinea, drew the first four marbles for the major prizes in the 490th N.S.W. State Lottery, Sydney, on April 1.

Monsieur F. X. Gsell, M.S.C., administrator of the Apostolic of Darwin, who was a missionary of the Sacred Heart in Papua between 1900 and 1906, when he was transferred to Bathurst Island, has been appointed Bishop of Darwin.

Mr. Henry Holland, who has served for 28 years as a layman in the Australian Board of Missions' field in Papua, has been ordained to the ministry. He will be stationed in the Sangara district.

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Norfolk Island Celebrates Its 150th Anniversary

New Administrator Creates Favourable Impression

FROM A SPECIAL CORRESPONDENT.

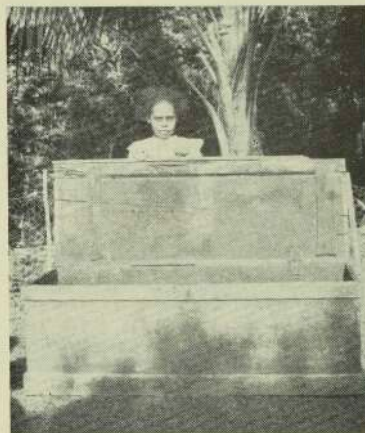
NORFOLK ISLAND enjoys the reputation of being so intensely loyal in the observance of anniversaries, such as the King's Birthday and Armistice Day, that it is somewhat singular that never before had the people thought fit to celebrate an anniversary in which they themselves were supremely interested:—the proclamation and foundation of Norfolk Island on March 6, 1788.

To make amends for their long neglect, there assembled on the 6th of last month at Kingston (the township of N.I.) a representative gathering of 300 people to celebrate the occasion. A united, religious service was conducted in the Anglican Church by the three local ministers, while His Honour the

Administrator (Major-General Sir Charles Rosenthal) gave an address.

The Administrator prefaced his speech by reading congratulatory messages from Lord Gowrie (Governor General of Australia), Mr. J. A. Lyons (Prime Minister) and Mr. W. M. Hughes (Minister for Islands Territories).

Reviewing Norfolk's history, Sir Charles said that their celebrations



A link with the past—a seaman's chest taken from H.M.S. "Bounty" at Pitcairn Island, now in the possession of Miss Young, Norfolk Island.

happily synchronized with the 150th anniversary celebrations in New South Wales. He stated that it was during the early days of settlement there that Governor Phillip despatched H.M.S. "Sirius" to N.I. to effect a settlement and, in the King's name, take possession of the island which Captain Cook discovered 14 years previously on his epoch-making voyage in the S.-W. Pacific when he also discovered and named the neighbouring archipelagoes of New Caledonia and New Hebrides.

AN ANNUAL EVENT

The Administrator, while expressing surprise that no previous effort had been made to celebrate the anniversary of such a notable discovery and settlement, regarded the large gathering as a happy augury for the future and entertained the hope that the celebration of the anniversary would now become an established institution of the island. The murmur of approbation that greeted his words showed that the sentiments struck a sympathetic chord and gained the endorsement of the audience.

N.I.'s CONVICT ORIGIN

The Administrator referred to the oft-repeated statement that Norfolk people

were glad to forget the convict origin of the first settlement, but he regarded such a notion as foolish and mistaken. He reminded his audience that in "the good old days" people were punished for trivial offences, and that it was more than possible that many of the prisoners were loyal and respectable subjects, unworthy of the degradation to which they were subjected. He thought it only fitting that they should mark their appreciation of the splendid, constructive work accomplished by the daring adventurers, and pointed to the fine roads that intersect the island in every direction as silent but lasting memorials to the skill and industry of the first settlers.

Sir Charles referred also to the courage and heroism displayed by the pioneers in face of the difficulties and dangers they experienced in disembarking from the "Sirius". He remarked that when people now complain of the lack of facilities for landing at N.I. they should remind themselves of the hazards of the first settlers when going ashore at Anson's Bay.

At the same time, the Administrator remarked, there was no reason why they should wish to perpetuate such names as Slaughter Bay, which constantly reminded them of the convict origin. He recommended that they should revert to the original name of Sydney Bay, by which it was called in the early days of settlement, in order to link them with the rising township across the seas.

NEW ADMINISTRATOR POPULAR

The Administrator's address created a favourable impression, and the appreciative attention with which it was followed revealed the bond of loyalty and friendship that already exists between him and every section of the community. Although only five months have elapsed since his appointment there has sprung up a strong attachment between the Administrator and the people of Norfolk Island.

Hitherto, the island has had the unenviable reputation of being rent and torn by rival factions which disrupted the social life of the community. Due to trade difficulties and monetary stringency, caused really by over-estimating the agricultural resources and market facilities of the island, there was a feeling of unrest and a strong anti-Government element which blamed the Administration for much of the ill-fortune that befell the community. The long and varied experience of Sir Charles Rosenthal enabled him to make a rapid and searching survey of the situation, and by consummate tact and foresight, he has succeeded in welding the people into a homogeneous community.

In his address he was able to refer to the island as a happy family, a term reminiscent of the relationship which formerly existed among the islanders on their arrival from Pitcairn. The people realise that if any man can render them assistance in the troubles and difficulties through which Norfolk is passing, the present Administrator is the man.

Sir Charles concluded an interesting address by a complimentary reference to Norfolk Island's most distinguished son, William Charles Wentworth, whom



Is your child too tired — Does he want to sit about and read when he should be out playing with his mates?

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he described as one of Australia's outstanding personalities, the author of her legal and political rights and the framer of her Constitution.

SANG PITCAIRN HYMNS

A feature of the religious service was the singing of hymns which the early settlers brought from Pitcairn Island

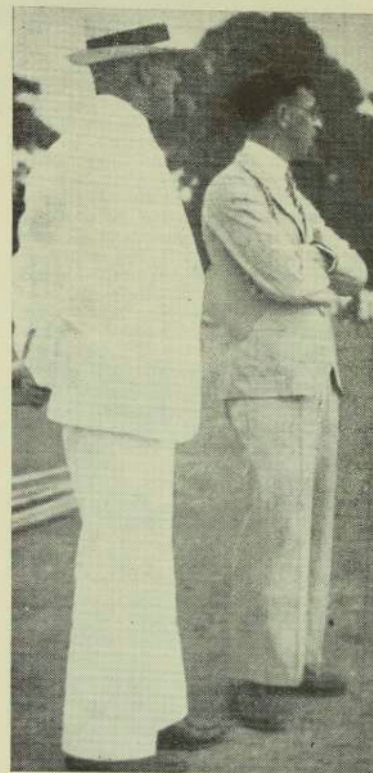
in 1856, when, owing to congestion, Queen Victoria bestowed upon them grants of land on Norfolk Island. The tunes to which they were sung were composed by a settler on Pitcairn, Mr. Driver Christian, and it was noteworthy that his grandson was present at the service, as organist.

Another interesting feature of the service was the presence of two great-grandchildren of Lieutenant King, the Commissioner to whom was entrusted the direction of the first penal settlement and who afterwards became Governor of New South Wales. His daughter married a Norfolk Islander and their two children, now an elderly man and woman, were present and played a conspicuous part in the anniversary celebrations.

Mr. Aubrey Koch, one of the senior pilots of Guinea Airways Ltd., left Sydney for New Guinea early in April, after two months' furlough.

Mr. G. Toogood, Patrol Officer in the Papuan Service, has been transferred from Samarai to Kerema, Gulf Division.

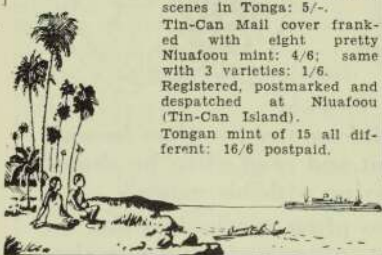
METHODIST LEADERS IN TONGA



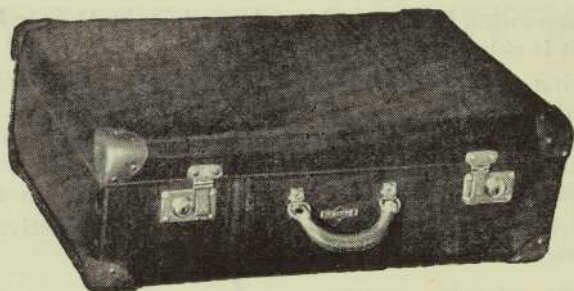
A recent informal "snap" of Rev. R. C. G. Page, President of the Methodist Mission in Tonga, and Rev. Walter Shepherd, M.A., B.D., the new Principal of the Nafualu Wesleyan College.

—Photo: A. Hettig.

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REV. R. H. RICKARD, a former Methodist missionary in the Pacific Islands, died at his home in Wollstonecraft, Sydney, on March 21, at the age of 79. He was one of the first workers in New Britain, having arrived there shortly after his ordination in 1882.

He compiled the first dictionary of the native language and translated sections of the New Testament into the native tongue. His translations have been the basis of the work of many subsequent missionaries. Mr. Rickard still retained a considerable interest in South Seas missionary work after he returned to Australia from Rabaul to take over a parish.

Monsieur Louis Bouvier, a French traveller and explorer, who for nine years has been seeing the world on foot, arrived at Port Moresby, Papua, early in March. He left later in the month for New Guinea to visit the Morobe Goldfield. Monsieur Bouvier will return to France in a few months, after first making his way through Polynesia.

COUNT VON LUCKNER'S "TREASURE"

Box Dug up in French Oceania

THE sensational Australian newspapers were very happy during the month with the story of Count von Luckner's treasure.

It was reported in this journal some months ago that the Count, while in French Oceania on his yacht the "See Teufel", had visited Mopiha Island and had searched there for a box of valuable documents and money, which he buried when his raiding ship the "See Adler" was wrecked there in 1917.

Count and Countess von Luckner went on to Samoa in their yacht and then on to Auckland, where they arrived in February.

Later, in March, a New Zealand newspaper made the announcement that the Count had found his buried box of treasure, that it was enormously valuable, that he had successfully sent it away to Germany, and that he now was rich for life.

Immediately, the whole pack of "human interest purveyors" were in full cry, and we in Sydney had von Luckner's treasure served up to us in all sorts of fancy dress.

Finally, Count von Luckner became fed up with the newspaper publicity and, on March 28, in Auckland, he made a statement to the effect that the story that he had unearthed huge treasure was "all moonshine". He said that he had succeeded in finding his box, which had been buried for 21 years, and that the alleged valuable treasure consisted of the log-book of the "Sea Adler", and a certificate signed by the German Emperor, which entitled him to raid ships during the war, a few samples of pearls, and a quantity of gold, worth perhaps £10. The box certainly had contained a large sum in German pre-war marks—but, of course, these now are worthless.

Count von Luckner added that if the box had contained real treasure it necessarily would have been sent at once to the German Government, to whom it belonged.

Five Injured in Pt. Moresby Car Accident

PT. MORESBY, Mar. 29.
FIVE young men were injured—one seriously—when a Chevrolet tourer skidded off the road on Three Mile Hill, outside Port Moresby, and crashed down the embankment on March 15. The occupants were Messrs. M. Garfield (manager of Gerald Smith and Co.), Garden (a Guinea Airways pilot), E. Ashbrook (Burns, Philp and Co.), Stevenson (Papua Oil Development Ltd.), and J. Shade (Bank of N.S.W.). The car was badly damaged.

Mr. W. Marchant, who for some years had charge of a store at Dreketi, Fiji, died in Suva early in March, aged 70.

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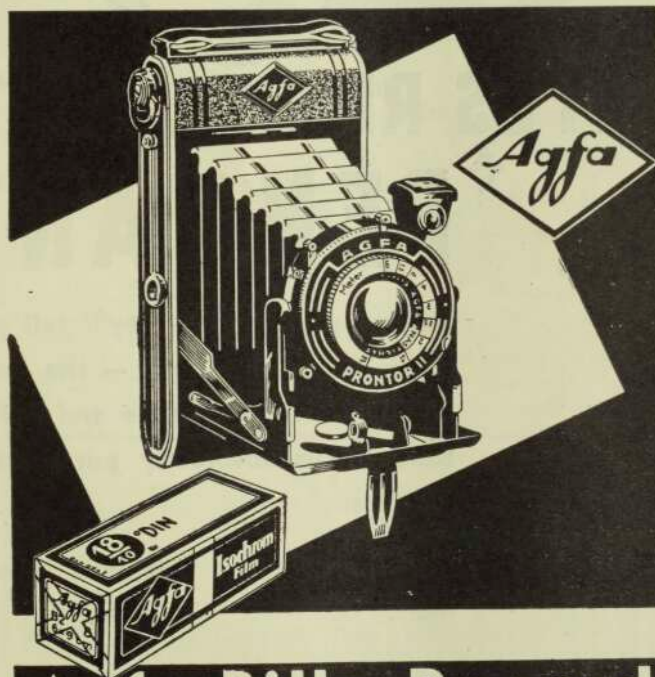
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OUR RESPONSIBILITY FOR NATIVE WELFARE

New Guinea Missionary's Spirited Reply to "Papuan's" Letter

Letter to the Editor.

IT would be hard for a person unacquainted with the Islands to believe that the letter about native education, which appeared in your December issue over the anonymous signature of "Papuan," could have been written by a sane or civilised man. Although it was sub-titled "The Commercial View-point," it is to be hoped that it represents the views of very few people interested in commerce.

Since it does, however, state the case of the man whose sole interest in the Islands is to make as much money as he can as rapidly as possible and by whatever means; and since, moreover, one sometimes hears like views expressed with equal vehemence and bad logic, it may be well to offer some rebuttal.

It would be useless to attempt to refute all the erroneous statements made by Mr. Papuan. His remark about the decision of the Supreme Court of the United States in the Dred Scott case is simply false. The Constitution of the same States, which acknowledges that the negro has exactly the same rights before the law as the white man, is one great document he failed to quote in support of his ideas.

But he makes a grievous error when he identifies civilization with "Commerce and the Enterprise of Capital." It cannot be denied that commercial enterprise plays an essential part in the development of a new country, and that it has an important share in the work of civilizing primitive peoples. But civilization is a thing of the mind and the spirit, and does not mean merely the outward material condition of man.

It is precisely because our civilization has for a long time been losing sight of spiritual values, and concentrating on business and money, that it is in grave danger of disappearing. No more glaring example of such error is needed than Japan (or Russia) of to-day. Who can seriously say that the present activities of the Japanese are more civilized than those of any savage Islands tribe? And yet what people have made greater strides in commercial endeavour and modern methods?

Mr. Papuan's viewpoint is wrong, therefore, because he is in the wrong position. But it may also come from a false idea of the nature of the education that is desired for the natives. If, by the education of the native, we mean a training suited to his requirements and abilities; if we mean teaching him religious and moral truth and the formation of good habits and character; the fundamental skills of reading, writing and simple mathematics; the principles of hygienic and healthy living; the knowledge of simple agriculture; and

other practical and elementary matter—if that is what native education aims at, then Mr. Papuan is either foolish or ignorant in opposing it.

INDEED, such education is in reality an extremely important need in a primitive country. It is, in fact, essential to the well-being of all the people, white or native, and should form one of the chief objects of governmental solicitude. Before attempting to demonstrate the truth of this view, however, it should be observed that education of some sort is inevitable. There can be no question of whether or not the native is to receive education. The only question is about the kind of education he should get. For, apart from all formal and organised education, the native is learning new things, and unfortunately, sometimes, new tricks, by mere contact with the white man and his civilization. He observes the ways of his masters and, in his ignorance, often misunderstands.

For instance, the natives of this district are at present convinced that all the business of making money and purchasing goods is a tribal secret of the whites; and that if they could only get the key to the matter they, too, could get into the swim. That has possibilities for trouble.

Your own experience, sir, can suggest many similar, and even more troublesome episodes in primitive places. They are the fruit of the activities of "bush lawyers" and the informal self-education of uncivilised races in contact with



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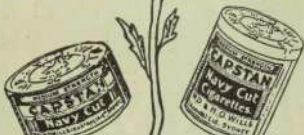
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Europeans. If there were no other reason for a proper training of natives, this fact alone would make it at least advisable.

BUT other reasons urge the same conclusion. Even from a purely mer-

cenary viewpoint it has advantages. It is reasonable to suppose that such an education as we are considering will contribute to raising the standard of living of the native. That entails increased business for the merchant. If the native can be taught the importance of proper housing and gardening, for instance, somebody is going to make money by providing him with building materials, and agricultural implements, and the many other things that an improved economic condition would demand.

Again, the very reason advanced by Mr. Papuan for opposing education—namely that business requires cheap and abundant supplies of labour—is really an argument demanding education. For it is plain that the natives of these parts are rapidly decreasing in numbers. Education of the right sort can help greatly to stay the death march by improving sanitary conditions, by lowering the rate of infant mortality, and most of all by giving the native people something to live for.

Mr. Papuan could lighten the burden of his ignorance by reading the essay by Dr. W. H. R. Rivers in "Essays on the Depopulation of Melanesia", published at Cambridge University in 1922. Or would he like to pay coolies 2/6 a day to do the work, as people in Fiji must do? But perhaps he hopes to have made his fortune and got out be-

fore the consequences of his methods would fall upon us.

Anything that will provide commerce with stronger and more intelligent servants should have its support, and education would do that. And if those who talk in high terms, as Mr. Papuan does, of the development of the Territories, are sincere, they must admit that development will proceed more rapidly and efficiently with the intelligent and active co-operation of the natives.

BESIDES, commercial ventures could hardly prosper or even begin, if some measure of education did not precede and accompany them. The very safety of our lives in these places is due more to the influence of the education given by the missions, than to the rifles of police boys. And if we are to hope for honest and upright natives in the future; if we wish to be free from the danger of native risings and like troubles, we should place our reliance on right training. Peace and order are essential to prosperity, and the most effective force for peace and order in any state is education based on and permeated by solid religious principles.

Such education is of immense value not only to the commercial interests, but also to the government. Certainly, it makes the preservation of public safety a simpler matter. It could be a valuable force for co-operation in the work of public health, a vital concern of all of us. And in a general way, it makes intelligent co-operation possible between the natives and the officers who are charged with their welfare.

BUT when all is said the great and fundamental reason for such education is that the native has a right to it. Before God and before the law he has precisely the same fundamental and inalienable rights as the white man, be he King or Mr. Papuan. One of those rights is that of knowing and serving God, and of developing his intelligence in order to do it better. And against his rights no mere selfishness of white adventurers can prevail.

Mr. Papuan surely must be such a man. Those citizens who have settled down permanently in these Territories, who have a stake in the country and an interest in its future, can hardly share his views. His kind are happily rare. After all, if the Christian missionaries of other times had not educated Mr. Papuan's barbarian forefathers, he would be roaming the primeval forests of Europe to-day. Likely enough, selfish citizens of the Roman Empire opposed the idea.

When any government does everything in its power to assist such education it does only its plain duty. In some places, unfortunately, limited finances, and lack of definite policy, among other things, hamper such action. But the Papuan Government is to be commended for at least an earnest try.

Finally, it might be well to call the attention of the Papuan Police to this fellow's letter. Any man who thinks that "natives have no rights" and that "we have no duties toward them" beyond a vague humanity, is a dangerous citizen. If they do not expel him from

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the Territory, he should at least bear watching. Whether he walks out or is thrown out, however, he will probably land finally in some club, where he can flay the government and the missions to his heart's content, and explain to bored members how education ruined the honest settler and Empire-builder.

I am, etc.,
JAMES HENNESSY, D.D.
Buka, New Guinea,
February 1, 1938.

New Competitors on Trans-Pacific Routes.

From Our Own Correspondent.

HONOLULU, Mar. 24.

EUROPEAN nations once more are taking an interest in steamer routes across the Pacific.

The Hamburg-American Line, which before the World War operated trans-Pacific services, has entered membership of the Associated Steamship Lines in Manila, whose present run between the Gulf of Mexico and the Orient has been subject to irregularities because of China-Japan hostilities.

German and Japanese interests, as a result of the recent diplomatic agreements between the two countries, evidently will get into step in exploiting what is a lucrative field.

The Salen line, of Stockholm, will begin regular freighter service from San Francisco and San Pedro to Yokohama, Hong Kong and the Philippines on April 15, it has been announced in San Francisco.

The company will operate under the name of Transmarine Navigation Co.

It is announced that Japan will build two 22,000 ton liners for the trans-Pacific trade.

FISHERMAN KILLED IN EXPLOSION

From Our Own Correspondent.

APIA, Mar. 12.

A SAMOAN native, Sufia, of Manase, Savaii Island, went out recently to the reef to fish, using gelignite. When holding a strong charge in his hand ready to throw it, a premature explosion took place which shattered his hand and tore part of his face away. In spite of the efforts of the Native Medical Practitioners, he died a few hours later.

Rev. C. G. Stallan, who has served six years in American and Western Samoa for the London Missionary Society, arrived in Sydney in March to tour Australia on deputation.

Mr. James H. D. Waterhouse married Miss Iliganoa Schuster at Apia Protestant Church, Western Samoa, in March. Rev. H. S. Perkins performed the ceremony.

Mr. R. J. Lotze, of Tulagi, has been appointed a member of the British Solomon Islands Advisory Committee, vice Mr. J. S. Spiers, deceased.

"Hurricane" Film Libels the French and Misrepresents the British

I WENT to see the film "Hurricane", which is a Hollywood dramatisation of the excellent novel by our Tahiti friends, Charles B. Nordhoff and James Norman Hall. The film is a winner, mainly because of the genius of Samuel Goldwyn's producers in depicting a

Pacific island in a hurricane. The hurricane scenes are amazing; I know something of studio tricks, but I could not imagine how much of this was accomplished.

Some of the things in this presentation are idiotic, however. One sees, for example, the local governor dining every evening in a heavy black dinner-suit, with a shining, stiff board "front"—and, apparently, there is not a dewdrop upon his beetling brow!

And the fight with the shark—that is

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priceless. The producer has read somewhere that South Seas natives sometimes dive deep under a shark, come at him from beneath, and swiftly and suddenly rip open his belly with a sharp knife. So our hero does something of the sort. But this super-man doesn't sneak upon his shark—no, he attacks it face to face, wrestles furiously with

it for several minutes and finally, with arm and leg hooked over the gentle creature's back, he leans down sideways and cuts open its stomach. It's quite obviously and necessarily a fake with a dead fish; and it is also one of the silliest things that have ever been on the films. Still, the audience loved it.

But the reason why I came away

cursing "Hurricane" had nothing to do with the whimsicalities of producers.

I charge Mr. Goldwyn with giving to the millions of people who will see this film an entirely wrong conception of the prison system in Tahiti, and of the nation responsible for the prison system. In this film, one is shown in scenes reminiscent of Siberia under the Czar, incredibly brutal overseers flogging lines of toiling and moaning prisoners, and methods of administering justice so horrible and callous that I could hear the people in the audience around me growling and muttering. That is a gross libel upon the French administration in Tahiti—nothing like this possibly could exist—nor has it existed.

But the thing has a worse angle than that. Not one person in one hundred knows that Tahiti is a French colony; and practically nothing is done by the producer to make that point clear. Ninety-nine out of every hundred persons will come away from that entertainment in the belief that they have been witnessing a system controlled by the British Colonial Service. All the scenes are British in presentation and character. The whole of the dialogue is in English, of course; the Tahitian governor, to whom a vain appeal for mercy is made, replies in a marked Oxford accent, after the supposed manner of the English official in the tropics. Once or twice, one sees a Tricolour fluttering; there is one vague reference to "Cayenne Prison"; but, otherwise, the picture is 100 per cent. British. There are a few obviously faked pictures of Papeete, but not a French word or name among them. The fact is, apparently, that none of this film was "shot" in Tahiti—otherwise, there must have been some local atmosphere.

"Hurricane", as it stands, is an inexcusable libel upon the French administration in Tahiti, and upon the British Colonial Service generally; and some action ought to be taken to show money-chasing, fact-perverting producers of films that they cannot thus make their playthings at the expense of the good reputation of institutions whose honour, otherwise, is jealously guarded.

Fairy stories have been a legitimate entertainment since the beginning of mankind. But fairy tales which deliberately, for the sake of gain, give the masses a completely wrong idea of important governmental institutions, do not go into the category of entertainment.—R. W. Robson.

WRECK NEAR THURSDAY ISLAND

THE South African Government steamer "Dalia" (5,188 tons) went aground on Mecca reef, near Thursday Island, on March 26.

The vessel was badly holed forward and was abandoned. She was bound from the Philippines to Brisbane with a cargo of timber.

Mr. K. Prosser, of Lae, N.G., is at present in Sydney on leave.

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SHY!



This young man got close to Mother when a recent visitor to Papua tried to get a "snapshot".

TO NUKUHIVA

Plan for "Ideal Community"

SYDNEY "Daily Telegraph" is responsible for the story that a young Australian, Fred. Briggs, newly-married, is organising a colony to settle on Nukuhiva Island, in the Marquesas, in French Oceania. It is to be an "ideal community", in which all will be equal, sharing alike in work and wealth, and forgetting, as far as possible, the horrors of a war-torn, dictator-ridden world.

It is said that about 50 or 60 men and women are ready to join in the plan; and that they will soon proceed to Nukuhiva, via Tahiti.

The selection of the island is sound, at any rate. Nukuhiva, 20 miles long by 12 across, is a rich and beautiful land of broad, well-watered valleys, lying between steep, verdure-clad hills. There is a splendid harbour at Tai-o-hae—once the busy administrative centre.

When Europeans first visited Nukuhiva—and introduced their diseases and vices—there were at least 100,000 natives in the Marquesas, and Nukuhiva supported tens of thousands of happy, handsome Polynesian people. To-day, there remains only a miserable remnant, consisting of a few hundred natives, in all the group.

There is plenty of room in the Marquesas, especially on the three large islands of Hiva-oo, Nukuhiva, and Tahuata, for a large population. They lie in the same latitude as Thursday Island or Eastern Papua, but they enjoy a cooler and more equable climate.

Mr. William J. Gasgoine married Miss Nellie Churchward at Apia Protestant Church, Western Samoa, recently. Rev. H. S. Perkins officiated, and the reception afterwards was held at the Tivoli Theatre.

COOK IS. FRUIT

First Year under Government Control

From Our Own Correspondent.

RAROTONGA, March 4.

BY the February "Matua" there returned the Resident Commissioner (Mr. Smith) fresh from conferences with the New Zealand Government concerning the Cook Islands fruit industry.

On February 7, Mr. Smith addressed a large meeting of growers and others interested in the fruit industry. He stated that the N.Z. Government was satisfied with the result of the first year's working under government control. A profit of £1,358/3/9 was made. The Government will take control of bananas as from April 1. The price to be paid the grower will be 3/6 per case (but where grower has no debts with the stores, an extra 6d. will be paid). The price for Samoan bananas is 5/- per case, because they are packed better and tighter than the Cook Island product. If the Cook quota is filled, 53,000 cases will be exported between April and December, bringing to the island £7,000.

The Government will pay a straight out price of 4/- per case for oranges (plus the extra 6d. where no debt). It is ex-

pected that this year's crop will yield 20,000 cases from Rarotonga, and 70,000

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cases from the outer Islands. All oranges will be shipped only on the "Matua", none on any of the Trans-Pacific tramp steamers. The Union Co. is prepared to send the "Matua" on an extra trip in October, so that the late crop of oranges may be marketed.

Concerning the future of the orange industry, the C.I.A. have now planted 80,000 orange seedlings. When these are ready for transplanting, all growers with suitable land ready will receive the young trees free of charge.

The Commissioner said the Government did not intend taking over the control of tomatoes this year, nor going ahead with the building of cold store. Those matters would be considered next year.

Many speakers expressed satisfaction, including:—

Makea Nui Tinirau Ariki, O.B.E.: "I am pleased to hear what Mr. Smith has told us. I am speaking as a grower on behalf of the growers, everyone is pleased with the price of our fruit. I am going to tell my people to go ahead and plant."

Mr. J. D. Campbell (Manager C.I.N.A.): Congratulated Mr. Smith on the balance sheet presented on the first

year's working, and expressed pleasure at the prices for oranges and bananas.

Tukaro (Atiu): Speaking as the official representative of Atiu Island, he thanked the Resident Commissioner for the prices mentioned for bananas and oranges. Atiu would fall into line with the Resident Commissioner and the Government.

Mr. W. McBirney: The information brought us to-day is the most promising and helpful we have ever received in the Cook Islands.

NATIVE DEBTS.

Natives who have debts incurred before April last are deducted 6d. per case. Traders are pleased with this arrangement as in many cases they had not hoped to recover. Last year, £957/8/- was collected by this levy of 6d. per case, and this year it is thought there will be approximately £3,000.

Sullen Labour in New Guinea

THE following is part of an outspoken editorial in the "Rabaul Times":—

"Besides this difficulty with which the commercial firms are faced, in regard to the obtaining of labour, is the unsatisfactory standard of work being performed by those already under contract. There appears to be a general 'go slow' (and go slow sullenly) policy being adopted by large gangs of labourers. This was particularly noticeable when the Administration employed casual labourers on the rehabilitation work in Rabaul; it is still apparent on the wharves when cargo is being worked or ships are arriving and swift action is essential for the preservation of life and property.

"The behaviour generally of natives—free and indentured—has every indication of a lack of discipline. There is a crowding on the footpaths in Chinatown, the which was at one time strictly forbidden and the footpaths kept clear by police-boys; there is a general tendency to overstay leave, well-knowing that no action will be taken by the employer for it means the loss of service and personal inconvenience to the employer if the delinquent is gaoled; there is a general disregard by natives in their quarters to observe the regulation for a cessation of singing and loud talking after 9.30 p.m. Police patrols seem to overlook this breach of the Regulations, even as they seem to overlook torries when they are dangerously overloaded. Where Regulations regarding discipline are introduced they should be enforced."

These are sweeping charges. The editor says, sadly, that they have been made frequently, but no one takes any notice; and he wonders whether the appointment of an official committee of investigation would achieve anything.

The "Pacific Islands Monthly" expresses the opinion—brutally, maybe, but sincerely—that it is not an official committee that is needed, but an Administration with sufficient experience and intelligence to understand the situation, and sufficient strength and energy and courage to act accordingly.

The New Zealand Rugby Council has approved of a visit being paid to Fiji this year by a representative Maori team. The team will leave the Dominion on July 12 and be back in Auckland on August 5.

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A Trading Trip Through the Yasawas

Little-known Outer Islands of Fiji

BY "TUI YASAWA-I-LAU"

LEAVING Lautoka, Fiji, in the auxiliary ketch "Vonu", a beam wind enabled us to make our first port of call in the Yasawas in just on seven hours. This port is Qeleni, situated on the island of Naviti, and is the trading headquarters of Captain Fred Giblin, a very popular skipper known throughout the Fiji group, having been in command of various interinsular vessels.

Some ten years ago, Captain Giblin gave up the sea, transferring his activities to trading, and took over the interests of Mr. Arthur Robinson in the Yasawa group. At this port, unbounded hospitality awaits one—hospitality that only one who has enjoyed it can fully appreciate.

Listening to the radio, and the Captain accompanying numerous old-time tunes on his one-string fiddle (which he made himself out of an old ukulele and a piece of boxwood, and on which he is adept), yarns and experiences which have befallen him in various parts of Fiji, keep one entertained until a late hour.

The day dawns with a fresh easterly breeze and, to the chug-chug of the engine, the creaking of blocks and the rattle of chain, we get under way against a dead headwind. The trolling lines are put out and, instead of the usual "bought" spoon being used, the white stem of the lily (via via) is tied around an ordinary hook.

We do not have to wait too long for results, for passing quite close to a reef between Naviti and Yageta, we get a strike and, on hauling in the line, we find a nice twenty-pounds walu, well and truly hooked.

Our first call is at the island of Tavewa, to deliver goods and empty sacks which will be filled with copra, ready for shipment by next trip of the "Vonu". Here we meet the owner, Mr. James Doughty, an interesting personality, to whom the wonders of wireless, talkies and motor cars are totally unknown. He has not left the island for the past twenty years. A half hour suffices for all business here and, once again, we get under way.

All the way up, one is struck by the beauty of these islands—the sandy beaches, palm-fringed shores, the rocky islets with perhaps a single coconut tree standing sentinel, the evergreen appearance of that most useful of trees, the coconut, and the tortuous, yet beautiful coral patches, that strew the ocean bed all along the coast.

Our next port of call is Nacula and, as we wend our way through the passage to anchorage, our attention is arrested by the peculiar shape of a small islet on our port bow. This has the form of a crouching lion with a man's head.

Safely anchored, we go ashore and while cargo is being unloaded for the trading station here, we wander through the native town, seeing the natives in their natural environment, happy and contented. We see the natives performing their daily tasks, the menfolk bringing in the day's need of native vegetables, yams and tapioca, or perhaps thatching a house; the womenfolk cooking over an open fire, or sitting under the shade of a flamboyant tree plaiting mats.

We came across the remains of a church, almost covered with undergrowth. This building is some 84 feet

long, 42 feet wide and 12 feet high; and the walls, which are made of a mixture of cement and coral are 26 inches thick. The roof was blown away years ago by a hurricane which swept the group.

An hour's run brings us to the island of Tamasua, where we spend the night.

Going ashore here, we are made more than welcome by the European manager of the trading station, to whom visitors are almost as scarce as the mythical "snowball in Hades". A lonely life indeed, yet not altogether shut out from the outside world for, per medium of a wireless set, he is at least able to keep

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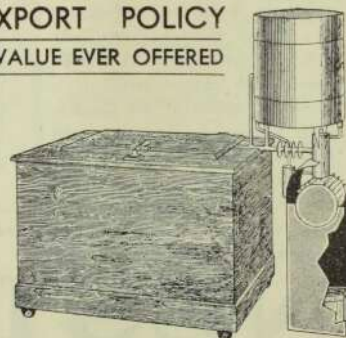
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in touch with the daily doings of the outside world.

At daybreak next morning a start is made up coast, to load copra, and we pass within a couple of hundred yards of the island of Yasawa-i-lau, which is honeycombed with caves, one of which has water inside and where one can enjoy a real good swim. On one wall of this cave are scripts discovered by Captain Giblin (and investigated by Mr. A. J. Vogan), and which are believed to be of Chinese origin.

Along the treacherous coast we go, enjoying to the full the good stiff easterly breeze until we come to a beautiful land-locked bay, Enenbavu by name. Here there is no native town, but two or three huts wherein copra is stored.

Ashore, one is fascinated by the numerous small shells of every variety that are to be found strewn along the beach. An obliging native appears as if from nowhere, decides we would like a drink, and proceeds to climb a coconut tree, knocking down just sufficient for our need. Then, with a few deft cuts with his cane knife, he hands us each a nut, to partake of the cool and refreshing contents.

Three hours and all the copra has been loaded and we are off again to take on more, this time at a town called Teci. Passing a small rocky islet on our starboard side as we go in to anchor, we disturb the peace of dozens of wild duck, which fly off to the safe sanctuary of some inland pool.

Suddenly there is a yell from the native holding the trolling line and, on pulling it in, we find we have hooked a bonnie Bonito, of a most vivid blue, and which tips the scale at 38 pounds.

Our impressions of Teci are best left undescribed. Suffice to say that its appearance suggests that each house in the town has to lean at an angle to enable it to stand up against the elements.

Having completed our loading, and this anchorage being too dangerous to spend the night there, we find we have enough time to get back as far as Tamasua and a safe anchorage, and so away we go.

On one of the trolling lines a boy has tied a piece of fish instead of the lily skin and, just off Yasawa-i-lau, we catch a shark—a baby one measuring two feet nine inches.

Daylight next morning finds us on our way back to Qeleni, calling in at Nacula to pick up mail and orders and catching on our way down a varied assortment of fish—saga, walu, ogo and donu. We drop anchor about 4 p.m. and spend another exceedingly pleasant evening with the genial Captain and his family.

The boat cannot leave until 10 a.m., so we pay a visit to Kese town, and here are entertained by the Government representative, Ratu Filimone Kama and his two charming daughters, Adi Joana and Adi Lala.

After partaking of ceremonial kava and a pleasant hour's chat, we make our way back to Qeleni, and board the "Vonu", this time Lautoka-bound.

Coir Industry in New Guinea

Bags and Mats from Coconut Husks

Letter to the Editor.

IN the latest issue of the "New Guinea Agricultural Gazette" there appears an article by Mr. G. H. Murray, Director of Agriculture, on Coir Fibre as an industry for Mandated New Guinea.

Such an article was about due. Ten years ago I concluded research into coir fibre as an industry for New Guinea. Eleven years ago, under the specious encouragement of the then Prime Minister (Mr. Bruce) and the Commonwealth Economic Adviser (Mr. Wilkinson) I brought here a most elaborate plant for large-scale testing of the New Guinea coconut husk.

After a great deal of work I managed to secure some interesting data regarding the possibilities of this industry, in view of the great demand in Australia for cheap wheat bags and wool bales. About this time I got in touch with a Dutch investigator, Mr. Van der Jagt, of the Hague, who was the patentee of a most ingenious mechanical method of softening, bleaching, spinning and weaving coconut husks into fabric superior in many ways to that produced from jute. After a close study of my protocols, Mr. Van der Jagt agreed with me that the only way in which coir could successfully be produced in Mandated New Guinea would be by large-scale co-operative or Government-aided effort. Small plants would be foredoomed to

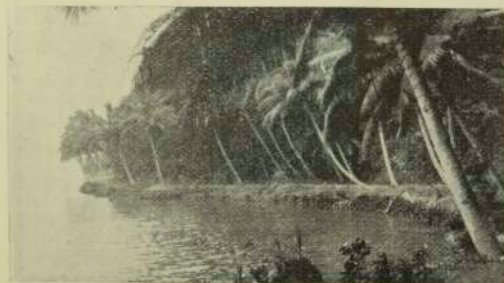
failure for a great number of reasons.

It is perhaps unnecessary to detail the battle, year in and year out, that then ensued in order to drive the idea into the heads of the Administration and the Federal Government, and also into the heads of the local plantation-holders. The senior officials were able to persuade the Commonwealth Government not to aid the establishment of a coir industry here. This, of course, exemplified the truth of a remark made to me by Brigadier-General Wisdom when on my first arrival here I visited him and told him I wished to carry out certain research work into coconut products. He said that "that kind of thing was decidedly not encouraged by the Administration". It took me years to discover not only the truth of this pronouncement, but also the reason for it.

Mr. Murray now advocates that coir extraction become a village industry in place of native copra drying. Mr. Murray is not only ignorant of coir production, but also of local village conditions. Some time ago we started here the village drying of copra. Immediately, a terroristic campaign was launched against those natives with the temerity to pioneer the movement. I complained dozens of times to the Administrator of the methods being adopted by his officials. Perhaps in explanation of this conduct he was kind enough to send me a pamphlet by Mr. Murray, in which the latter proved, at least to his own satisfaction, that New Guinea natives were too primitive to dry their own copra. At this period natives using the small kilns designed by myself, and built entirely by themselves, were turning out a grade of Rabaul Hot-air copra

ON THE ROAD TO KOKOPO

Right: A car on the Rabaul-Kokopo Road, New Guinea. This short trip along a typical Islands palm-fringed thoroughfare is seldom missed by tourists visiting the Territory. The traveler can obtain fine snapshots featuring native scenes, villages, plantations, and tropical vegetation. The road and villages, however, were seriously damaged in the eruption.



Left: The Blue Lagoon—one of the many delightful spots along the Kokopo Road, as it was before the eruption. The visitor sees fascinating panoramic vistas of Blanche Bay, Rabaul, Mt. Mother and Matupi Crater. A call is generally made at the Yunapope Mission, headquarters of the famous Sacred Heart missionary order.

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that was distinctly in advance of the f.a.q. plantation product. Nevertheless the Administration did its utmost to strangle this industry at its birth. If this statement is disputed I shall be pleased to supply my full reasons for making it.

As it is, the original concept that natives should not only dry and market their own product, but should carry out a further detailed campaign for the planting-up of waste land and the improvement of sanitary and social conditions in their villages, has been stopped. The threat was made by Administration officers that natives banding themselves together for the co-operative furtherance of this project would be sent to imprisonment up the Sepik River—equivalent to a death sentence to any native. I am cynical to believe that certain vested interests saw in the movement the ultimate destruction of the cheap labour supply.

The first requirement of any coir maker is an abundance of fresh water for the retting of the husks. The lack of water in the villages here is a serious matter, as the natives find it difficult in most villages to secure enough for cooking and drinking purposes. In many places, the women have to carry water for miles in bamboo pipes. How then, under his present scheme, would Mr. Murray have the husks retted? An alternative might possibly be the building of concrete retting-pits in the villages. The rainfall would be insufficient to keep these filled even with stagnant water, so a daily task would have to be the carrying of water for these pits,

perhaps for miles. The stench given off from rotting husks would be enough to make the village uninhabitable.

My tests on New Guinea husks lead me to believe that at least six to nine months soaking in cold water would be necessary to render the husks pliable enough to be disintegrated by a power-driven machine. In a previous statement, Mr. Murray has laid down that the local natives are much too primitive to understand even the simplest machinery. When the High Chief Tingai wished to purchase a machine for cleaning his home-grown rice, this was the reply given him. The fact that many natives here are motor-mechanics, schooner-engineers, printers, typesetters and book-binders has apparently as yet not impressed itself upon the Administrative consciousness. The only other method then, apart from the use of machinery, would be the beating out of the coir fibre with sticks, after 12 to 18 months' soaking, as is done on parts of the Malabar Coast. Viewed as a matter of £ s. d. the return to the individual native under the Murray scheme would at the most be a few shillings a year. Yet Mr. Murray publicly brings this forward as a substitute for the native copra-drying movement.

Coir here is demonstrably a business for big capital, close co-operation, and the most modern methods. One would have thought that an expensive Agricultural Department would long ago have realised this. Even this "village industry" idea seems to be a re-hash of a suggestion of my own, put forward many years ago. New Guinea natives

have remarkable manual dexterity, and I suggested that they be provided with coir yarns and that a mat and carpet-weaving industry, carried out on cheap hand looms, be inaugurated.

Australia, at the present time, is importing for cable and pipe-wrapping purposes a great deal of coir-cloth produced in France under the Van de Jagt process. Husks are imported into France from the West Indies and exported to Australia as a finished product.

I am, etc.,

THOMAS V. WALLACE.

Walaur, Rabaul,
March 12, 1938.

Mr. C. H. Honson, managing director of Honson Ltd. and Jang, Hing, Loong and Co. Ltd., of Suva, sailed from Sydney for Fiji by the "Aorangi" on March 17, after a brief visit to Australia.

Dr. and Mrs. B. A. Sinclair, of Salamaua, New Guinea, reached Australia on three months' furlough by the April "Montoro".

Mr. D. Bellamy, of Islands Explorations Co's staff in New Guinea, has been transferred to Western Papua to assist in the oil-seeking activities there.

Mr. C. J. J. T. Barton, of Suva, has been appointed President of the newly-formed Fiji Society, which has been established to create an interest in Fijian history, botany, anthropology, marine biology, geology, etc. Vice-Presidents are: Rev. W. R. Steadman, and Messrs. Barker and Ward; and the Secretary is Mr. C. R. Turbett.



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A Day in the Life of a Fiji Planter's Daughter

"COME along," said my revered papa. "Grab that saw and follow me, and we'll soon see what sort of stuff you're made of."

Horrors! I hadn't expected my words to be taken so literally! A few minutes previously, when Dad had been raising his eternal moan about the "infernal firewood" problem, I had jeered—rather unwisely, as I afterwards saw: "Why, it's not very hard work, is it? I'll bet a dollar to a coconut that I could pull on that saw without turning a hair."

Dad had pounced on my words with what I considered indecent glee and haste.

"O-ho, you could, could you?" he commented grimly. "All right, my girl, just grab that saw and follow me."

Inwardly chiding myself for my rashness, I shouldered the long, flexible cross-cut, and trudged through the plantation in the wake of Dad and the two working bullocks, which were yoked together and led by a piece of rope. Behind them dragged a chain, by means of which they would haul the firewood from the bush to the homestead.

As we drew nearer the source of the firewood, I tried to bolster myself up with philosophical thoughts. Oh well, I mused, it might be worse. I might have been given the job of leading James and Thomas (the bullocks). Not that they would hurt a fly, but I'll swear that James' horns were a yard long, and . . . well, one never knew.

The cross-cut kept jumping around and wouldn't behave at all, until I learned to hold it better and properly . . . I was learning many things fast! Occasionally, Dad glanced over his shoulder to see how I was faring. Was that a pleasant smile on his face, or only an unsympathetic grin? I couldn't decide.

At length, we reached the hill whereon lay the prospective firewood. Tying James and Thomas to a tree, Dad took the saw and led the way to the top of the hill, where he indicated a large caukuro log, and looked at me significantly. The hint was not to be evaded, so I spat on my hands, rolled up my sleeves, grasped my end of the saw and fell to.

I think we took a dozen spells during the hour that followed. In between spells, and admonitions from Dad to pull instead of push, I mopped the sweat off my fevered brow and heroically strove to conceal the fact that I was one big ache. When at last that log was severed, I heaved a sigh right from the soles of my boots!

Came the ticklish part of the business. The log had to be hauled down the steep hill. Up came the bullocks, and around the log went the chain. Then the blow fell. I was to lead James and Thomas down the hill (!), said Dad, while he came behind and guided the log to see that it didn't swerve into the bush.

I quavered and shook and shivered,

but finally picked up the rope and stepped gingerly forward.

"Take it easy," counselled Dad, "and if they start to tread on your heels, just turn round and look 'em straight in the eye and say, 'Whoa! You adjectival so-and-sos!!'" All of which was fine and dandy.

But when they did start to tread on my heels, Dad's advice went clean out of my head. I began to walk faster, and consequently they walked faster, too. And, one of their strides being equal to about three of mine, they swiftly gained on me. My walk developed into a trot, the trot became a run, the run changed to a gallop, and in two shakes of a donkey's tail, I had dropped the rope and was pounding in full flight down the hillside, with

James and Thomas thundering behind me, and the log careering madly on the end of the chain!

From somewhere up in the bush, Dad bawled: "Don't drop the rope! Don't drop the rope! Turn round and look 'em straight in the eye . . ."

He may as well have spoken to the air. I was breaking all records for the half-mile.

When I crept back ten minutes later, it was to find James and Thomas kissing each other round a coconut tree, and Dad muttering unseemly things as he untangled the mess.

Nowadays, I do a mental kow-tow before every piece of wood I burn, and am very chary of making rash statements!—AMEL.



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Mr. E. J. Turner, Sydney mining engineer, sailed for New Guinea by the "Macdhui" on March 12 to make a comprehensive report on the Edie mine of Enterprise of New Guinea Gold and Petroleum Development N.L. A reefing proposition, the mine has been worked for several years by the Company, with varying results. It formerly was operated by Edie Creek Gold Mining Co. N.L., which went into liquidation.

Dr. G. R. Baxter, who recently was appointed Medical Officer of Health at Suva, Fiji, took up duties in March.

Mr. Allan McCay, the Wau dentist, arrived in Sydney from New Guinea by the "Montoro" early in April, en route to Melbourne. He recently sold his practice to Mr. Eric Weine, and will spend the next two or three years studying and taking dental degrees in England and America.

Unusual Arson Case in Samoa.

From Our Own Correspondent.

APIA, Mar. 14.

RECENTLY a case of arson with rather unusual features was heard in Apia High Court. A girl of Aleipata, eloped with a young boy, the son of Chief Lauu. The girl's family strongly objected to this elopement. While the girl's father deliberated with other village chiefs on the matter, his son and three friends, armed with knives and axes, went out to take revenge on Lauu's family.

Threatening the family, the boys proceeded to set fire to two houses belonging to Lauu. They were only prevented from doing further damage by the intervention of Rev. Dieter, who persuaded them to lay their arms down and extinguish the fire. One of the houses, however, was totally destroyed with all household effects, while the other was partly burned.

At the Court, the four natives pleaded guilty. The chief offender, Tui, was sentenced to one year in gaol, the other three receiving sentences of six and four months' imprisonment.

WAU-BLACK CAT ROAD

From Our Own Correspondent.

WAU, Mar. 24.

FOR years now there has existed a track from Wau (centre of the Morobe Goldfields, in New Guinea) to the miners at Black Cat; and now it is visible from Wau.

This "track" is said to be on the location of the recently-surveyed road from Salamaua to Wau, and its appearance as a definite highway on the mountain-side below the "Gap" may be the introduction of something bigger—the much-discussed and disputed Salamaua-Wau Road.

WHALE OIL AND COPRA.

JAPANESE whalers now returning from the Antarctic report that the number of whales there are steadily decreasing in numbers and the huge outfits being sent each year to the South by Anglo-Scandinavian interests and by Germany and Japan are finding it necessary to travel farther and scout wider. Nevertheless, it is calculated that the Japanese this season will produce an enormous total of whale oil—which must have a depressing effect on the copra market.

Rev. A. C. Hobson has taken up Chaplaincy duties at the Anglican Church, Apia, Western Samoa, replacing Rev. Canon F. Riley, who has returned to Australia.

Mr. A. E. Osborn has resigned from the B.S.I. Advisory Council. Dr. H. B. Hetherington has been appointed temporarily in his place, as an official member.

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AGENTS THROUGHOUT THE ISLANDS.

EMPLOYERS' TROUBLES IN NEW GUINEA

Some Pertinent Comment on Territory Affairs

WRITTEN FOR THE PACIFIC ISLANDS MONTHLY BY MRS. HELENA M. REX

I BELIEVE the administration is genuinely trying to administer justice to black and white alike in the Mandated Territory—no easy task for ordinary humans.

But the majority of residents who are in a position to criticise are very disturbed and shocked at some of the severe sentences passed on employers of native labour in the last few years. Away in the bush, or on a lonely plantation, the employer often has to be doctor, nurse and arbitrator to his labour. There is no Kiap or police-master around the corner to run to.

If the employer has a flash trouble-making native to deal with, he has two courses to pursue. He must master that native or throw in his job. Sometimes he hasn't that option; he must master that native or possibly be murdered. Insubordination spreads like a flash, and quick action has to be taken.

I have always maintained the average Government official doesn't know what the raw native is like. He has never dealt with one; there is always the go-between, the police boy. A native takes far more notice of another native than of a white man. He is well aware that the white man dare not lay a finger on him; not so his fellow native.

I think, if our cadets or patrol officers, at some period of their training, were sent to the bush with only raw natives to discipline, and no police-boys to aid them, they would quickly realise the impossibility of running a disciplined camp with their hands in their pockets, and would be more fair to the employer who does on occasion break the law by cuffing or hitting a native when driven to it. It only makes trouble to demand the impossible from people.

Once, I cuffed a native on the head with a dish. I didn't hurt him, and he admitted I didn't. However, the native was taken from me for a month. I paid his wages, while he grew vegetables for the police and washed floors for the Assistant District Officer's wife. To maintain I had assaulted him was both unfair and ridiculous.

On all sides, you hear employers complaining of similar treatment.

THE views of the missionaries (who, I fear, rather run the Territory) on this subject are worthless. They always have and always will deal in bribes. If it doesn't take the form of something concrete, it's a promise of Heavenly felicity to come. They do not play fair. They obtain from the Administration special concessions on the strength of their activities being of a spiritual nature. But that doesn't prevent them entering into the sordid, money-making businesses they affect to so despise. Many a small trader's

honest and legitimate business has been ruined by the Mission Stores. If they are going in for trade give them no concessions. It all has to be paid for out of the taxpayer's pocket.

Almost any employer of labour will fight shy of the mission product—he is so utterly untrustworthy—and I don't wonder at it.

IT seems to me that it is hard on the small miner in New Guinea that he should have to contribute so largely to the Administration funds. He has to pay a fee for this and a fee for that; a fee for signing on labour; for a licence to hold a revolver; and for another licence to use it; and so on. There is a never-ending call on his pocket, as well

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as the tax of 5 per cent. on all the gold he wins. Storekeepers, business men and officials are practically exempt from all taxation, as this tax is only on gold, and they have little use for firearms, and do little signing on and off of labour, that the miner and plantation owner has so much of.

I would like to see the small miner exempted from this 5 per cent. royalty tax on gold. He is a definite asset to such a country. He opens up and pioneers the country. Why can't the big companies bear the burden of the 5 per cent. tax? As is well known, they have had special laws enacted in their favour. They are holding up miles and miles of good alluvial ground that the mining laws were originally framed to make available for the small man.

If these companies were prohibited from working alluvial ground, the population of Wau would be fifty times greater than it is. There would have been a road to the coast long ago; farming, business and building would have increased beyond recognition. The money now pouring overseas would have been spent in the country. Although some directors and shareholders might still be using the humble tram, surely the prospector, the pioneer, is of more

importance to the country than he is now treated as being.

I AM in favour of the indentured labourers being given "hand-money"—that is, a percentage of their wages every month—instead of allowing it all to accumulate for the two or three years of their contract. If they get a little every month, say only 2/-, they get more pleasure, and so more reward for their work, and are not subjected to the temptation to steal.

It is a pity the trade stores are allowed to stock such tinsel rubbish as they do—mostly Chinese and Japanese junk. You can see to read through some of the lap-laps. No effort is made to teach the native to appreciate quality, or to spend his savings wisely.

EDITORIAL NOTE

ON the question "hand money"—the following is from an article in "Rabaul Times" of March 4:—

A matter that concerns both employer and employee is the new clause that pay shall be half current and half deferred. It concerns the natives because the prime cause of most of them in coming to work is to return home with sufficient capital to buy a wife, some worldly goods for their relatives and friends and to satisfy the tax collector. Under the new law the majority will return with but half. The other half either will be lost, stolen or spent and the sullen idea that they have been embezzled out of the other half. Very few take into consideration their current pay and judge their total by the amount re-

ceived at the expiry of their contract and for this reason the employer will find it hard to get "re-signs" or new recruits from that village.

ISLANDS SOFTWOODS FOR AUSTRALIA

A SHORTAGE of softwoods in Australia may mean that the Commonwealth will look to islands in the Pacific to fulfil the demand, said Mr. W. G. Nosworthy, of Melbourne, recently. He added that about 1,000,000 feet of logs was annually imported into Australia from New Guinea, in addition to timber from the Philippine Islands and British North Borneo, and Vanikoro kauri from the Santa Cruz group. There seemed every likelihood that the islands would eventually supply most of the needs of Australia in the softwoods trade.

Dr. N. B. Watch, M.B.E., of Rabaul, arrived in Australia by the March "Macdhui" from New Guinea on several months' leave. Dr. Rogers is at present relieving at Rabaul.

A fine cloak of plaited pandanus-leaf, once the property of the high chief Tamasese of Samoa, who was killed in an affray there in 1929, has been presented to the Dominion Museum (New Zealand) by Mrs. H. F. Dykes. It was presented to Mrs. Dykes' father, Mr. J. C. Westland, in 1922, when he was stationed at the Apia Observatory, and was the gift of Tamasese.

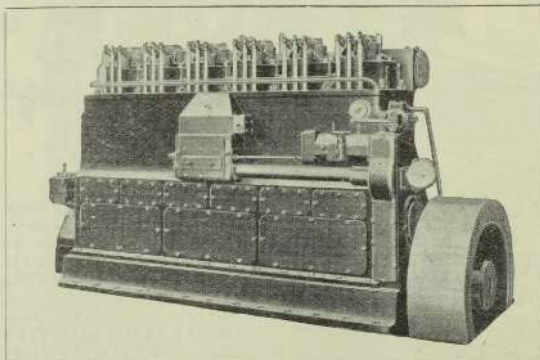
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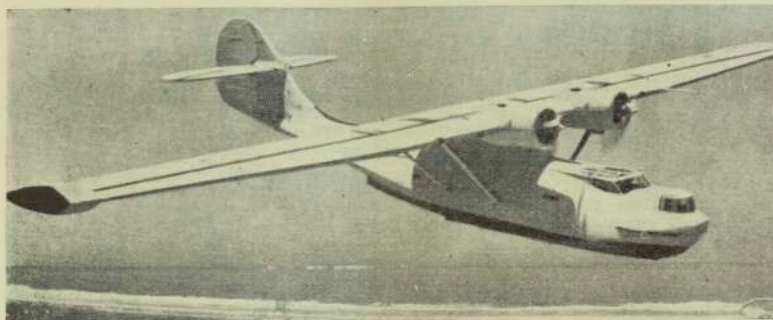
Pacific Islands Monthly, April 22, 1938

47

AMERICAN NAVAL STRENGTH IN THE PACIFIC

Secret Ship and Aeroplane Manoeuvres on Enormous Scale

By JOHN WILLIAMS



Over 250 of these twin-engined patrol bombers are attached to the American navy, mostly in the Pacific. They can carry 3,000 gallons of petrol, giving them a range of 6,000 miles. They are said to be the most heavily-armed naval planes in existence. In addition to dropping bombs, the planes carry guns in the front turret, also in a hatch just behind the wing, and also in a position just forward of the tail.

THE entire striking strength of America's Pacific fleet—155 warships, 600 warplanes and 80,000 officers and men—is being fully tested in Problem 19, this year's war games which will not end until the first week of May.

Problem 19 is involving a new defence strategy which only a year ago had not been worked out in detail by America's strategy board in Washington. It has caused the coining of a new term: aero-naval strategy.

Work it out: More than 5,000 miles of sea separate California and Japan, traditional enemies, whose navies bristle before each other in much the same way as do the forts on the Franco-German frontier.

Few warships have a cruising range to make the round trip across this great ocean without refuelling. But between America and Japan there are lots of hitherto unimportant islands, many of which are admirably suited for conversion into strategic air bases!

Consequently America is developing more than any other nation the performances of navy patrol bombers, which to-day have such long range that America has shuffled the disposal of her surface ships and replaced the scouting advance tactics of destroyers with her latest high-speed bombers.

The destroyers, under the new strategy, keep in closer to the main fleet.

It is this new strategy which will be severely tested in this year's war games.

America's defence front against Japan is along a curving 5000 miles line that starts at the west tip of the Aleutian Islands (only 2000 miles from Tokio) down through the Hawaiian islands to American Samoa, which is adjacent to the territorial waters of British-owned

islands in the South Pacific Ocean. The survey flights of Pan American Airways from Hawaii to Auckland

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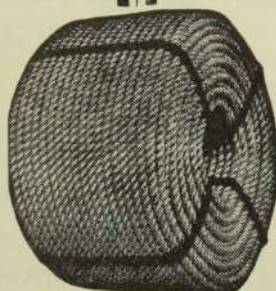
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amply proved that Kingman's Reef and Pago Pago, the landlocked harbour of American Samoa, are not ideally suited for all year operation of the latest (and contemplated) long range airboats.

John Bull and Uncle Sam swap technical details and it is obvious that, the better to protect their skins, their defence plans in the Pacific must overlap and thus dovetail. If the two great white races can't get together, what price the future of democracy?

Uncle Sam had been banking on Kingman's Reef and Pago Pago, according to ideas now some years old. However, aircraft have developed amazingly and they need more elbow room. So it was not surprising to observers that, in March, President Roosevelt (after two years' dicker with the British Foreign Office), with one of his grand gestures, "annexed" Canton and Enderbury Islands in the Phoenix group, although for years these isles had been actively occupied and surveyed by British units!



United States Navy 'plane in Apra Harbour, Guam. Note how these 'planes can be beached safely in the calm waters for survey and minor repairs. This beach extends for miles.

Canton's lagoon is fine for seaplanes, and Enderbury, with a little smoothing out, will make the finest natural airport for landplanes in the Pacific, so therefore Canton and Enderbury are the logical answer to Uncle Sam's prayers for better bases than Pago Pago and Kingman's Reef.

Thus, with Canton and Enderbury, Uncle Sam has more potent "teeth" in his front line against Japan. Another angle: John Bull was willing to let Uncle Sam have them because, to lighten the burden of defence costs and to greatly strengthen the united front against threats to democracy in the Pacific, it pays to toss a few islands into Samuel's eager lap.

Naturally, the commercial airline aspects of the islands will be heavy-pedalled by both nations in the same way as the same ballyhoo is used about Midway and Wake Islands, the U.S. navy bases west of Hawaii.

Months before the actual tactics of Problem 19 were commenced, the U.S. navy, without much ado, set about sprinkling assignments of its latest patrol bombers at bases from Panama and the Mexican border right around to the Aleutian Islands. This involved long mass flights, during which world records were established for such movements.

For example, squadron flights were made from San Diego to Panama (3080 miles nonstop) and to Hawaii (2500 miles nonstop). The new twin-engined sky cruisers demonstrated without the slightest fault or hitch, through fine and bad weather, a new power in guarding remote frontiers, reducing great Pacific distances to mere 20-hour flights! These results will make the Aleutians and the new air bases being developed at Wake, Midway and John-

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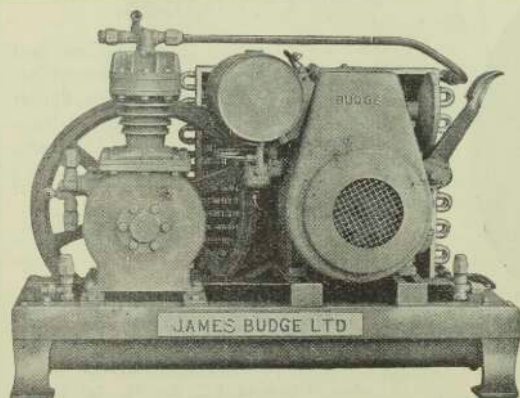
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ston Islands, play important roles in Problem 19's tactics. And it is known that the fleet will examine, under simulated war conditions, the potentialities of the undeveloped new bases at Canton and Enderbury.

Most potent new move, however, and one which is an outright gesture at Japan, is the navy's announcement that during Problem 19 exercises, and "probably for an indefinite period afterward", a squadron (15 planes) of the latest navy bombers is to be stationed at Guam, America's base right in the centre of Japan's mandated islands!

The only harbour in Guam suitable for navy purposes is Apra harbour, upon which the village of Sumay stands. The harbour was declared a closed port by presidential order in 1912. From 1921 to 1931 the U.S. marine corps had amphibian defence planes stationed there, and to-day Pan American Airways uses the hangars, etc., built by the marine corps on the shore of Apra harbour.

Apra is only 1300 miles from Japan!

The navy patrol bombers to be stationed at Guam need not depend on shore facilities. They will be "shadowed" by self-contained aircraft tenders, super-tugs which contain reserve gasoline stores and repair facilities. The bombers, moreover, are remarkably self-contained, which is only one of the features of their long-range patrol possibilities.

Where there is a navy air base there also is a highly technical weather reporting and radio system. Navy war games in the past have proven beyond any doubt the tremendous gains obtained from the expansion of weather forecasting facilities. Surface vessels that normally would run into bad weather for days on end, now can be forewarned and so dodge round storm areas in the same way as aircraft do.

This results in better economic (and thus strategic) use of all forces available.

These new navy bases, in a few words, mean that America is closing in, getting closer and closer, tighter and tighter, with her encirclement of Japan's threat to the democracies of the Pacific.

America has abandoned the "gentleman's agreement" she had during the term of the London Treaty with Japan, which means that no more will the American forces remain behind or east of the 180th meridian, but will go ahead with establishing and maintaining a bolder front, much closer to Japanese territorial waters.

Problem 19, at the President's personal orders, will sweep far south of the equator and virtually use British territorial waters, a potent gesture of friendship for Australia and New Zealand, two young countries that may now plan and work for the future of Pacific democracy in the friendly shadow of America's great striking power!

It is Mr. Roosevelt's personal interest that is affecting other angles of Problem 19, too. He has ordered that, for the first time, newspaper reporters and photographers cannot accompany the fleet in the war games.

He has ordered complete silence of the high command in connection with

details of the games in the Pacific.

He has ordered a large zone between the Mexican border and San Diego navy base as closed to all ships and aeroplanes, thus making it a secret zone in which will be carried out highly technical bombing tests with the latest devices for greater accuracy.

He has ordered the storing of extra supplies, mainly of oil and gasoline, at such an out-of-the-way place as Pago Pago.

President Roosevelt means business. He is the master of grand gestures.

Rev. Father F. Lyons, a missionary stationed in the Samarai district of Eastern Papua, is at present in Sydney, undergoing medical treatment.

Sir Maynard Hedstrom has been elected chairman of directors of Pacific Insurance Co. Ltd., Suva, in succession to Sir Henry Marks, C.B.E., who recently resigned. Mr. B. H. Marks has been appointed a director of the Company.

Captain A. V. Johansson, of Messrs. J. R. Clay and Co.'s schooner "Royal Endeavour", of Papua, is at present on leave in Australia. Captain A. Markwell is temporarily in command of the vessel.

Mr. S. Smith, Accountant of the Papuan Treasury Department, has been appointed Treasurer of the Territory in succession to Mr. E. C. Harris who last month retired on superannuation.



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Miss Ivy Leslie, well-known in the Morobe District, New Guinea, arrived in Australia by the April "Montoro". She will shortly leave on a world tour, the greater part of which will be spent in travelling through Great Britain.

Mr. G. R. Edmonds, who has been acting as manager for the Union Steam Ship Co. Ltd. at Rarotonga, returned to New Zealand from the Cook Islands by the March "Matua" to take up duties at the U.S.S. Co's Wellington office.

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RAROTONGA, Mar. 12.

MR. VALENTINE G. A. F. SAVAGE, school teacher, was married on February 16 to pretty Miss Eliza Tutana Snow, in the L.M.S. Church, by Rev. Mr. Challis.

Two "Umu-Kai Maata" (Big Feasts) were given in their honour. The feast at mid-day was given entirely by Mrs. Stephan Savage, step-mother of the bridegroom, assisted by her many Manihiki friends. After the guests had done ample justice to the super-abundance of good food, they were entertained by song and dances given by the Manihikians. The ball given that night, was, by the untiring efforts of the two families, another huge success. Young "Val" is the son of our well-known Stephan Savage, recognised as one of the authorities on the Maori language and Polynesian mythology. His nearly-completed dictionary of the Cook Island language will be the standard work on that subject. The bride belongs to an old Tahiti family, which is related to the Royal Family there.

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WOMAN'S APPEAL UPHELD

MRS. FLORENCE MARION COX, of Wau, New Guinea, in the Supreme Court, at Rabaul, on March 4, appealed against sentences imposed upon her by the District Court at Wau some time ago, regarding payment of a hotel account owing by her to Wau Hotel Limited. The grounds of the appeal were that Mrs. Cox, being a married woman, was not personally liable for the debt; and that, in any event, she had been refused her right to give evidence on her own behalf during the hearing at Wau. Mr. Justice Phillips upheld both appeals, set aside both convictions, and remitted both cases to Wau for re-hearing. Mr. Anthony Kelly appeared for Mrs. Cox and Mr. Erwin Cromie for Wau Hotel Limited.

Rugen Harbour Plantations, Limited and Rugen Coffee Estates (No. 1), Ltd., both associated with the coffee-growing industry in New Guinea, have been voluntarily wound up.

A new, double-seater Fox Moth Aero-plane was shipped to Guinea Airways, for use in New Guinea, by the "Montoro" early in April. It takes the place of the G.A. Fox Moth recently destroyed in an accident.

Trees the Tourist Sees in Suva

ON seeing the Suva Botanical Gardens, bright with colour, the home of many valued plants and trees from other lands, as well as a refuge for some less-known Fijian shrubs, the visitor would scarcely believe that less than 100 years ago this peaceful spot was the scene of what has been called "the fiercest and bloodiest fight in Fiji's history!"

Before and in 1843, these Gardens were the site of a flourishing and fortified Koro, whose inhabitants were killed and their town burnt ruthlessly to the ground. Even 50 years ago, both moat and rampart were still to be seen intact.

Not very far away was the landing-place, called the Ucu-ko-Bau, because there the Bau canoes were in the habit of landing their fighting men, after they had sailed past the town, with their masts erect and streamers flying, while the conch shells blew and the lalis thundered. At that epoch Suva and Bau were very friendly. The kaisi, or common people, came ashore at Vuni-vesi—at the spot where now stands the fine Grand Pacific Hotel.

Interest centres on the Gardens, and is well repaid with pleasant vistas of Royal Palms in their stately array. These are, of course, not indigenous, but were brought from the West Indies; they have taken kindly to their new

habitat, in spite of being at times spoken of as "bottle trees". They are a gallant sight standing, as it were, as sentinels always on guard, close to the residence of the Governor!

There are no mounted guns in evidence, but a "cannon-ball" tree is always the cynosure of all eyes, for it is strangely foreign and yet really beautiful. It is the interesting "Couroupita guianensis", its classical name telling us that once its home was in Guiana.

A very fine specimen of the "Eleocharpus cyaneus" is sure to attract the eye, for this beautiful tree has grown to a goodly height, and is a handsome representative of the family of the "Tiliaceae". To Australians, it is doubtless familiar, for it is known there as the Blue-berry Ash. The flowers are white and resemble those of the "Hinai" (Lily-of-the-Valley tree) of New Zealand. "Hinai" may be taken to mean sap-shrub—in the Maori language "Hi" is sap, and "nau" represents shrub.

A percentage of the leaves of this tree in the Botanical Gardens turn a very beautiful crimson colour after fruiting time is over. The fruit is a bright blue round berry, about the size of a marble, and when the skin is removed a crinkled brown nut is revealed. In some countries a number of these nuts when dried are threaded on elastic to make necklaces, bracelets, etc., for the visiting tourists.

Space forbids further description, but the "Lagerstrormia indica", with its beautiful mauve flowers, the many-coloured "Butterfly" trees, as well as the "Cassias" and "Caesalpinia pul-

cherrimas", and a score of others all enamour the tourist with the beauty of the trees of Suva.—H.B.R.P.

PAPUA'S SUPERANNUATION FUND

From Our Own Correspondent

PT. MORESBY, Mar. 28.

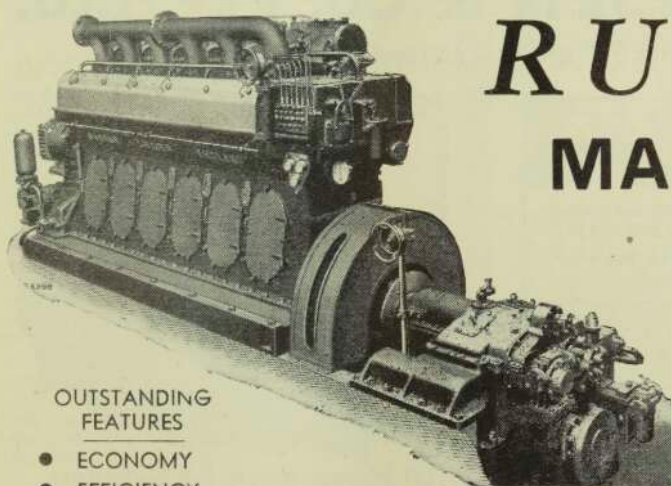
THE Report of the Superannuation Fund Board discloses that 37 Papuan officers received superannuation allowance during the year amounting to £10,260. Contributions paid to the Fund by 143 officers totalled £3,178. The Papuan Government paid £15,523.

Interest on investments brought in £1,191. These investments were £29,840 in Commonwealth 4 per cent. Loan, and £10,000 on fixed deposit with the Bank of New South Wales at 2½ per cent.

Right Rev. L. S. Kempthorne, M.A. (Oxon), Bishop of Polynesia, whose headquarters are at Suva, Fiji, will pay a visit to Ocean Island and Nauru in June next. He will then go on to Australia, where he intends to spend six weeks.

Mr. R. B. Perriman, manager of Messrs. W. R. Carpenter and Co. Ltd.'s branch at Rabaul, New Guinea, reached Sydney by the "Tanda" on March 24.

Mr. Allan Lovell, of Burns, Philp and Co. Ltd., Wau, reached Sydney from New Guinea in April, on three months' furlough.



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THE DILEMMA OF AH FU

A True Story of Rarotonga in the 'Eighties

BY JULIAN HILLAS

(Rarotonga, prior to its annexation in 1900, was nominally a British Protectorate. But, until well after the events described in the following sketch took place, official supervision was of the slenderest, government being in the hands of a Native Council directed by the ruling Ariki, or Chief—at that time Queen Makea Takau. All the characters mentioned now are dead with the exception of "Amos Beere"—who under his own name enjoys the distinction of being one of the oldest white residents in the Group).

AH FU shuffled on to the verandah, the heels of his wooden slippers slap-slapping on the board floor. By leaning over the low railing he could have touched the people passing along the road below; men in scarlet and white pareus, women and girls in ankle-length Mother Hubbards and children in very little at all.

But Ah Fu was not interested in the people of Rarotonga on that particular afternoon in 1885. His thoughts, masked behind inscrutable almond-shaped eyes, were on his recent interview with Chang Ho. Chang Ho smoked opium and lived in a big house on the shady waterfront, while he, Ah Fu, slaved from morning till night as manager of the galvanised iron store in Avatieu. Chang Ho had complained that the business was not making enough money.

Ah Fu nodded to himself like a little soapstone Buddha which had been trans-

planted from its native element and was out of place here in the South Seas. Just as if any store could be expected to do well while Wong Li lived on the premises. Bitterly, but unsuccessfully, he had opposed the coming of Wong Li.

That was four years ago. How clearly he remembered the arrival of the dried-up Cantonese. A schooner from Tahiti had berthed overnight and, in the morning, Chang Ho went aboard; and, when he came on shore again, Wong Li accompanied him.

"Velly sick man", Chang Ho had said. "Maybe he die velly soon. Maybe not. You put him in the room at the back and feed him. See?"

Ah Fu had seen a good many things since then. From the outset, his guest seldom left the lean-to at the rear of the store and Ah Fu, who preferred eating alone, sent him in his meals by the man-of-all-work. Occasionally they met in the yard, or on the verandah, and then he would notice that the Cantonese kept his hands hidden beneath the folds of his wide sleeves.

But in those halycon days of the early 'eighties trade was brisk and he was too busy to think much about Wong Li. The astringent, faintly rancid odour of copra filled the store continually; barrels of

coconut oil stood ready in rows for shipment; and in the compound, a great pile of iridescent pearl-shell flashed with multi-coloured fire as the sun struck down on its smooth surfaces. In exchange for these things, Ah Fu sold bolts of cheap printed cottons, rolls of scarlet and white pareu cloth, tobacco, ships' biscuits, fish-hooks and all the hundred and one articles with which Chang Ho sought to beguile the brown man from his carefree, unproductive existence in a Garden of Eden, where the serpent had a pigtail and slanting eyes.

They had been good times, indeed. Had been. The frown on Ah Fu's parchment-like face deepened as he recalled a certain evening when his store-boy had given notice.

"I not work here any more. No more back to-morrow. That fella belong 'um China too much sick".

Ah Fu pressed for details.

"You no savvy that sickness?" The store-boy spat expressively in the thick dust. "You go look see. Him leper man. I not stop here any more. No blurry fear!"

Ah Fu, having verified this for himself, hurried to Chang Ho. But the latter scarcely listened. . . . Wong Li and he were members of the same tong. Besides, had not the Cantonese paid him well that he might be allowed to end his days in Rarotonga? Ah Fu must be patient. Wong Li would die soon, anyway.

But, from then, business had fallen off. Groups which used to collect on



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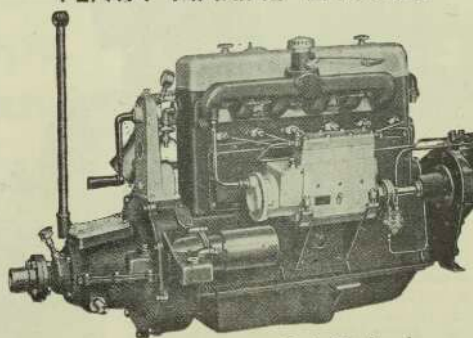
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the verandah, gossiping in the cool late afternoon, no longer formed. Customers who formerly lingered over their shopping now scuttled home as quickly as possible; and the more cautious ceased coming at all. People talked, and the Native Council, feeling that some action was necessary, officially waited upon Chang Ho, who received them suavely, professing his own ignorance of Wong Li's condition until just recently. He agreed with them that it would be difficult—if not impossible—to find any shipmaster willing to carry such a passenger . . . Patience . . . The Council, fuming inwardly, but baffled by this Oriental urbanity, filed out in silence.

As the weeks turned to months, and Wong Li continued to occupy the lean-to, a gradual change came over Ah Fu. Daily he made a practice of inspecting the former, peering quietly at him through a crack in the flimsy matchboarding. The progress of the disease grew into an obsession. At first, only the hands had been affected; but, later, a curious puffiness appeared indiscriminately and this, assuming a putty-grey pallor, subsided into soft ulcerous sores at mouth, nose and ears.

Towards the end of the second year, Ah Fu made one concession to his business instincts. Without consulting Chang Ho, he erected a wire enclosure, twelve feet by twelve, and inside built a tiny palm-leaf hut. Into this he herded the still mentally alert but bodily decaying creature who was his guest.

Here, Wong Li at once became an object of morbid public interest. Leprosy was rare, and natives visiting Avatieu from the outer villages were taken along in the hope of obtaining a glimpse of the unfortunate man. Twice daily, food was pushed between the lower strands of the cage, and bystanders considered an hour's vigil well rewarded if they saw the almost shapeless stump, which served Wong Li for a hand, reach out from the hut and scoop in the basin of food.

And so passed another and another year. Ah Fu's sparse black hair was shot with grey, his thin moustaches drooped miserably and over his high Mongolian cheek-bones the skin was yellow and veined like old ivory.

But, if Ah Fu had fared badly, there was one whom the passage of Time altered beyond recognition. Wong Li was now literally dropping to pieces.

Four years . . . and yet that very day Chang Ho had had the temerity to infer that somehow the fault lay with Ah Fu. Further, he even managed to insinuate that the latter was responsible for Wong Li's longevity.

AT this point Ah Fu's meditations were interrupted by a short stocky European in dungarees and a high-crowned rito hat. Ah Fu pushed his stool against the wall and followed the newcomer inside.

Amos Beere, trader, planter and one-time mate of an Islands schooner, leaned on the counter. He had rather a liking for the little shrivelled-up Chinaman.

"How's that leper pal of your'n gettin' along?" he asked, "Ain't 'e dead yet?"

"Him never die, I think", Ah Fu shook his head sadly. "Velly bad my business this time, Amos".

"Sure—that's right. It's a pity there ain't no way of gettin' rid of him—not as 'ow I'd care to 'ave 'im aboard. I suppose you never heard tell 'ow much Chang Ho got for lettin' him stop

over? I'd say myself it was a tidy bit". Amos winked confidentially. "You Chinks don't start off for China without a few quid in your pocket—an' yet I'll bet you've never seen any money on Wong Li. 'Ave yer now?"

Ah Fu confessed that he had not and Amos, pushing the wide-brimmed hat further on his head, prepared to leave. At the door he paused. "Mind you", he continued, "There ain't no law worth

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of helping. I don't expect anyone would ask no questions, either, if they was to hear 'e'd died kind of sudden. Wot I mean is that if business is bad, it's yer own fault—if yer get wot I'm drivin' at".

WHEN Amos had gone Ah Fu remained for a minute or two lost in contemplation. Amos's words had drawn up to the surface hitherto submerged thoughts and given them definite shape.

He shuffled back onto the verandah. The sun had sunk lower and hung, an amazing orange globe, above the dark blue of the ocean where the latter melted into the paler blue of a late afternoon sky. Behind him, the hills reached up swiftly in a flying buttress of naked peaks and serrated battle-

ments, flood-lit by the tawny blaze of sunset. On his left, a grove of palms bent before the steady drive of the trade-wind and, from seaward, across the road facing the store, came the incessant boom of breakers along the coral reef, rising to hollow thunder as the white lines of running surf went charging down the crescent sweep of the coast.

But Ah Fu was not interested in these things. His squinting yellow eyes rested on the wire enclosure into which he could easily have pitched a stone from where he stood. The more he thought about it, the more obvious Amos's meaning became. Who, after all, were likely to concern themselves with what happened to Wong Li? The Council? The old Queen in her ramshackle palace? He dismissed them both immediately. There only remained the rare British warship which visited the island—"Commodore's Law"—and this, also, he felt it might be safe to disregard. For some time, the question of just how to set about things worried him, for he was by nature a methodical creature, and liked to round off his actions in a neat and orderly manner.

And then, abreast down the darkening road, came the answer to his problem. "Jacky Coconut" and "Monkey", Rarotonga's two hardest-case natives, arm in arm and open to any proposition which held out hopes of rum, money or women—but preferably rum.

Ah Fu leaned over the verandah rails and called gently to them.

IT was evening, and the main doors of the store had been closed for some time. An oil lamp bit feebly into the gloom of Ah Fu's room, at the back of the building, illuminating faintly the faces of six men who sat around a stone demijohn, from which came the fine fruity odour of old Jamaica.

"Jacky Coconut", a bronze-red mountain of a man, with a ragged palisade of broken teeth, wiped the loose earth off his hands as he stretched across for the glass which Ah Fu held out. Beside him, the wizened "Monkey" was already drinking, the lamplight glittering on a bead of rum where it clung like a great ruby to the hairs on his unshaven chin.

Amos Beere, who had dropped in casually, and stayed to broach the demijohn, glanced at their host.

"Wot's up?" he enquired, "Gettin' flush with money, ain't yer? Entertainin' an' all that kind o' thing".

But Ah Fu was plainly ill at ease, and he avoided the planter's eye.

"Wong Li velly sick to-day. I look see this morning, an' then I think maybe he going to die soon. So I get 'um Jacky an' the boys to dig grave all same ready put him in quick".

Ah Fu plied his visitors with the fiery spirit, drinking nothing himself and remaining, by his own sobriety, a barometer of the company's intoxication. The rum gradually loosened their tongues. Names, woven into the very fabric of Islands history, were banded across the room. "Monkey" had sailed under the famous blackbird, Bully



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The old store of Ah Fu still stands in Rarotonga. It was in the yard behind this building that the leper was kept, in a little hut.

—Photo. taken recently by W. H. Watson.

Hayes; Amos had been mate of a trading schooner on which the adventurous John Salmon eloped with the young Queen of Arorangi, but was pursued and brought back by her powerful kinswoman, Makea Takau. Men and women, pearls, copra and trocas shell—the talk ran on interminably; and all the while Ah Fu watched them and waited.

Amos was the first to go under. His voice thickened and once or twice he almost slipped off his box. Ah Fu then judged that the moment had come for putting into execution the second part

of his plan, and he quietly replaced the cork in the demijohn.

"You drink 'um all up by-an'-by", he said to the four natives. "This time you go look see Wong Li. I stop insides with Amos".

They rose unsteadily to their feet, and he pushed them through the door. In the yard, Jacky Coconut took charge. Picking up two long poles which had been prepared during the afternoon, he led the way across to the wire enclosure. A coldly metallic moon patterned the ground with strange shadows, and sil-

vered the ash-grey fronds that composed the walls and roof of the hut, in one corner. A furry brown flying-fox passed overhead in zigzag flight, its shrill cry fading away as leathery wings bore it swiftly inland.

Kicking open the door, Jacky Coconut peered inside. "Bring a light", he directed while one of them rolled a palm-leaf torch. Crackling red flames, he thrust this before him through the doorway and, for a moment, even his rum-deadened nerves jumped horribly as Wong Li, roused from sleep, pushed aside the pile of rags which covered his body. All but faceless, and thrice terrible in that lurid light, he stared at the intruders.

"What you wantee me for?" he quavered.

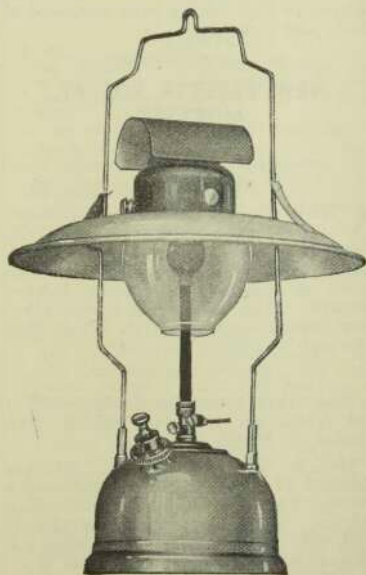
"We take you 'nother place", Jacky Coconut informed him, "You keep quiet".

They slid the poles under him, improvising a kind of sedan-chair by means of the mat on which he lay and to which he now clung desperately. Their burden was pathetically light, and they swung clear of the enclosure at a jog-trot, heading for a patch of sandy ground on the beach side of the road. It was an eerie procession, silent except for the flip-flap of their bare feet in the dust, and as they went the tall warden shadows of the trees seemed to march with them.

Perhaps Wong Li sensed the strangeness of this journey.

"Where you taking me?" he called out; and when "Monkey", with an oath,

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told him he beat feebly on the poles with his mutilated hands. "But I not dead man yet. I not dead", he moaned, his voice thin with a nameless terror. "Then you damn well should be", they shouted back, and the grim cortege proceeded, Wong Li continuing his fruitless tattoo.

At a point where the palms screened

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Surfers on the septic sand
Loathe to sprawl and mostly stand;

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Woods' Great Peppermint Cure,
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them from the road, the four men halted, setting down their burden beside a freshly-dug pit. Jacky Coconut examined the grave critically, measuring with his eye both its capacity and the object for which it had been prepared.

"Lift him up", he ordered; and under his direction the poles were held parallel with but above the opening; and, the ends of the mat slipping over them, Wong Li descended by his own weight into the hole.

Seeing the fate which awaited him the unfortunate creature struggled weakly. As he touched bottom "Monkey" reached down and turned two sides of the mat inwards, folding them over the Chinaman like the flaps of an envelope. On this, the others began shovelling earth, those who were without spades using their hands.

During a pause, Jacky Coconut leaned over the grave. The soil stirred with minute tremors and very faintly the voice of Wong Li could be heard calling "Me no dead yet".

Jacky Coconut bent lower. Spittle, running from the corners of his great bull mouth, trickled into the pit.

"You no dead yet, Wong Li?" he chuckled, "Never mind—you soon will be", and, springing to his feet, he set to shovelling again, never stopping until the grave was a cylindrical mound, which they then stamped level with the surrounding ground.

"We go now an' finish the rum", "Monkey" shouldered his spade with the satisfied air of a man who has successfully accomplished a difficult task, and the others followed him up the path without a backward glance at the dark rectangular patch under the slow-rocking sentinel palms.

Their entry roused Amos Beere from the half-sleep into which he had fallen. He sat up and looked at them with fuddled curiosity.

"Where you bin?" he demanded, "What you bin doin' outside?"

But it was Ah Fu who answered, and a great weight seemed to have been

lifted from the little storekeeper. "Velly sad business, Amos", he said impassively, "Wong Li he die an' these boys put him in ground for me. Velly good boys".

"So 'e died at last, did 'e? When was that?"

"Wong Li dead now", Ah Fu repeated, uncorking the demijohn. "You have 'nother little drink, Amos, an' then go 'long home. We not worry any more for Wong Li—he too much dead now I think". And for the first time that night, Chang Ho's manager drained a tumbler of the old Jamaica.

VETERAN FIJI MISSIONARY RETIRES

BY the "Monterey" which reached Melbourne from Suva at the end of March, there arrived Rev. C. O. Lelean, who has just retired from the Chairmanship of the Fiji Methodist Mission after having given nearly 35 years of service in the Colony. He has reached the age limit and has relinquished active work in the mission field after having most successfully directed Methodist affairs in Fiji for many years.

Entering the ministry in Tasmania, he was in charge of various circuits there for 10 years and was then appointed to Fiji, in 1902. For 32 years he served conspicuously at Bua, Nailaga, Ba, and Davuilevu, and then returned to Australia for two years to recoup his lost health. In 1936 he went back to Suva as District Chairman for a two years' term.

Mr. Lelean's successor in Fiji will be Rev. William Green, who will reach Suva from Australia in May. The latter has already served the Methodist Church in Fiji, having been stationed at Rewa and Levuka.

NEW FREEZER FOR PT. MORESBY

From Our Own Correspondent.

PT. MORESBY, Mar. 29.

A NEW freezer is being constructed for the Port Moresby Freezing Co. Ltd. It will be up-to-date and much larger than the existing one, and will stand at the far end of the Picture Theatre. The volume of business has been increasing to such an extent that this has become a necessity.

Miss Stock joined the nursing staff of the Namanula Hospital, Rabaul, New Guinea, in March.

Mr. R. S. Thacker, K.C., Attorney General of Fiji, has been appointed a Puisne Judge in Kenya, British East Africa. After four years' service in Fiji, he is now on furlough and will proceed shortly to his new post.

Mr. W. S. Patterson, M.A., of N.Z., is a new worker for the Fiji Methodist Mission.

FREEMANS

For Quality Goods at Low Prices

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Between Park and Market Streets.)

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GOLF SETS.

"J. A. Kirkwood" Hickory Shaft Matched Golf Sets; special rustless heads made in Scotland, including mid-iron, mashie, putter and brassie-driver, in leather mounted waterproof canvas bag. £2/6.

"J. A. Kirkwood" Steel Shaft Matched Golf Sets; latest heavy ridged back design, rustless heads made in Scotland, including mid-iron, mashie, putter and brassie-driver, in leather mounted waterproof canvas bag. £6/6.

All well-known makes of Golf Equipment and Sporting Goods of every description always in stock. Enquiries invited for particulars of goods in which you are interested.

Camping Equipment.

TARPAULIN SPECIALS!

Waterproof Tarpaulins, made from superior quality canvas and duck. All tarpaulins are less seam measurements. Special sizes made to order.

10oz. duck, 6 x 8, 13/6; 8 x 10, 19/6; 10 x 12, 24/6; 12 x 10, 31/6; 12 x 18, 39/-; 12 x 15oz. Duck, 6 x 8, 18/6; 8 x 10, 24/6; 10 x 12, 33/6; 12 x 18, 47/6; 12 x 18, 52/-; 14 x 18, 60/-.

"Birkmyre", green or khaki, 6 x 8, 25/-; 8 x 10, 37/6; 10 x 12, 57/6; 12 x 18, 86/-; 12 x 18, 94/-; 14 x 18, 102/6.

12 x 8 Lean-to Auto. Tents, 15 oz. duck roof, 10 oz. duck walls, with poles, ropes, pegs, bags, etc. £2/19/6.

All Camping Equipment made to order. Send your order now.

Saddlery.

We specialise in High-grade Saddles made of best quality materials throughout. Strong guaranteed trees and first class workmanship.

All metal work guaranteed Solid Brass. Strong High-grade Saddles in Stock. Kemp or Foley styles. Strong guaranteed trees, narrow grip, firm pads, best quality flaps and skirts mounted with leathers, girth, and 3-bar N.P. irons. £3/19/6.

High-grade Station Saddles, in Kemp or Foley styles, deep comfortable kip seat, narrow grip, wide leather facings at back, strong firm pads, extra long kip flaps and skirts, mounted with leathers, girth, and 3-bar N.P. irons. £4/19/6.

Very Fine High-grade Super Station Stock Saddles, built on strongly plated, guaranteed trees, deep comfortable hogskin seat, with 4½ in. dip, narrow, grip, wide leather facings at back, very firm 5½ in. strong capped pads, raised thigh pads, extended leather points, extra long flaps and skirts made of long wearing flexible kip, mounted with bevelled leathers, girth, and 4-bar N.P. irons. £6/19/6.

SPECIAL SADDLES MADE TO ORDER.

Jewellery Specials.

Gent's Modern Shape "Starlex" Chrome Wrist Watches; jewelled lever movement, luminous dial, leather strap. 19/6.

Men's Latest Square-shaped "York" Lever Wrist Watches; 15 Jewelled movement, Chrome Link Band. 39/6.

Gent's Chrome 7-Jewelled Lever Watches, on leather band. 29/6.

Men's 10-year Guaranteed Gold-filled Wrist Watches; 15 jewels, 5 adjustments, very latest smart shapes. 45/-.

Gent's Solid Gold-filled Wrist Watches, modern shapes, 15 jewelled movement, luminous dial, leather band, complete with presentation case. 55/-.

"Fenchurch" Solid gold-filled Gent's Wrist Watches, latest square shape, 15 jewelled, shock-absorber movement, latest modern dial, Rolled-gold Link Band, complete with presentation case. £4/15/-.

Lady's Chrome Wrist Watches, latest miniature shapes, on chrome link band. 39/6.

Lady's 9ct. Gold Wrist Watches, ultra smart shapes, 17 jewelled movement, 5 adjustments, 44 hr. time-keepers. 59/6.

Lady's Solid Chrome Wrist Watches, brilliant studded bezel, dainty baguette shapes, complete with double-rope moire wristband, with presentation case. 75/-.

Chrom. STOP WATCHES, Swiss made, 1-5 or 1.10 second, "Floretta" Levers, Guaranteed accurate racing Time Pieces. 27/6.

Postage Paid on all Jewellery Orders.

Sewing Machines.

"Pinnock" Hand Sewing Machines, torpedo shuttle, slightly used, perfect order. 75/-.

"Rowley" Hand Sewing Machines, torpedo shuttle, slightly used, perfect order. 65/-.

Powerful Field Glasses.

Extra-powerful Field Glasses, centre focus, complete in case. 21/-.

High-power Field Glasses, centre focus, special knuckle joint. 35/-.

"Lumiere" Paris, High-power, Field Glasses, centre focus, with case and strap. 35/-.

Extra High-power, Marine Glasses, day and night use, centre focus. 45/-.

High-power Super Dreadnought Marine Glasses, extra wide optics, with case, 50/-.

High-power "Loren" Field Glasses, centre focus, 4 x 36 wide vision, complete with leather strap and case. 59/6.

"Audemair", 8 x 30 Prismatic Field Glasses, extra-wide optics, central and individual focus, complete with strap and case, £6/10/-.

Carl Zeiss Field Glasses, 6 x magnification; slightly used, with case. £6/19/6.

Carl Zeiss Field Glasses, 8 x 30 magnification, wide vision, slightly used. £11/15/-.

"Goetz" Field Glasses, 6 x 24, individual focus, slightly used, with case. £6/15/-.

Postage Paid on all Field Glass Orders.

Musical Instruments.

Ukeleles: Complete with set of strings, Free Tutor. 10/6.

Steel Guitars, beautiful tone, Free Tutor, 35/-.

"Harmony" Guitars, beautiful tone, nicely finished, Free Tutor. £3/19/6.

"Harmony" Guitars, professional model, pearl position dots, beautiful finish and tone. With Free Tutor. £6/6/-.

Guitar Cases, 19/6. Set of Picks, Steels, 4/6 per set.

Cameras.

Vest Pocket Cameras, slightly used. 17/6.

1A Kodak Folding Cameras, double lens, slightly used. 27/6.

Agfa "Speedex" Folding Cameras, 16 photos, built-in filter. 37/6.

Agfa "Record" Folding Cameras, F7.7 anastigmat lens. 37/6.

Voigtlander "Brilliant" Cameras, F7.7 Voigtlor lens. £2/18/-.

"Welta Trio" Cameras, 4.5 lens, compur shutter, 1 sec. to 1/250th. £6/5/-.

"Leica" Cameras, 3.5 lens, 5 c.m. focus and appropriate viewfinder, focal, plane shutter, 1/20th to 1/500th secs. £22/17/6.

Postage Paid on all Camera Orders.

Typewriter Bargains.

Slightly used.

Corona, 3-Bank, Portable Typewriters, in case, perfect order. £5/19/6.

Corona, 4-Bank, Portable Typewriters, in case, perfect order. £8/15/-.

Remington 4-Bank Portable Typewriters, in case, perfect order. £8/15/-.

Bicycles.

Good Strong Bicycles, slightly used, fixed or free wheel, with brake, in good order 45/-.

Gent's Roadster Bicycle, free wheel, electric dynamo and lamp, handbrake, good tyres and tubes, slightly used. £3/15/-.

"Speedwell" Bicycle, Club-racer, brazed on back stays, free wheel, tapered frame, handbrake, slightly used. £4/19/6.

Brand-new Gent's "Oxford" Special Roadster Bicycle. Equipment: Brake, lamp, tools, free wheel. £5/19/6.

Gent's Brand-new "Oxford" Club-racer Bicycle, fully tapered frame and forks, brazed on seat stays. Equipment: "Fitz" H-bars, side-pull brake, double-sided hub, Endrick rims, "Dunlop" black and white tyres, Speedo. Complete Cycle. £8/19/6.

Lady's brand new "Oxford" Special Cycle, fitted with free wheel, dress nets, chain guard, mud guards, spring top saddle and handbrake. All English fittings throughout. A variety of colors. At the amazing price of. £6/19/6.

WE STOCK EVERYTHING. WRITE FOR YOUR REQUIREMENTS. GOODS FORWARDED V.P.P. OR SIGHTDRAFT. SERVICE AND SATISFACTION GUARANTEED. PLEASE ADD FREIGHT. ALL PACKING FREE.

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HONEST VALUE.

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SYDNEY, New South Wales.

N.G. PUBLIC SERVICE

THE following particulars concerning staff appointments and transfers in the N.G. Public Service was issued by the Government Secretary, Rabaul, on March 3:—

PERMANENT STAFF TRANSFERS.

Public Health Dept.:—R. T. Squires, Medical Assistant, Gasmata to Madang; J. H. L. McGuigan, Medical Assistant, Rabaul to Kavieng; A. E. Wilkinson, Medical Assistant, Talasea to Rabaul; M. C. Mann, Medical Assistant, Wewak to Rabaul; A. R. K. Atkinson, Medical Assistant, Kieta to Rabaul; J. Lockhart, Health Inspector, Rabaul to Wau; R. G. Pickwell, Medical Assistant, Rabaul to Kieta.

District Services Dept.:—G. Stevenson, Cadet, Rabaul to Salamaua; L. G. R. Kyngdon, Cadet, Wewak to Rabaul; F. H. Moy, Patrol Officer, Wewak to Salamaua; J. A. Grant, Cadet, Madang to Rabaul; M. H. Wright, Cadet, Madang to Rabaul; J. A. Costelloe, Patrol Officer, Kieta to Rabaul; R. E. Styanis, Cadet, Talasea to Rabaul; J. K. McCarthy, Assistant District Officer, Buks Passage to Rabaul; R. M. Farlow, Patrol Officer, Rabaul to Buks Passage; T. G. Aitchison, Patrol Officer, Rabaul to Kieta; H. W. Evans, Clerk, Rabaul to Manus.

Surveys Dept.:—G. E. Ballam, Surveyor, Rabaul to Salamaua; D. A. Madden, Surveyor, Rabaul to Kavieng; A. R. Miller, Surveyor, Wewak to Rabaul.

Agriculture Dept.:—W. A. Mossman, Inspector and Instructor, Kavieng to Rabaul.

Treasury Dept.:—T. R. Walsh, Linesman and Mechanic, Wau to Rabaul.

Public Works Dept.:—H. P. Barrie, Roadmaster, Rabaul to Kokopo.

Customs Dept.:—J. Laird, Schooner Engineer, Manus to Rabaul.

TEMPORARY APPOINTMENTS.

Government Secretary's Dept.:—Miss S. Boyle, Typist, Crown Law Office; Mrs. E. E. Clyne, Assistant Teacher, Education Dept.

Public Health Dept.:—Mrs. I. Walsh, Nurse.

District Services Dept.:—A. H. Miller, Chainman; W. Scott, Chainman.

Public Works Dept.:—J. P. McGrath, Roadmaster; C. E. Bignell, Overseer Native Labour; G. M. Broad, Draftsman; H. D. McLennan, Overseer Native Labour; G. A. Hatley, Roadmaster; E. C. Condren, Roadmaster.

Suggestions that the shipping service from the Pacific Coast to New Zealand, discontinued nearly a year ago by the Oceanic and Oriental Navigation Company, might be resumed, have been made in Auckland. At present the Union Steam Ship Company is maintaining the only purely freight service across the Pacific to the Dominion.

THE HOMESICKNESS OF POLYNESIANS

Pitcairners Who Went Home

WHEN we came to Papeete many years ago, we were interested to find there a colony of Pitcairn Islanders.

They had voyaged from their isolated native island, a few at a time, in the ancient schooner (owned in community by Pitcairn), the "Vahine Tahiti", and had settled in the neighbourhood of a little chapel of their faith situated at Manuhoe, a small district within the boundaries of the city. They were chiefly younger people who, restless under the restrictions of the life on Pitcairn, had sought the wider horizons and more ample opportunities of the outer world.

It was Norfolk Island all over again. So long as the "Vahine Tahiti" voyaged occasionally to and from Pitcairn, the exiles were more or less content.

But when the schooner went out of commission, and they found themselves cut off from their birthplace and their relatives there, the outer world and all it contained became dust and ashes to their senses.

Finally—after a long time—a schooner came from Pitcairn. It had been fashioned by the islanders themselves from a handsome miro tree, which had been a landmark on their island. In shape this vessel resembled the craft in which the Three Wise Men of Gotham put to sea. She was as broad as she was long and could, apparently, sail sideways with equal facility and speed, as fore-and-aft.

A steady south-east trade wind carried her in due time to Papeete; but it was many months before she could find wind and weather which would enable her to return. She made several attempts, only to be blown back by head winds to Papeete, there to await a more propitious season.

At length, a happy combination of wind and favourable weather permitted departure. Under the command of the patriarch of Pitcairn Island, Captain McCoy, who had been marooned on Tahiti with the others, the colony sailed away, and since that time there have been no adventuring expeditions from Pitcairn to foreign lands.

Few people in the world are so afflicted with nostalgia as are Polynesians when separated from their native island.

Some years ago a colony of natives of Reao were brought to Tahiti. It was not long before they became so low in health from homesickness for their far away atoll, that they had to be returned, to save their lives.

The writer has met in the United States Tahitians who have emigrated there and lived there for many years.

When questioned, if they missed Tahiti, invariably tears came to their eyes and they say: "Oh, if I could taste again breadfruit, fe'i and miti hue! Not a day passes that I do not long for them".

That is their way of expressing their never-ending nostalgia for their home land.

—A. C. R.



★ The sea has a charm of its own, and so has DEWAR'S Whisky. As invigorating as the winds that blow from out of space, DEWAR'S, like a well-found ship, brings content; boundless and satisfying.

DEWAR'S
The SCOTCH WHISKY

Amalgamated Wireless (Australasia) Limited has declared an interim dividend of 5 per cent. for the half-year ended December 31, 1937. Dividend is payable on April 30.

WHITHER GOES TONGA?

Effect of Education on Younger Generation

(Contributed.)

THERE is a very complicated matter of education in Tonga to be settled before long in its two main aspects—first, that of the financial burden it entails, and secondly, its effect upon the rising generation of Tongans; that is, whether it is beneficial or otherwise.

Respecting the financial aspect, there is the annual vote for education in the Government's budget, usually running to about £6,000, providing primary and secondary education for those attending the Government schools. In addition, there are denominational schools charging fees for tuition, the aggregate cost of which might be put at another £6,000. Then there is the actual equipment of the child for school (clothing, bedding, books, etc.) on a better scale than if he or she were at home, the cost of which in toto might be £3,000. That is approximately £20,000 which directly and indirectly comes out of the total wealth produced in Tonga, given as £58,591 for the year 1936. An extortionate proportion!

On all sides it is claimed that the Tongan people are deteriorating morally; they are not what they were, even one generation ago. After having passed through this educational mill, the boys show a marked reluctance to work on the cultivation of their 8½ acres; they want either a job in the Government (stout fellows!) or in a store, which together absorb one per cent. of the yearly output.

After having solved most of the mysteries of algebra, trigonometry, and many other subjects only remotely connected with the hard graft of working on the land, they do not take kindly to the bush, which is for 99 per cent. of them the only means of a respectable if meagre livelihood. What little control their parents ever had over them is completely gone, their behaviour in general is cheeky and flippant, and in the public roads and such places they have a marked tendency to "show off".

A growing proportion of these young Tongans become useless larrikins, and others develop a most offensive arrogance. Many of them become thoroughly lazy and some are criminals. Hardly a month goes by without a store being broken into and robbed, and the police court reflects a sad condition of moral depravity.

As for the girls, the outlook for 99 per cent. of them is to marry one of their countrymen and look after the domestic side of the 8½ acres. But, in their own estimation, their education has fitted them for something more exalted than that, and about one per cent. find employment as nurses, telephone operators, sales-women in stores, etc. The rest hope in vain for matrimony with a mythological Duke of Windsor.

What is to be done? The British Government gets only the Consular reports of its representative, which hitherto have been of the white-washing variety, in order to imply "Everything's all right, I'm here". If it knows the truth, it has done nothing.

There is no use in leaving these people to be exploited by a handful of career-men, on the excuse that it is an independent Government. Where is all this justice and fair play, liberty, and all the rest of it, to which front-benchers in the House of Commons are never tired of giving expression? Do they know the conditions? They should know them. The size of the kingdom does not exonerate them; the principle is the same.

Is there anything outrageous in an im-

partial Commission being appointed to enquire thoroughly into the economic conditions obtaining in the Kingdom; to find out what the actual wealth produced really is, and where it goes; and some endeavour made to prevent the further exploitation of these people?

MEMORIAL HOSPITAL FOR LORD HOWE ISLAND

AIDED by a Government grant, the Gower Wilson Memorial Committee, which has raised £200, is building a cottage hospital on Lord Howe Island.

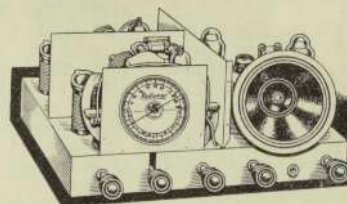
It will contain two wards, an operating theatre, and a dispensary. Mr. C. Retmock has given portion of his land on the island; Burns, Philp and Co. will carry the materials and equipment on the "Morinda" at half rates; and Lord Howe residents will erect the hospital voluntarily.

It will be a memorial to the late Mr. Gower Wilson, who, with his son Jack and a crew of four, was lost between Sydney and Lord Howe in his launch "Viking" in November, 1936. Previously, the Islanders were isolated from trained medical aid until last year, when a doctor subsidised by the N.S.W. Health Dept., took up residence on Lord Howe.

Dr. Peter H. Buck (Te Rangi Hiroa), the New Zealand-born director of the Bishop Museum, Honolulu, Hawaii, has been awarded a diploma of honorary fellowship by the Royal Anthropological Institute of Great Britain and Ireland.

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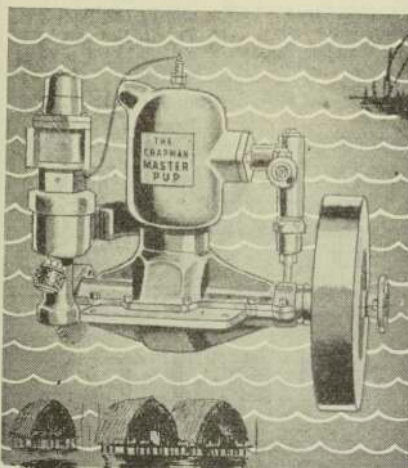
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3 h.p.—Patented Elevated Self-starting Magneto—Floatless type Carburettor. "Petroil" method of lubrication. Equipment includes shaft and 3 blade prop., petrol tank, piping, all fittings. Unconditionally guaranteed for 5 years.

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Export Pup - 2½ h.p.
Standard Pup - 2½ h.p.
Master Pup - 3 h.p.
Super Pup - 4½ h.p.
Greyhound - 6-8 h.p.
Seadog - 10 h.p.

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Apart from minimum upkeep costs, a Chapman engine is cheap to buy. All the while a Chapman engine saves you money—there are no breakdowns—no expensive overhauls—no high petrol and oil bills because simplified methods of construction, plus the "petroil" system of lubrication make the Chapman engines the cheapest to run.

Chapman engines won't let you down—99% of N.S.W. hire launch services depend upon Chapman marine motors.

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Gentlemen,

Please send, without obligation, details of Chapman marine motors.

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Move To Abolish Assessor System In Fiji

From Our Own Correspondent.

SUVA, Apr. 2.
IN the Fiji Supreme Court most of the criminal cases are tried by the Chief Justice and assessors. The essential difference between a jury and assessors is that the judge has power to over-rule the finding of the assessors. When this happened in Suva a few weeks ago there was an outcry among the assessors.

The businessmen who act as assessors contend that it is a waste of time sitting all day in court and giving attention to

a case if their decision can be reversed by the judge. A petition has been circulated among those liable to serve as assessors, asking that the system be discontinued. It is understood that it has been widely signed.

In the case in question, one of larceny against an Indian, the two assessors found the accused guilty on what they contended was a doubt, the benefit of which the accused was entitled to. However, His Honour disagreed with them. He found the prisoner guilty, and sentenced him accordingly.

Mr. Morton Crocker, of the New Guinea Department of Agriculture, arrived in Sydney from Rabaul on furlough by the March "Tanda".



THIS bad-tempered cartoon is supplied by a Suva resident, who says: "As the public of Fiji are still harping upon the new arrangement, under which British officials get £700 p.a., etc., perhaps this would be an opportune time to open a subscription, to place a statue in Suva's Triangle. Design for statue respectfully submitted".

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When you visit the Pacific Islands, whether on Business or Pleasure, you need Special Equipment—Light Suits of Correct Style, which fit well and launder easily; Tunic Shirts Silk Shirts, Light Underwear, White Shoes, etc.

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Write to us and Describe your Requirements.

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U.S. WARSHIP VISITS PAPEETE

From Our Own Correspondent.

PAPEETE, Mar. 24.

COMING by way of Samoa and Australia the U.S. cruiser "Louisville" arrived at Papeete on March 14. The United States Consul (Mr. George C. Cobb) gave a reception to the officers; and the Captain and his staff dined with the Governor. The warship sailed on the 16th for Hawaii.

This is the first time in several years that a ship of the U.S. navy has anchored in Papeete Harbour. Shortly after the Great War the "South Dakota", with the Admiral commanding the Asiatic station on board, called for a few days. The greatest occasion was in 1925 when the flagship, "Seattle", of the Commander-in-Chief of the U.S. navy and two cruisers paid a visit.

The last to call at Papeete, before the coming of the "Louisville", was the cruiser "Chicago".

Suva Police officers met at the home of the Commissioner of Police, (Lt.-Col. J. E. Workman) on March 18 and presented an inscribed chiming clock to Sub-Inspector C. W. Tucker and Miss K. Jacomb, whose marriage took place the following day.

Miss Phoebe Mills, B.A., of Queensland, arrived in Suva, Fiji, on April 7 by the "Monterey" to take up teaching at the Methodist Mission's Ballantine Memorial School for Girls.

Mr. C. A. Leembruggen, Acting Commissioner of Lands in Fiji, has been provisionally appointed a nominated member of the Legislative Council.

"PIONEER" PASSES**Fiji Government Yacht Sunk**

From Our Own Correspondent.

SUVA, Apr. 1.

ON March 24, H.M.C.S. "Pioneer", the yacht which has served the Fiji Government for many year on official business throughout the Group, made her last voyage. The dismantled hull was towed 12 miles out to sea and sunk by an explosive charge.

The sinking was supervised by Captain G. B. Nasmyth (Harbourmaster), and Mr. H. Sabben (Engineer of the Public Works Dept.), and the old ship, which held happy memories for many residents of Fiji sank with her flag flying.

Her master for many years, Captain J. P. Mullins, and the Chief Officer, Mr. J. Neville, are both absent on leave at the present time, while her Second Officer, Mr. G. V. Langdale, is acting Administrative Officer at Canton Island, so that none of her deck officers was present at the sinking.

The "Pioneer" had an interesting history. Completed just about the outbreak of the Great War, she was the first vessel built in England to be fitted with internal combustion engines. She was built for a millionaire, Mr. Singer, of sewing machines fame, but was commandeered for war service by the Admiralty. She saw service as a despatch boat and then, at the cessation of hos-

tilities, the owner refused to take delivery of her. She was then sold to Fiji as a Government yacht and saw much service in the Group.

At the last meeting of the Legislative Council, an appropriation for the building of a vessel to replace the "Pioneer" was approved. It will be constructed at Hong Kong.

PACIFIC ISLANDS CLUB

THE Annual Meeting of the Pacific Islands Club was held at the Carlton Hotel, Sydney, on April 6. In his report, the President (Dr. H. Ian Hogbin) spoke of the progress made during the past year—the club's membership has grown to 100. During the year the Treasurer, Mr. W. Petch, resigned. Mrs. Lamacraft, Mrs. C. Tennant Kelly and Mr. H. R. Rabone did not seek re-election to the Council. The vacancies were filled by Miss E. Blacklock, Mrs. Allen Innes, Mrs. Meredith, Captain A. Midenway and Mr. F. D. McCarthy.

Dr. Hogbin addressed the gathering on "European Civilisation in the Solomons", and illustrated his talk with interesting lantern slides. The evening was rounded off with musical items by the Maori Chief, Noho Toki, and Miss Julie Werry.

Mr. A. G. Sorrell, of the office staff of Messrs. Guinea Airways Ltd., Lae, New Guinea, reached Australia by the April "Montoro" on three months' furlough.

Cutter Missing In Fiji**Believed Lost at Sea With Crew of Six**

From Our Own Correspondent.

SUVA, Apr. 2.

AS she has been missing for over a month, it is presumed that the auxiliary cutter "Tui Savu Savu" has been lost with all hands. She left Suva on February 25 for Gau to load bananas and has not been heard of since.

At the time she left Suva there was a hurricane scare and heavy winds were expected. She anchored for the night off Laucala Point, and got under way on the morning of the 26th, again being sighted off Naselai about 12.30 p.m. About an hour later there was a terrific squall in that vicinity.

The "Tui Savu Savu" was under a native skipper with a native engineer and a crew of three. There was also on board a half-caste, Abraham Pickering, in charge of the loading of bananas for Mr. J. A. Garnett, for whom the vessel was making the trip to Gau. She was owned by Mr. George Barrett, of Suva.

Since the vessel has been missing, a lantern, a boot, and a box containing clothing have been washed up on the island of Kadavu. A report was received in Suva that the "Tui Savu Savu" was at Sigatoka, many miles out of her course, but this was proved unfounded.

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MISSION SHIP'S CRUISE

From Our Own Correspondent.

SUVA, Mar. 27.

ON her 23rd voyage in the Pacific, the London Missionary Society's schooner "John Williams V" (Capt. E. Kettle) departed from Fiji on March 14 to visit all the islands in the Gilbert and Ellice Group, Nauru and Ocean Island. She had just completed a lengthy overhaul at Suva.

The only passengers were Rev. and Mrs. J. Spivey and their family, who were returning to the L.M.S. station at Abaian in the Northern Gilberts after spending leave in Great Britain.

Cook Is. Chief Visits New Zealand

ON a health visit to New Zealand, Makea Tinerau Ariki, paramount chief of Rarotonga, in the Cook Islands arrived at Auckland on March 21 by the Union Co's motor-ship "Matua". The chief, who will spend several months in the Dominion, was met by Mr. H. F. Ayson, C.M.G., former Resident Commissioner of the Cook Group.

Mr. A. O. Barrack, of the Western Pacific High Commission staff, departed from Suva by the March "Aorangi" for England, on leave. He was accompanied by Mrs. Barrack.

THIS FREEDOM!

Some Reflections In Superannuated Retirement.

(BY "WILLIAM GOAT").

EVERY now and then some simple Austral-Papuan gets up on his hind legs and bewails the fact that he is denied the right to vote, the right to trial by jury; to Arbitration Court awards, unemployment relief, child endowment, preference to unionists, and every other social and political "right" enjoyed by his fellow-citizens on the Southern side of the Coral Sea.

It never seems to occur to him that, so far as his strictly personal liberties are concerned, he is free as the wind. Colonial Office despotism—even its Papuan offshoot—is wholly benevolent.

What of New South Wales? And Sydney, her Queen City? The homing wanderer who has come to believe in the theory that Australia is the "freest" country in the world is startled to discover that, at almost every point where he attempts to live his normal life, he is thwarted by some footling law primarily designed to thrust tin-tabernacle moralities upon him.

Sydney, who once enticed her lovers with gay sorceries, wore vine leaves in her hair, and flaunted her saucy clothes with delicacy and grace has, within two decades become the dullest city on earth. Her personality is that of the family pew-holder, the uncompromising pietist, the dyspeptic puritan who finds grace and beauty only in those things most depressing to the souls of men. The pleasures she offers to the visitor are the hectic amusements of the Methodist social; her public resorts are as provocative as a church bazaar.

Virtue by legal enactment is the consuming ideal that enraptures the Sydney of to-day.

Hence, her inextinguishable army of busybodies, with its passion for forming committees to discourage this and that; the irritating restrictions upon the hardy sinner who sees no harm in a "spot" or two after dusk; the wildly hilarious spectacle of Customs clerks become book censors; the stupid legal pottering about the length of swimming costumes and the lewd pastime of sun-bathing; the fiery controversies as to tea or cocktails for visiting broadcasters; the unending argument concerning the wickedness of folk who play games on Sundays. Hence, also, the frowsty Flossies who haunt the dark doorways of city buildings at night; and the horde of confidential gents whose "able ter win, ready ter win and above ori, tryin' ter win", wheezed through loud-speakers, represents a means of attaining riches without the necessity of work.

Hence, also, the dreary politicians who conduct the affairs of a great State as they would a village School of Arts; and the militant moralists and connoisseurs, of naughtiness who, egged on by the silliest flapper press in the world, yearn hotly to flay alive all who refuse to applaud their sonorous platitudes.

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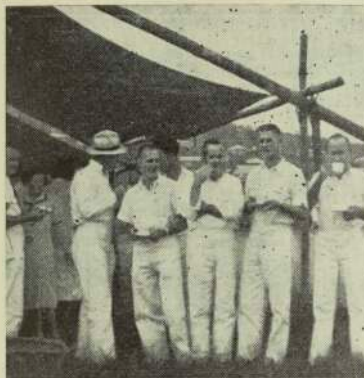
I SIT in an after-theatre restaurant. The waitresses give me black looks the while they noisily pile chairs on the tables in readiness for to-morrow's mop-and-bucket brigade; for the lights go out at midnight—and so do my hopes of a night's diversion.

The film I have seen has moved the world, but here it has been mutilated by a censorship so incredibly puerile as to make the continuity illogical and the conclusion completely incomprehensible. I resurrect the stub of a cigarette doused, on the word of command, as I entered the theatre; and I reflect, with secret glee, upon the tram tickets I have dropped in the streets, the grass I have walked upon, the thoroughfares I have crossed at impossible angles, the cruising taxi-man I debauched by offer of a fare, the beer I surreptitiously consumed at 6.35 p.m.—and the alacrity with which I have "moved on" when ordered by authority so to do.

And so, on a blue and burning day, to the galloping sea, the sea that sounds the keynote of sunny N.S.W. I travel, perforce, by train—the Transport Act having outlawed the motor-car—and occupy a corner seat in a crowded compartment euphemistically labelled "first-class". When I am not combing smuts out of my hair or rubbing them into my eyes, I stand up and hang on to the luggage rack in response to the oft-repeated "Excuse me's" of my fellow-sufferers. It is that kind of corner seat.

The train arrives late. I sally forth in search of live bait, and capture half-

TENNIS TOURNAMENT AT WAU, T.N.G.



A snapshot during the recent tennis tournament at Wau, New Guinea. Supporters of Salamaua are shown modestly celebrating their success.

a-dozen under-sized fantail mullet, which I hide in a derelict fish-trap; for the Fisheries Department's inspector is a low and cunning fellow. The hospitable facade of the hotel is, at once, an invitation and a challenge—for it is Election Day. The publican, however, is a reasonable man and, soon, I am feeling for the brass rail. A horse whose name I like is engaged to-morrow which, if permitted, may win his race. I don't know the animal's price, for the ex-

quisitely virtuous Sydney press is prohibited by law from publishing such subversive information unless disguised in a numerological formula that baffles my simple mind. Can the publican oblige me? He can, and does, and five bob changes hands.

I seek the nearest polling-booth. Happily, my name is on the roll. A two pounds' fine for non-voters is two pounds, despite one's hatred of political claptrap and the bombastic humbugs who expound it. The party machines offer me the choice of a noisy windbag who knows everything except the meanings of words, and a plausible rascal who, if not elected, will inevitably find himself again on the dole.

I cross out both names.

"Give me Liberty," howled the old-time Yankee patriot, "or give me Death!"

So they gave him a lemon; but, praise be, the jewfish are on the bite.

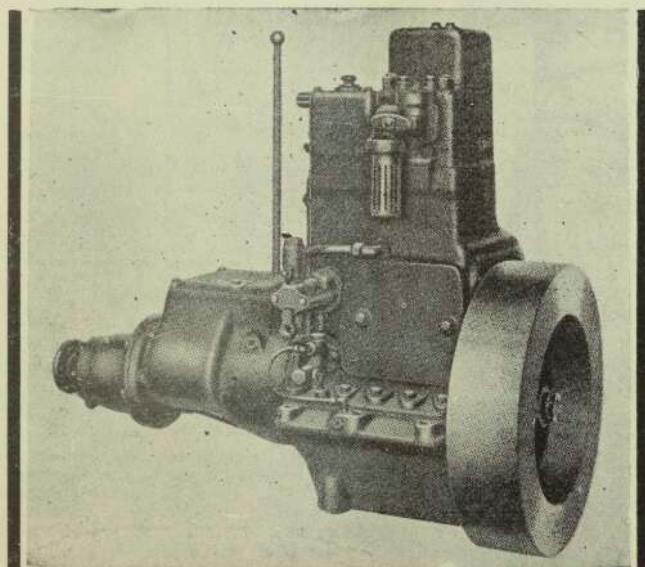
WATER AND ELECTRICITY FOR PT. MORESBY

From Our Own Correspondent.

PT. MORESBY, Apr. 2.

THE Administration has recently been approached by several different interests with a view to establishing a permanent water supply for Port Moresby, in conjunction with a supply of electric current. It is understood that the Administration is considering the various schemes put forward.

F. M. MARINE DIESEL ENGINES



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MODEL 36

10 H.P.

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POPULAR ISLANDS' MODEL

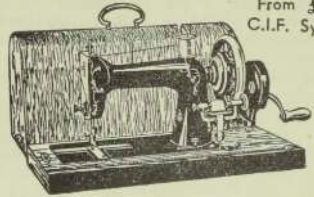
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LIGHT FOR THE PLANTATION BUNGALOW.

THE problem of efficient lighting with low fuel cost for the residents of the Pacific Islands is claimed to have been solved by the Tilley Lamp Co., Hendon, London. These lamps burn ordinary kerosene under pressure and give a white, steady light of 300 c.p. at the cost of 1d. for 6 hours. They are insect proof, simple in use, and require no tools—each part, big or small, is easily removed by the fingers.

The Tilley table lamp is finished throughout in lacquered brass. Its brilliant light shows a room to the best advantage and enables one to read, sew, etc., without eyestrain. It can be carried from room to room with absolute safety and will burn steadily without hissing noise when standing in a draughty place in the bungalow.

The Tilley storm lantern is strongly made of stout brass with no parts to rust, corrode or get out of order. It is invaluable for all work outdoors after dark in connection with plantation work, building, etc., as it burns steadily, unaffected by weather however severe. It is equally useful indoors and may be used with complete safety in copra sheds, boat houses, workshops, etc.

All Tilley lamps and lanterns can be obtained throughout the South Seas from the branches of Burns, Philp & Co., Ltd., Burns Philp (South Sea) Co., Ltd., and W. Kopsen & Co., Ltd., Clarence Street, Sydney.—*

PATTERN SERVICE

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



House Frock,
4524—1s. 1d.

4524—A straight-down house frock with front fastening; waist is marked with a contrast sash. Shaped collar and the pockets may be bordered with contrast. Material (for 36 in. bust): 3¾ yds. 36 ins. wide; contrast ¼ yd. 36 ins. wide. Bust sizes 32 to 40 ins.

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SYDNEY.

Rev. and Mrs. F. J. Searle left Sydney for Samarai, Papua, by the "Montoro" early in April. Mr. Searle is a worker for the London Missionary Society at Lawes College, Fife Bay.

Miss A. Hemsworth left Sydney for Port Moresby, Papua, by the "Montoro" on April 6. From Port Moresby, Miss Hemsworth will fly across to Wau, N.G., where she will marry Mr. Nichol, pilot of Mandated Airlines.

Miss N. Fagan, who has served the Melanesian Mission at Raga, New Hebrides, since 1930, sailed from Sydney on a holiday visit to England by the "Maloja" in March.

Fashion Hints for Islands Women

By Therese.

THAT jaundiced feeling which at one time was part and parcel of the dread 'tween seasons is now no more. Women have grown chary of the weakening effect on their morale of clothes that have seen them gaily through one season and must be made to "do" until the arrival of the next. They plan their wardrobe expenditure carefully so that it will include bright frocks for that doubtful period between summer and autumn.

The mid-season's showings are all that could be desired. They perhaps lack the startling novelties of a season in full swing but they fill every need with attraction and charm. They also give more than a hint of what is in store for us when the new season's clothes are unpacked in all their glory.

Evening clothes scintillate in fashion's firmament, and sequins appear on many gowns—sometimes a whole coat of sequins covers a gown. In others they are scattered lightly over the entire skirt. Even in the day time they appear in the shape of attractive collars which give zest to a dark frock.

Since fashion decrees that we must glitter, the sun tan top of an evening gown takes unto itself a Peter Pan collar of sequins and clusters flowers at the neckline in truly delightful fashion. Lovely mists of pink lace lightly scattered with silver sequins float across the dance floor in a dress with two enormous sleeves, which meet at the neck and leave the back bare. Their fullness is gathered into a bracelet of flowers at the wrists.

Yards of tulle go to the making of the dress beneath which a taffeta petticoat rustles with complete allure, whispering of romance. Silver and gold make dramatic entry and gowns of lame satins mould the figure to perfection. A floor length cape of purple velvet is equally effective over gold or silver.

Slim fitting fronts and widely flaring

backs are the new trend for evening. The panel in the back of the skirt marks the only seams and the lovely moulding of the hip line has been made possible by this medium.

Empire fronts still continue on their graceful way and bodices are simplicity itself. Those frocks that do not glitter rely solely on their exquisite cut and material to give them perfection.

Coats come in varied lengths, and the little bolero jacket shares equal popularity with the coat that sweeps to the floor. All sorts of materials go to their making, so one's choice is endless. Backs of coats are draped with wide swinging fullness, and shoulders are squared but not so exaggerated as a season ago.

Picture frocks topped by tiny jackets are the mode, as are the svelte sophisticated frocks that cling lovingly to the figure and flare to fullness at the back. Skirts are shorter and sometimes very full, and altogether fashion offers varied and delightful silhouettes for us to follow.

Flowers are in evidence on day clothes again. Lovely clusters on formal frocks and tiny posies on the tailleur give a touch of gaiety to the wearer. Frocks the acme of simplicity trim themselves with flowers which strike the only note of adornment.

Go barbaric if you will be in the forefront of fashion! Slave bangles and heavy chains are gold washed, and cabochons and chains of the same type lift a black frock to the heights.

Day clothes are gayed with lots of white, but brilliant contrasts also come into the picture. Rust and green is a popular combination; and the same green allies itself with brown. If you are clever and have the gift of colour sense you can combine three and even four colours and strike a note that is full of individuality and charm.

New season's clothes are of extreme simplicity of line by day though you can let

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	£ s. d.	s. d.	£ s. d.	£ s. d.
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NOTE: The fee charged under the heading of incidentals as above covers Sports, Class Singing, Physical Culture and ordinary school stationery.

A reduction of 10% on all charges other than special subjects is allowed for sisters, and in all cases fees are chargeable from date of entry only.

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For further information apply to the Secretary . . .

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your imagination run riot for festive hours. Frocks are neat and close fitting for day wear, almost tailored in their line, but with some little feminine touch that relieves their severity. Coloured zips oust buttons and attach the quaintest gadgets as a finishing touch. Zips are no longer utilitarian only. They are decorative to the nth degree, those for evening wear being diamante trimmed.

Bags are of great importance these days and never has there been such endless variety. No longer does one grip one's bag tightly 'neath the arm, it has a handle that has ceased to be an ornament and justifies its sphere of usefulness.

The early Victorian reticule has been called on for inspiration and the pouch bag is the result. It is such a convenient shape and has the virtue of holding the maximum amount not of money, but of the 101 things that woman mysteriously finds use for when she gads. Envelope bags appear on the scene, but envelope bags with a difference. They are quite huge affairs and they, too, hold an inordinate quantity of things even to one's needs for over night, if necessary.

Suede appears to be the most popular medium for bags this season, and it is allied with patent leather and calf with great success. Calf and pigskin bags are enjoying well deserved attention. They have such marvellous wearing propensities and are the ideal accompaniment for tweeds.

Evening bags are gay and glitter and

sparkle along their way equally effectively as the gowns with which they are worn. Metal brocade bags match up with little jackets of the same material.

Gold kid, too, comes in for a share of preference votes, and since gold and black are having a wide vogue at the moment will match up well with the gold belt and shoes that are worn with the evening gown of black.

The question of gloves is all important. They must be given due consideration, but as they come in a greater variety than ever before, this aspect should present no difficulty even to the most discriminating. Evening gloves are rather startling though still retaining beauty. Two fingers of your glove may be quite a different colour to the rest of it, or you may go one better and have gold gloves with rose velvet palms.

Lacing, stitching, and patterning all do their part in making the gloves part of the beauty scheme for clothes. Ornamentations of all kinds trim the backs, and you can allow your imagination just as much riot with your gloves as with the crazy hats that are presented for your amusement and edification.

In the morning, the gloves are the short slip-on variety. In the afternoon they increase in length, and when evening arrives the gloves reach to five, six, and eight button length, and you may choose any colour you please to match or contrast with your gown. Fine kid or suede may be their medium.

MISSIONARY'S BRIDE



Miss Rita Bell, of Adelaide, South Australia, who will shortly leave for Suva, Fiji, to be married to Rev. M. G. Wilmshurst, B.A., Methodist Missionary at Nadroga.

—Photo: "Mission Review".

BROADCAST OF COPRA PRICES.

SOUTH SEAS produce prices (including copra) are broadcast weekly from Sydney as the first item in the news bulletin from A.W.A.'s world range short-wave station VK2ME each Sunday at 9 p.m., and Monday at 1.30 a.m. (Sydney time). Operating on a 31.28 wave length (9590 kilocycles), VK2ME transmits a special programme on Sundays between 4 p.m. and 6 p.m. (0800-0800 G.M.T.) and 8 p.m. and midnight (1000-1400 G.M.T.); and on Mondays between 1.30 a.m. and 3.30 a.m. (1530-1730 G.M.T.).

Sister P. E. McKenzie, of the Melanesian Mission station at Lolowai, who has been on short furlough, returned to the New Hebrides by the March "Morinda".

Miss Nancy W. Brown, B.A., Dip.Ed., sailed from Brisbane early in April by the "Montoro" for Rabaul, New Britain, where she will teach at the Chinese school. A short time ago Miss Brown underwent special missionary training at Selly Oak College, England.

Sister Estelle Field, of the Melanesian Missions' nursing staff in the British Solomon Islands, departed from Sydney for England on furlough by the "Orcaades" in March.

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SEYON ALL-WAVE RECEIVER

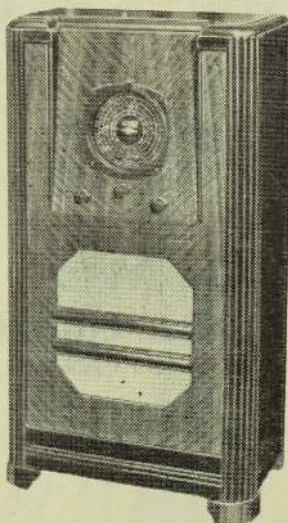
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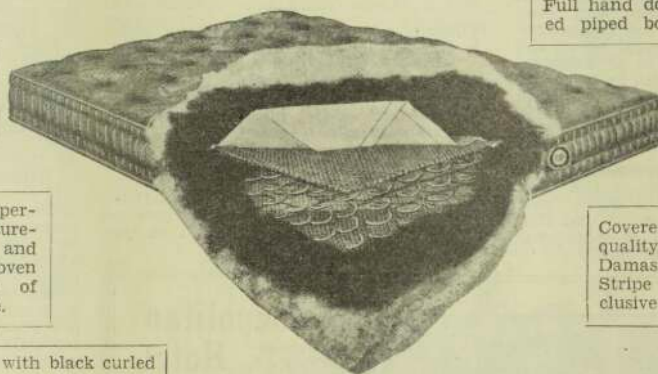
The "Super-Relaxon" Innerspring Mattress embodies all that is best in modern mattress making. The latest and most scientific principles of spring construction and arrangement are incorporated in this mattress, introduced and built by bedding specialists.

Fitted ventilators and handles, hand stitched and hand super-tufted throughout.

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- Full particulars of the "Super Relaxon" Innerspring Mattresses, which are moderately priced, may be obtained, or orders placed, through your local store or Sydney buying agent, but should you experience any difficulty in that regard, orders or enquiries may be addressed direct to us.

Correspondence from Islands' stores and traders will be appreciated and requests for information or stocks executed without delay.

Price lists and advertising matter available.

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The inner-spring construction in the "Super Relaxon" is entirely new, the usual spiral spring unit being reinforced over the whole top and bottom with a special woven wire web, resulting in a permanent flat resting surface for the soft filling material, in addition to which the comfort, resilience and durability is very considerably improved.



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WAR MEMORIES

Von Luckner's Escape from Motuihi

DURING his recent visit to Auckland, Count Felix Von Luckner made a special visit to the Island of Motuihi, in Hauraki Gulf, where he was a prisoner of war 20 years ago, and from which he escaped in sensational circumstances. There was a war prisoners' camp at Motuihi, and Von Luckner and some bold companions got away in an official launch, and then captured the scow "Moa", in which they reached the Kermadec Islands, where they were subsequently recaptured.

Count Von Luckner made up a picnic party, consisting mostly of men who were either his guards on the Island or his captors in the Kermadec, and they had a merry picnic together on Motuihi. He took a certain grim pleasure in pointing out to them, on the spot, how he had escaped.

He showed them how, by raising or lowering his window, he could secretly communicate with his picked colleagues. When it was fully open they were to watch for instructions; when three-parts open, they were to continue with their preparations; when just a few inches raised, he wanted to see one of them, and so on. Then he revealed to an astonished audience that to his room he had summoned each man, and had drilled them singly with a wooden rifle. No sound had been made, and no one discovered what was happening.

The count said that the little party of escapees sailed boldly out of the bay. "But", he added, with a smile, "your Government liked me so much that they sent 36 motor-boats, seven steamers and three cruisers to bring me back".

FISHING IN THE PACIFIC ISLANDS



As pictured by romantic novelists and optimistic dreamers.

As it really is.

"PLEASANT ISLAND!"

Reports of Serious Friction on Nauru

THERE are persistent reports of serious friction at Nauru Island between officials themselves, between the officials and the British Phosphate Commission chiefs, and between the Europeans and the natives. Our information is:—

That the natives are showing a reluctance to renew the phosphate agreement (under which they are beneficiaries and, incidentally, probably the richest aborigines in the world). The agreement expires soon. The natives give as their reason their lack of faith in the Administration.

That the attitude of certain high officials of the British Phosphate Commission on Nauru is arrogant and intolerant, especially towards their subordinates and towards certain officials of the Government, and that their behaviour has made life generally very difficult on the island.

These gentlemen apparently want to exercise a dictatorship, in which they shall be arbiters of all social, industrial, and administrative activities.

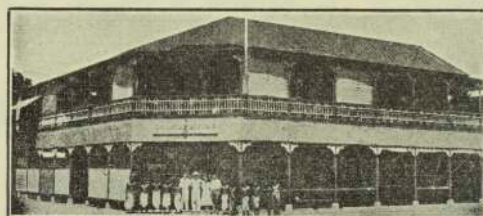
That there is grave friction between the Administrator and certain senior officials, and that charges reflecting upon the administration have been made to Canberra.

It is natural that there should be primitive savagery and back-biting in a community so small and isolated as that on Nauru; but present conditions there appear to go far beyond mere petty squabbling.

One report is that friction all round is serious and that unless Canberra makes a serious inquiry into the position—and especially into officialdom's attempt to cruelly sacrifice one or two officials with a good record—there will be an explosion which will react badly upon the Mandate over Nauru (held jointly by Britain, Australia and New Zealand).

The former name of Nauru, by the way, was "Pleasant Island"!

On March 28, the Papuan Rubber Company was registered in Port Moresby under the Firms' Ordinance, with the object of planting rubber at Ioma in the Northern Division. Partners of the firm are Messrs. R. Durrcher and A. E. Spellacy.



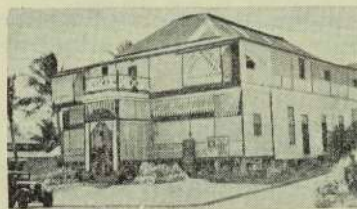
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"JAPAN REACHES OUT"

A New Book Indicates What Is Likely to Happen in the Pacific

NEVER did a book come more opportunely than "Japan Reaches Out", by Willard Price, an American writer, who has been for several years in the Orient, and knows Japan, Manchuko, China and all contiguous Eastern countries very intimately. It tells much of what students of Pacific affairs urgently wanted to know.

Mr. Price has studied the Japanese character with sympathy and understanding; he has discussed Japan's domestic and foreign problems at great length with the Japanese themselves, and with hundreds of people who can see what is happening in the Orient; he has taken what he calls a "plane's-eye view" of the whole situation in the north-western Pacific, in regard to both immediate problems and the distant future. He writes as an American, who has formed a warm regard for the Japanese, and whose friendship for British people and British countries is fundamental.

We tried to summarise, within a short article, some of the conclusions reached by Mr. Price, through the unescapable logic of living facts. But such a summary is fair neither to Mr. Price nor our readers. The book is so admirably written, the facts are marshalled with such care, the argument is so conclusive, and the conclusions are so clear and startling, that there is only one thing to do—every man who is interested in the future of the Pacific must get this book and read it carefully for himself.

It is in no sense a product of the decorative American globe-trotter—the kind of indescribable rubbish prepared by yellow American journalists for the titillation of the radio-sated palates of America's millions. It is a book of serious fact and cold logic—presented, however, in an attractive and entertaining manner.

Here are a few provocative headings from various chapters:—"Japan—Trained to Die—Iron Men from Paper Houses"; "Japanning China—China will Rise—Nobles of the Soil"; "Japan in the Pacific—Mistress of the Yellow Seas—the Philippine Whirl-pool—Japan goes South to face Britain—America retires ungracefully"; "Rising Sons on Far Horizons—Japan's Divine Mission"

We never had less hesitation in recommending a book to the notice of our readers. In fact, it is the duty of all well-informed people in the Pacific to read this volume. Our copy is from Angus & Robertson, Ltd., of Sydney, and it is priced at 10/6.

ARCHBOLD EXPEDITION

IT is expected that the scientific expedition led by Dr. Richard Archbold, will leave San Diego, California, about the middle of May in a large and modern twin-engined flying boat, for the north coast of New Guinea, to collect flora and fauna for the American Museum of Natural History.

Dr. Austin Rand, who has been recently in Java, is proceeding to New Guinea to establish a camp for the expedition.

The large flying boat, in addition to carrying Dr. Archbold, will have also as a crew Mr. L. A. Lancey, navigator, Mr. Russell Rogers, pilot, Mr. Raymond Booth, wireless operator, and Mr. Gerald Brown, flight engineer. Mr. L. G. Brass, an Australian ornithologist, probably will join the expedition in New Guinea.

The flying boat will travel via Honolulu, Midway Island, Wake Island and Guam, and thence will fly due south to New Guinea.

Another report is that the flying boat will go directly across the Pacific to Australia, and thence will fly north to New Guinea.

Other reports state that the field of the expedition's activities is Papua, in the neighbourhood of the newly discovered Lake Kutubu; and other reports, again, suggest that the expedition is going to Dutch New Guinea.

Lady Rosenthal, wife of the Administrator of Norfolk Island (Sir Charles Rosenthal), arrived in Sydney from N.I. by the "Morinda" on April 9. She will remain in Australia for a month.

Mr. Ambrosini, an Italian miner, was killed by a fall of earth at Edie Creek, New Guinea, on March 11.

Mr. R. H. Nolan, a former member of the staff of the Bank of N.S.W., Port Moresby, has joined the Papuan Service as clerk in the Government Stores.



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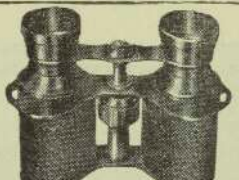
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50/. 55/. 60/. 70/. Electric Gramophones, all parts and turntable. Complete 240 a.c. 39/6.



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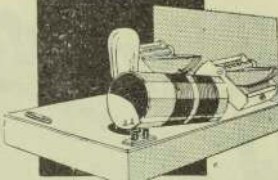
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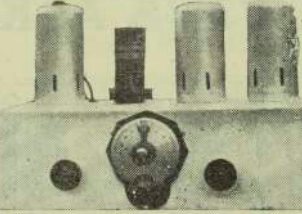
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complete and built £25.

Build or buy ready made the Linguist 3, all-World Battery Operated Radio. Cover All Wave Bands Parts 58/4; batteries, 19/; Valves, 51/6; Phones, 32/6; Speaker, 20/. If to be assembled by us add 30/- extra. Charts, 6d.



Like-a-flash "Eliminoise" Aerial Kit, for short or dual wave sets. Aerial Pyrex type blocks and 200ft. aerial wire, 22/6. Eliminates unwanted aerial and hideous electrical noises from your dual-wave or short-wave set.



ROLETTE. You back your fancy in the numbers and colors of three balls. The game ejects 3 colored balls. 47/6. For homes, hotels, clubs, etc. Complete with betting sheet and instructions.



Everlasting All Metal Cigarette Makers. Makes Cigarettes just like the factory, in a jiffy. English make; Vest Pocket size 6/6.





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Speaker 21/3. The set assembled and complete, £12/14/9. Easiway Charts 6d.



British Manufactured bell shaped Lightning Arresters, fixed in a jiffy for in or outside mounting, 6/3.

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Australian Short Wave Broadcast

May 8—May 28.

AUSTRALIAN National Short Wave Programme, broadcast from Melbourne, Victoria, on 31.34 metres for listeners in the Western Pacific. Call sign: VLR.

DAILY — WEEKDAYS

p.m.	
12.35	Recorded Music.
1.00	Time Signal, and News Bulletin.
1.05	Interstate Weather.
1.15	Music.
3.00	(Monday, Tuesday, and Friday) Broadcast to Schools.
3.20	(Tuesday and Friday) Classic Music.
5.00	Close (Monday and Wednesday, 5.15).
6.30	Comment by "The Watchman."
6.45	(Tuesday excluded) Sporting News.
7.00	(Saturday excluded) News, Markets, and Weather for North Australia.
7.20	Overseas News Service.
7.30	Queensland and North Australian News.
7.40	(Monday, Wednesday, and Friday) Talk.
7.40	(Tuesday and Thursday) News in French (Usually) Musical Programme.
10.30	Australasian News Service.
10.50	Musical Programme.
11.30	Close.
p.m.	
12.45	Music.
1.15	5.15 Description of current sporting and athletic events, interspersed with music.
6.30	Markets Summary.
7.10	New Zealand Mail Bag.
7.35	Sporting Highlights of the Week.
10.50	Australasian Mail Bag.
11.00	Dance Music.
12.00	Close.

EVERY SATURDAY

p.m.	
12.45	Music.
1.15	5.15 Description of current sporting and athletic events, interspersed with music.
6.30	Markets Summary.
7.10	New Zealand Mail Bag.
7.35	Sporting Highlights of the Week.
10.50	Australasian Mail Bag.
11.00	Dance Music.
12.00	Close.

EVERY SUNDAY

p.m.	
6.00	Musical Programme by various State Orchestras.
6.30	Talk on International Affairs.
6.50	News Bulletin.
7.00	"Alice in Orchestralia".
7.30	Recordings of Overseas Artists.
8.30	Story.
10.15	News.
10.30	Close.

(Times given are Australian Eastern Standard—10 hours ahead of Greenwich Mean Time.)

MAY 8 TO MAY 28.

May 8 (Sun.)	—6.35 p.m. Talk on Drama Week; 7.30 Orchestral Hour—George Szell, visiting celebrity conductor; 8.50 New Note Octet; 9.15 Play.
May 9 (Mon.)	—8 p.m. Serial—"Into the Light"; 8.30 "At the Sign of the Maison Rouge"; 9.30 Travel Letter; 10.50 Military Band.
May 10 (Tues.)	—3 p.m. "Everyday Science and Nature Study"; 8 Recital by Alexander Kipnis, Russian Bass; 9 Play; 10 Harry Bloom's Dance Band.
May 11 (Wed.)	—1.30 p.m. Bendigo Races; 8 Request Items; 8.40 "Emma and 'Erbert'; 9 Play; 10 Light Orchestra.
May 12 (Thurs.)	—1.15 p.m. Bendigo Races; 8 "The Play's the Thing"; 9.15 Silver Sextet; 9.45 "Chorus, Gentlemen, Please!"; 10 Talk on World Affairs.
May 13 (Fri.)	—3 p.m. "Adventures in Music"; 8 Jim Davidson's A.B.C. Dance Band; 8.30 Organ Recital; 9 Play; 9.30 Choral Fantasias.
May 14 (Sat.)	—1.30 p.m. Ascot Races; 8 Alexander Kipnis (Bass); 9 Play; 10 Piano Recital; 11 Dance Music.
May 15 (Sun.)	—6.30 p.m. "Science in the News"; 8.50 Vocal Recital; 9.30 "Around the Organ With Saukey".
May 16 (Mon.)	—1.15 p.m. Organ Recital; 8 Serial; 8.30 "At the Sign of the Maison Rouge"; 9.30 Ballad Recital; 9.40 Travel Letter.
May 17 (Tues.)	—1.15 p.m. Desmond Tanner at the Organ; 8.5 Alexander Kipnis (Bass); 9 Everyman's Music; 10 Talk; 10.50 Military Band.

May 18 (Wed.)—1.15 p.m. Organ Recital; 1.30 Geelong Races; 8 Request Numbers; 8.40 "Emma and 'Erbert'; 9 National Military Band; 9.30 Lionel Lawson and Bessie Coleman.

May 19 (Thurs.)—1.15 p.m. Desmond Tanner at the Hammond Organ; 8 "The Play's the Thing"; 9.15 Silver Sextet; 10 Talk on World Affairs.

May 20 (Fri.)—1.15 p.m. Organ Music; 8 Jim Davidson and A.B.C. Dance Band; 8.30 Desmond Tanner at the Organ; 9 Light Opera—"Les Cloches de Corneville".

May 21 (Sat.)—1.30 p.m. Williamstown Races; 8 A.B.C. (Melbourne) Symphony Orchestra; 9 Play; 9.20 John Morley Quintet; 10 Special Programme.

May 22 (Sun.)—6.30 p.m. Talk—"Memories of Rome"; 8.50 Organ Recital by Arnold Colman, with Stella Wilson, Soprano; 9.15 Recent Film Release.

May 23 (Mon.)—1.15 p.m. Organ Recital; 1.30 V.T. and R.A. Trots, at Ascot; 7.40 Talk—"Morals"; 8 Serial; 9.30 History of Jazz; 10 Travel Letter.

May 24 (Tues.)—1.15 p.m. Organ Music; 1.30 Seymour Races; 8.10 British Musical Compositions; 8.40 Alexander Kipnis (Bass); 9.30 Patriotic Airs.

May 25 (Wed.)—1.15 p.m. Desmond Tanner at the Organ; 1.30 V.T. and R.A. Trots, at Ascot; 8 Request Session; 9.30 Raymond Beattie and Heather Kinnaird in Solos and Duets.

May 26 (Thurs.)—1.15 p.m. Organ Recital; 1.30 Mornington Races; 7.40 Book Reviews; 8 "The Play's the Thing"; 10.15 Harry Bloom's Dance Band.

May 27 (Fri.)—1.15 p.m. Desmond Tanner at the Organ; 8 Dance Music; 9 Light Orchestral Programme; 9.40 Apollo Male Quartet; 10 Organ Recital.

May 28 (Sat.)—1.15 p.m. Moonee Valley Races; 8 Symphony Hour; 9 Sketch—"The Selector's Daughter"; 9.30 Ballad Concert.

The American cruise liner "Franconia" on a voyage round the world with 250 tourists arrived in Port Moresby, Papua, on March 17, from Java ports. She left late in the same evening for Sydney.

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—SPECIALLY DESIGNED AND CONSTRUCTED FOR TROPICAL CONDITIONS—the CALSTAN (CALibrated to STANdard) range of D.C. TUBE CHECKERS are a boon to those who live where direct current is the only means of lighting and power.

The Calstan MODEL 222 TUBE CHECKER incorporates the most advanced circuit features for valve analysing. High resistance leakage and shorts between elements are immediately recorded by the Neon lamp—even as high as 1,000,000 ohms. It includes percentage readings in conjunction with the "Good-Bad" section on the scale of the large fan-shaped meter, and features line-voltage regulation with meter check.

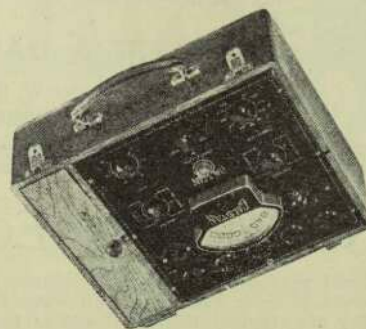
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The Calstan D.C. Tube Checker is a boon to Island radio traders, as it is BATTERY OPERATED . . . will work from a 6-VOLT BATTERY . . . the High Tension being supplied by means of a VIBRATOR UNIT . . . thus enabling it to be used in any place or time independently of Power Lines. PRICES: D.C. Operated Portable, £17/6/-; Counter Model, £16/10/-; Prices Plus Tax. 240 Volt AC Operated Counter Model £11/5/-; Portable Model, £11/15/-.

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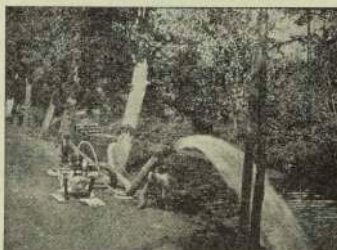
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Complete Plant's weight, 140 lbs. Capacity up to 12,000 gallons per hour. All heads from 10 to 115 feet. Fuel consumption, $\frac{1}{2}$ gallon per hour. Pressure 55lb. square inch. Especially suitable prospecting and all sluicing requirements.

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PACIFIC MINING NEWS

From Fiji.

KOROERE GOLD N.L.

THE directors of Koroere Gold N.L., Fiji, in their annual report state that the Emperor Gold Mining Co., Ltd., has offered to absorb as a going concern the whole undertaking of Koroere at Tavua. The purchase consideration is £25,000, to be satisfied by the allotment of 50,000 fully-paid shares of 10/- each in Emperor Mines, Ltd. The directors recommend its acceptance.

Results of development work at Koroere for the year ended January 31 were for the most part disappointing. Rather than call up further capital to finance the more expensive prospecting of the deeper ground, the directors decided to adopt the recommendation of the managing director (Mr. E. G. Theodore) by opening up negotiations for disposal of the Company's assets.

Since the last annual report, additional work has been done at the southern end of the Cardigan lode without disclosing much additional ore. The main shaft is being sunk by 100 ft. to test the Cardigan lode at the 200 ft. level. As there seems some probability of the payable ore in the West Cardigan lode continuing in depth, it is proposed to sink a shaft over the position of the winze (where 10 dwt. values were disclosed), and continue the exploration of the ore body from that point. An adit was

driven on the North Cardigan lode, and values of 8 dwt. a ton were disclosed; but these values declined to 2 dwt. and 3 dwt. The adit was driven 85 ft. and crosscuts at 55 ft. and 85 ft. failed to show anything more encouraging.

Mr. F. A. Campbell, mine surveyor at the Emperor Mine, reports that there are 35,000 tons of mineable ore in the Cardigan lode assaying 8.2 dwt. gold a ton, and in the West Cardigan lode 9,000 tons of mineable ore assaying 11 dwt. A new adit was commenced on the same line of lode as that driven on by No. 5 adit, but at a lower level, from the southern flank of Koroere Hill. As this is the supposed continuation of the Loloma lode, the adit will be continued for some distance if conditions warrant.

Issued capital of Koroere comprises 90,000 shares fully paid to 10/- each and 210,000 shares of 10/- each paid to 4/6 per share. Net expenditure of the Company in the year ended January 31 was £5,970, of which £5,414 was spent on work on the Cardigan lode. At the balance date current assets were £1,747 and outside liabilities £458.

LOLOMA (FIJI) GOLD MINES, N.L.

Consistently good gold values over satisfactory widths of ore continue to be reported by Loloma (Fiji) Gold Mines N.L., Tavua.

The Company reported early in April that at the 224 ft. level in the mine, the South drive off the main East crosscut at 60 ft. had been extended to 730 ft. Average assay value of the last 38 feet was 30 dwt. a ton, over a width of 68 inches. No. 3 rise off the South drive at 628 ft. from main E. crosscut has been extended to 68 ft. and connected with the winze from the 120 ft. level. Average assay value was 34 dwt. a ton over a width of 57 in. Recent productions were announced as:—

	Four weeks ended			
	Dec. 22	Jan. 28	Feb. 23	Mar. 23.
Tons treated	1,700	1,663	1,875	2,020
Gold, oz., fine	1,999	1,790	2,408 $\frac{3}{4}$	2,656
Silver, oz., fine	755	591	459	464
Residue, per ton	3.4dwt	1.5dwt	1.75dwt	1.9dwt

*Mill shut down for 6 days during holidays to convert elevator housing from wood to steel.

MOUNT KASI MINES, LTD.

March production of Mount Kasi Mines Limited, Vavua Levu, Fiji, compared with the two previous months as under:—

	Four weeks ended		
	Jan. 26.	Feb. 23.	Mar. 23.
Ore, tons	2,861	2,411	3,128
Gold, fine, oz.	584	615	661
Value, £A	5,110	5,381	5,784

EMPEROR MINES, LTD.

The secretary of Emperor Mines, Ltd., states that the option over 70,000 shares paid to 10/-, due on March 18, has been exercised and certificates have been issued. Application has been made for the placing of these shares on the official list of the Stock Exchange of Melbourne. Issued capital of the Company is now £805,000, in 1,710,000 shares of 10/- each.

In the following table the latest production figures of the Company's operating subsidiary in Fiji, Emperor Gold Mining Co., Ltd., are compared with those of the two preceding four-weekly periods:—

	Jan. 26.	Feb. 23.	Mar. 23.
Tons, crushed	11,426	12,113	12,064
Head value, dwt.	6.8	6.8	6.8
Yield, oz., dwt.	3,044	3,798	3,812 $\frac{1}{4}$
Dwt., a ton	5.33	6.37	6.32
Tailings, dwt.	0.63	0.53	0.48

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SUKULAKI GOLD DEVELOPMENT, N.L.

Shareholders in Sukulaki Gold Development N.L. (one of the dozen "shows" formed during the Fiji mining boom), at an extraordinary meeting held in Melbourne at the end of March authorised the voluntary winding-up of the Company. A liquidation dividend of approximately 4/- a share will be paid to shareholders.

From New Guinea

ENTERPRISE OF N.G. GOLD AND PETROLEUM DEVELOPMENT, N.L.

MR. H. TAYLOUR, general manager of Enterprise of New Guinea Gold and Petroleum Development N.L., in a report on the progress of operations at the Edie Creek mine, advises that the pilot plant has been closed down, pending a decision concerning the installation of compressed air drills in the underground workings, and the installation of additional treatment units in the plant. Metallurgical tests show that the association of gold values in the ore is by no means identical with that found in other ores in the vicinity. Ore testing is not yet finalised, but results to date indicate definitely that the run-of-mine ore can be profitably mined and treated on a large scale.

The Company's holdings at Edie Creek comprise eight gold-mining leases, having a total area of 336 acres. These leases extend for 6,000 ft. along the direction of strike of the main lode. The mineralised zone in which the main lode and several smaller veins occur, has been prospected within the boundaries of the Company's leases for 4,000 ft. along the strike, and quartz located at intervals throughout.

The drainage adit is being advanced on three shifts to cut the main lode on the footwall side, 150 ft. vertically below the level of the main West drive, or 450 ft. below the apex of the outcrop. The drainage adit has been advanced to 596 ft., and is expected to cut the main lode within the next two months. On the adjoining property of New Guinea Goldfields, Ltd., the downward extension of payable ore has been proved to a vertical depth of 150 ft. below the horizon of the Company's drainage adit, or 600 ft. below the apex of the Company's main lode. A large tonnage of ore is now practically developed on the Enterprise property.

Mr. Taylour also advised that for March 4,070 yards of wash and 5,470 yards of overburden were treated for a yield of 58 oz. 12 dwt. of unrefined retorted alluvial gold. This compares with January and February as follows:—

	Jan.	Feb.	Mar.
Wash dirt, yards	5,103	1,747	4,070
Overburden, yards	3,159	3,495	5,470
Unrefined retorted alluvial gold, oz.	33	32½	58½

BULOLO GOLD DEPOSITS, LTD.

Bulolo Gold Deposits, Limited, New Guinea, report that a clean-up will not be made until about April 24, as the manager is taking out larger paddocks on both the Morobe Alluvials and the Morobe Deposit areas.

BULOLO GOLD DREDGING LTD.

Production of Bulolo Gold Dredging Ltd., for March, compared with that of the previous two periods, as follows:—

	Jan.	Feb.	Mar.
Cubic yards	862,500	897,000	1,041,000
Bullion, oz.	15,096	11,624	16,281
Gold, fine, oz.	10,408	8,020	11,235

VALUE—
Aust. currency* £91,070 £70,175 £98,306
Value, per c.y. /25.3 /18.7 /22.6
Working profit £65,493 £52,421 £68,958
*At £A8/15/- per fine ounce.

The No. 5 dredge will not be operating at full capacity until the end of April. No. 6 dredge began digging to bedrock on March 24.

SANDY CREEK GOLD SLUICING LIMITED.

The mine manager of Sandy Creek Gold Sluicing Limited, New Guinea, has issued the following comparative figures of production:—

	Dec.	Jan.	Feb.	Mar.
Cubic yards	26,558	15,150	18,441	17,260
Gold, oz.	377	249	258	338
Per cubic yard	2 1/4	2 5/8	2 1/4	2 10/16
Working cost	1/2	1/6	1/5	1/1

DEVELOPMENTS (NEW GUINEA), N.L.

Developments (New Guinea), N.L. has obtained an option over a sluicing area of 400 acres situated at Booloumba Creek, Conondale, Queensland. The area was reported on by Mr. E. Ross, mining engineer, and his report shows

good values from test shafts. Mr. F. A. Ro-berg has also inspected the property. He recommends that the area be systematically tested by pitting.

NEW GUINEA GOLDFIELDS, LTD.

The Mining Trust, Ltd., consulting engineers to New Guinea Goldfields, Limited, reported in March that during the previous three months production, etc., had been:—

	Dec.	Jan.	Feb.
Edie Creek mill—			
Gold, oz., fine	1,190	1,181	652
Silver, oz., fine	3,951	4,126	2,936
Alluvial—			
Gold, oz., fine	1,337	1,274	914
Silver, oz., fine	961	904	665
Gold Ridges mill—			
Gold, oz., fine	295	308	601
Silver, oz., fine	346	359	671

Operating profit—
Edie Creek £2,329 £2,502 £1,214*
Alluvial 5,540 5,503 2,383
Golden Ridges 1,199 1,018 3,532

*Operating loss, due to a reduced tonnage, caused by influenza epidemic and low-grade ore from the Karuka vein.

Reduced alluvial production in February was due to a pump breakdown. Golden Ridges production was from tailings re-treatment.

From Papua

CUTHBERT'S MISIMA GOLD MINE, LTD.

Operations for the year to December 31 last, Cuthbert's Misima Gold Mine, Ltd., Misima Island, Eastern Papua, reports net

profit of £31,783, compared with £27,634 for the previous period of 14½ months. The 1937

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result has been struck after providing £3,388 cost of development, writing off £411 old plant, and £1,400 proportion of flotation expenses, and placing £2,000 to special reserve. Four dividends, each of 6d. a share, were paid during the past year, equal to 20 per cent. of the nominal value of the shares, the distribution involving £30,000.

A total of 26,119 tons of ore was treated for 7,407 oz. gold, and 21,387 oz. silver, net cost being 22/15d a ton, against 22/1d in the previous period. Costs were affected by interruptions due to construction operations, higher cost of raw materials, and higher trucking costs.

Oxidised ore reserves are estimated at positive 190,091 tons, and "probable" 112,925 tons, being net increases of 44,591 tons and 5,725 tons respectively. No estimate has been made of "possible" reserves above No. 9 level and No. 1 branch lodes. The general manager anticipates that it will be possible to mine about 300,000 tons in the oxidised (or upper) zone of the northern section of the mine. No work was done in the sulphide zone.

At December 31, assets included cash £4,251, bullion in transit £6,500, debtors £1,819. Creditors stood at £6,897. Flotation expenses appear at £12,600.

Recent production figures have been:—

	Jan. 23	Feb. 23	Mar. 23
Ore treated, tons	2,611	3,062	2,805
Bullion, oz.	2,698	3,305	2,814
Gold, fine ozs.	788	918	845
Silver, fine ozs.	1,587	1,876	1,550
*Est. value	£6,374	£7,438	£6,833
Value of ton of ore	48/10	48/7	48/9

*Gold at £8 an oz., Australian currency.

†Two working days lost, short month.

BORNEO OPTIONS, LTD.

A three months' option over two areas in Papua was obtained by the directors of Borneo Options, N.L., when the Company withdrew from Borneo. The areas now are being tested.

They comprise 125 acres, reported to contain large deposits of manganese ore, and also a gold lease of approximately 77 acres. The Company's Sydney director, Mr. S. Hall, left for Papua on March 29 to make arrangements for an examination of the areas by a competent engineer. The manganese areas are 4½ miles inland from Rigo at Kapa Kapa, and 39 miles from Port Moresby. The gold mining lease is on the Astrolabe gold mineral field, 20 miles from Port Moresby. In the event of the option being exercised the purchase price will be the allotment to the vendor of £8,000 worth of fully paid-up shares in the Company, in addition to the cash payment of £600.

GOLD MINES OF PAPUA, LTD.

The general manager of Gold Mines of Papua Ltd., Misima Island, Eastern Papua, reports that a preliminary run of the plant has been completed. Operations were intermittent, on account of acute shortage of native labour and mechanical and metallurgical adjustments. To March 31, 1,750 tons of ore were crushed, from which was recovered gold valued at approximately £1,150, in addition to which the estimated value of the gold remaining in the plant is £350. The plant will continue to operate intermittently and at only half capacity until all mechanical and treatment difficulties are overcome.

SAPPHIRE CREEK (PAPUA) SYNDICATE.

The directors of Sapphire Creek (Papua) Development Syndicate, N.L., advise that they have abandoned the option over the alluvial tin property at Catarrh Creek (N.S.W.).

MANDATED ALLUVIALS, N.L.

The management of Mandated Alluvials, N.L., whose property is situated near Port Moresby, Papua, pointed out in March, in a circular to shareholders, that, of 300 first mortgage debentures of £10 each offered for subscription, only about one-third had been applied for. The money was required to enable production to be commenced. Unless further sums were subscribed immediately, the management states, it will be impossible to carry on the work. The assets of the company would then be taken over on behalf of the present debenture-holders, who are fully secured by a trust deed over the whole of the property.

Quotations for Islands Gold Shares.

	F.I.L.	Mid-Nov.	Mid-Feb.	Mid-Apr.
Emperor Mines	b12/6	b11/9	b12/5	
Koroere	b2/9	a4/3	b1/5	
Loloma	b17/	b17/10½	b23/6	
Mt. Kasi	b6/	b4/3	b3/11	
Vatu Kasia	s2/	s1/6	s1/2	
NEW GUINEA.				
Bulolo Deposits	b1/3	b11d	b10d	
Bulolo G.D.	b£6	s£7	b£6	
Enterprise of N.G.	b£17/8	b£12/6	b£17/6	
Guinea Gold	b13/3	b13/3	b12/10	
N.G.G. Ltd.	b2/0½	b1/6	b1/4	
Oil Search	b7/6	b6/6	b6/1	
Placer Dev.	b£3/13/	s£3/19/	b£23/11/4	
Sandy Ck.	b1/10	b1/6	b1/4	
Sunshine Gold	b11/1	b11/6	b11/8	
PAPUA.				
Cuthbert's	b20/4½	b21/6	b19/	
G.M. of Papua	b10/5	b9/10	b7/11	
Mandated All.	b2/8	b9d	b1/7	
Oriomo Exp.	b3/3	b3/2	b2/3	
Yodda Gold Co	—	b2d	b6d	

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DERRIS ROOT INDUSTRY

As a result of investigations made by an officer of the Commonwealth Dept. of Trade and Customs, South Seas planters have been advised by the Government that there is little purpose in cultivating Derris roots in the Islands, as an alternative crop. Derris has a limited commercial market on account of its Retenone content.

The authorities point out that the two main difficulties in marketing are lack of knowledge of its toxic value, and excessive shipment cost. Another problem is the difficulty of economical milling—the roots have first to be fed to a cutting machine before being placed in the grinding mill, where close supervision is necessary.

At present, Straits Settlement is the main producer. The average return is about £150 sterling per ton f.o.b.

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Torres Strait Notes

From Our Own Correspondent.

THURSDAY IS., Apr. 5.

THE motor schooner "Vanora" is in Thursday Island harbour at present, en route from Singapore and Merauke (D.N.G.) to the South Seas; she is owned by Mrs. M. Hart, flies the Stars and Stripes, and has been quietly cruising round the globe.

Mr. and Mrs. Harry Rowan have been the guests of Mr. and Mrs. A. T. Sullivan, of T.I. Mr. Rowan founded the Lockhart River Mission on the east coast of Cape York Peninsula 14 years ago, and has been its only Superintendent. Persistent rumours of Mr. Rowan's ill-health have no foundation—he is the picture of robust health. His resignation will take effect at the end of the year.

The German luxury liner "Reliance", of Hamburg, called here on her world tour. About 180 tourists came ashore.

Considerable quantities of building material are being unloaded here from overseas steamers to be transhipped across the Gulf of Carpentaria to the new flying-boat base at Groote Eylandt. There is also to be another flying-boat base at Karumba, near Normanton, North Queensland.

The Lord Bishop of Carpentaria and Mrs. Stephen Davies have journeyed on the "Francis Pritt" to the Mitchell River Mission in the Gulf of Carpentaria. With them was Mr. Joseph Chapman (the Superintendent), who came back by the "Change" from holidays in Sydney and on Norfolk Island.

Mr. and Mrs. Arthur Allison, of Wynnum, Queensland, have been the guests for some weeks of Mr. and Mrs. Somerset Vidgen, at Somerset, Cape York Peninsula. Mr. Vidgen is hoping to attract many tourists from Australia to this unique centre.

The British cruiser H.M.S. "Dorsetshire" which is stationed at Singapore, paid a visit to T.I. on her circumnavigation of Australia after spending a week at Darwin. Football, cricket, golf and tennis matches were arranged.

NEW EXECUTIVE HEAD OF VACUUM OIL CO.



Mr. C. K. Gamble, who has been appointed managing director of the Vacuum Oil Co., Pty., Ltd., arrived in Sydney from America in March to take up his new position. He previously was in Australia as a Melbourne executive between 1927 and 1934.



A.W.A. TELERADIO No. 3A

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This portable radio telephone-telegraphic equipment has been designed to provide communication facilities for points where line telephone or telegraph services are not practicable. The receiver can also be used for the reception of world broadcast entertainment.

The equipment is particularly suitable for use by Government administration out-posts, survey and mining parties, light-houses, forestry observation towers, island plantations, cattle stations, patrol launches or small trading schooners, etc.

Many A.W.A. Teleradio installations have, for some years, provided excellent service in isolated areas in Papua, New Guinea and the South Pacific Islands. Information and quotations for A.W.A. Teleradio equipment may be obtained from A.W.A. Radio Stations throughout Australia, New Guinea, Papua and the South Pacific Islands or from



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"MONTORO" IN CYCLONE

THE Burns, Philp steamer "Montoro" was severely buffeted by a cyclone off the North Queensland coast late last month. Leaving Cairns, en route to Sydney from Papua and T.N.G. on March 23, she ran into stormy weather which quickly developed into a cyclone, driving all shipping in the vicinity to shelter in the numerous bays along the coast.

About 30 passengers left the ship at Bowen, and continued South by train. Six days behind schedule, the "Montoro" arrived in Brisbane on April 1, and Sydney on April 3. No damage had been done and the vessel left again on April 6, four days behind schedule.

On the "Montoro's" January voyage, she met with bad weather but despite this, maintained her schedule.

"BULOLO No. 7" HELD UP

From Our Own Correspondent.

WAU, Apl. 3.

BULOLO Gold Dredging Ltd. are dismissing many of the hands which have been employed locally—the reason given being that the construction of the new No. 7 dredge will be held up indefinitely. At the moment there is no new constructional work for these men to be transferred to.

The No. 6 dredge near Wau has now started digging, and the dredge staffs have been transferred from Bulolo. The housing position at Wau has not improved on account of the number of married men who have come from Bulolo, and at the moment the position is acute.

Pacific Islands Monthly, April 22, 1938

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ISLANDS PRODUCE Exchange Rates

Coffee

THE following quotations were obtained in Sydney during April:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney:—Quote No. 1: 28/- per cwt.; quote No. 2: 19/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 51/-; grade "B", 46/6; grade "C", 43/-; Triage 36/-; No. 2 quotations: Grade "A", 59/-; grade "B", 48/-; grade "C", 44/-; Triage, 36/6 (drought coffee). No. 3 quotations: Grade "B", 46/6; grade "C", 38/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.: No. 1 quotations: Grade "A", 53/-; grade "B", 52/6; No. 2 quotations: Grade "B", 54/-; Triage, 42/6.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—No. 1 quotation: 62/- per cwt. No. 3 quotation, 62/3 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.

Kopok

Based on firm conversion of exchange, the c.i.f. official prices for kopok quoted in Sydney in mid-April, were:—Average Java 7½d. per lb., and prime Japara, 7 7-16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £36-£38 per ton. Quote No. 2: New Guinea cocoa £36-£40 per ton.

Quote No. 3: Accra, good fermented £32 per ton, c.i.f., Sydney.

Cotton

During the month, London, c.i.f., cotton prices were:—March 25, 4.85d. lb., April shipment; April 1, 4.78d. lb., May shipment; April 8, 4.69d. lb., May shipment; April 14, 4.78d. lb., May shipment.

Ivory Nuts

No. 1 quotation: £8/10/- 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-April, at £50-£55 per ton.

Rice

Rangoon rice: packed in 100 lb. bags, £13 per ton; 200 lb. bags, £12/15/- per ton, f.o.b., Sydney.

Australian table rice, packed in 56 lb. bags, £18 per ton.

Trochus Shell

Nominal quotations for trochus shell obtained in Sydney from two different sources were:

(a) Trochus, shell, No. 1 grade	£85
Trochus shell, No. 2 grade	£75
Trochus shell, No. 3 grade	£65
(b) Trochus shell, No. 1 grade	£90½
Trochus shell, No. 2 grade	£78½
Trochus shell, No. 3 grade	£70½

All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell.

At the March London sales of Mother of Pearl shell, a good supply of Torres Strait shell came forward and was sold at prices ranging from £200 (Australian) for A. A. Chicken to £145 (Aust.) for defective pickings, fair to good. Black Edged Shell (Tahitian) sold at firm prices. There was no New Guinea shell offered. Darwin shell fetched £218 (Aust.) for 1st grade to £110 (Aust.) for fair defective pickings.

Mr. D. W. Martin, a director of Messrs. Gill and Duffus (Cocoa) Limited, London, spent several weeks in Western Samoa in March studying the territory's cocoa industry.

THE following exchange quotations, gathered in Sydney, show the rates existing in April:—

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

	Australia on Papeete	Francs to £
Average for week ended 28/3/38	126.80	Australian
Average for week ended 4/4/38	126.68	
Average for week ended 11/4/38	125.32	
Average for week ended 18/4/38	124.08	

	Australia on Noumea	Francs to £
Average for week ended 28/3/38	126.75	Australian
Average for week ended 4/4/38	126.63	
Average for week ended 11/4/38	125.27	
Average for week ended 18/4/38	124.03	

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 sstr. 100. Selling: T.T. £A125/10/- equals sstr. 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.

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. (approx.) either way. As quoted by the Comptoir National d'Escompte de Paris, in Sydney, and the Banque de l'Indochine, Noumea: On April 19, when the Australian £ was nominally worth 124.7 francs, £100 Australian would purchase a draft in Noumea of 12,470 francs.

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A100, selling £A100/10/-.

	Buying.	Selling.
Telegraphic transfer	£123 0 0	£125 0 0
On Demand	£123 0 0	£124 17 6
30 days	£123 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

Pastor J. E. Steed, at one time superintendent of the Seventh Day Adventist Mission at Sainoa, Western Samoa, died recently at the age of 78. His son, Pastor H. Steed, is an S.D.A. worker in New Guinea.

Dr. L. S. Duke, who has been Government Medical Officer on Norfolk Island for 13 years, has resigned, and will return to Australia.

Hon. Tom Nevitt, of Papua, reached Sydney from Port Moresby by the April "Macdhui", en route to England on a business visit.

Mr. Charles Rossiter, of "Chalgrove", Norfolk Island, died on March 13, at the age of 68.

For SAFETY and CONVENIENCE

Wherever you may go within Australia or abroad, you will appreciate the safety and convenience of Bank of New South Wales Travellers' Cheques.

These cheques being readily convertible into money, even after banking hours, at any place you may visit, relieve you of the necessity of carrying large sums in cash.

Bank of New South Wales Travellers' Cheques are honoured throughout the world. They are cashed by banks, and the principal shipping and railway companies, hotels, stores, tourist offices, etc., everywhere.

CARRY

Bank of New South Wales TRAVELLERS' CHEQUES

Obtainable through any branch of the Bank.

272A-1937

Market Quotations

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	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
January 1, 1932	£14 0 0	£14 15 0
March 25	£14 17 6	£15 0 0
June 17	£13 2 6	£13 5 0
September 2	£13 17 6	£14 0 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 0 0	£13 12 6
March 3	£11 7 6	£11 10 0
June 30	£10 17 6	£11 0 0
September 29	£9 7 6	£9 10 0
December 1	£8 12 6	£9 0 0
January 5, 1934	£8 0 0	£8 7 6
March 30	£7 7 6	£8 0 0
April 27	£7 7 6	£8 0 0
June 15	£8 0 0	£8 12 6
July 6	£7 17 6	£8 15 0
September 7	£7 12 6	£8 15 0
October 6	£8 0 0	£9 0 0
December 28	£9 0 0	£9 12 6
January 4, 1935	£9 5 0	£10 5 0

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

South Sea. South Sea. Plantation.
Smoked, to Genoa Sun-Dried Hot-air Dried.
London and Marseilles. to London. Rabaul.

Price on—	Per ton, c.i.f.	Per ton, c.i.f.	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
Oct. 2	£13 7 6	£13 10 0	£14 10 0
Nov. 6	£15 10 0	£16 2 6	£16 5 0
Dec. 4	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6
Feb. 5	£19 0 0	£19 0 0	£19 15 0
Mar. 5	£19 0 0	£19 5 0	£20 0 0
Apr. 2	£19 0 0	£19 15 0	£20 15 0
May 7	£16 0 0	£16 12 6	£17 12 6
June 4	£15 15 0	£16 12 6	£16 12 6
July 2	£14 15 0	£14 17 6	£15 15 0
Aug. 6	£15 2 6	£15 2 6	£15 17 6
Aug. 20	£14 10 0	£14 12 6	£15 7 6
Aug. 27	£14 0 0	£14 0 0	£14 15 0
Sept. 3	£13 5 0	£13 5 0	£14 0 0
Sept. 10	£13 12 6	£13 15 0	£14 10 0
Sept. 17	£13 12 6	£13 15 0	£14 12 6

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933	4½d.	2.48d.
July 7	5½d.	3.71d.
December 8	4½d.	4.0½d.
January 5, 1934	4½d.	4.28d.
July 6	5½d.	7.06d.
January 4, 1935	5½d.	6½d.
July 5	5½d.	7½d.
December 6	6½d.	8½d.
January 3, 1936	6½d.	8½d.
June 6	9d.	7½d.
December 4	1/-	9 1/16d.
January 8, 1937	1/2	10½d.
March 5	11½d.	11 1/32d.
April 2	1/-	1 1/16 15/16
June 4	11d.	9 5/8d.
Aug. 6	9½d.	9 1/16d.
Sept. 3	9½d.	9 1/16d.
Oct. 1	9½d.	8 9/16d.
Nov. 5	8d.	7½d.
Nov. 12	7½d.	7½d.
Nov. 19	7½d.	6 15/16d.
Nov. 26	7½d.	7½d.
Dec. 3	7½d.	7½d.
Dec. 10	7½d.	7½d.
Dec. 17	7½d.	7½d.
Dec. 24	7½d.	7½d.
Dec. 31	7½d.	6½d.
Jan. 7, 1938	7½d.	7½d.
Jan. 14	7½d.	7½d.
Jan. 21	7d.	7½d.
Jan. 28	7d.	7½d.
Feb. 4	6½d.	6½d.
Feb. 18	8½d.	7 1/16d.
Feb. 25	6d.	7 3/16d.
Mar. 4	6d.	7½d.
Mar. 11	6d.	7d.
Mar. 18	5½d.	6½d.
Mar. 25	5½d.	6 1/16d.
April 1	5½d.	5 7/16d.
April 8	5½d.	5 13/16d.
April 14	5½d.	6 1/16d.

NORDDEUTSCHER LLOYD, BREMEN

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.

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★ Smoke the best — at no extra cost!

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MEDIUM
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THE BIG CIGARETTE
THAT REALLY SATISFIES

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Godfrey Phillips
GOLD FLAKE
Cigarettes
EXTRA MILD

CAVANDERS MAGNUMS 24/6 thousand. BLACK & WHITE 28/6 thousand.
ABDULLA VIRGINIAN 24/6 thousand. ARMY CLUB .. 24/6 thousand.

GOLD FLAKE .. 16/- thousand.

Prices per 1,000 F.O.B. Sydney, Australian Currency.

Sole Agents for Pacific Islands:

McLEOD BOLTON & Co. Ltd.

Pacific House, 249 George Street, Sydney.

Mr. Henry ("Colly") Quintal, of Norfolk Island, died on March 30, aged 72.

Mr. Francis Christian died recently at Pitcairn Island, aged almost 80. Son of Mr. Thursday October Christian (whose father was Fletcher Christian of the "Bounty"), he was one of the most remarkable characters of that tiny outpost. He taught the Pitcairners boat-building—a craft he learned at Mangareva, French Oceania. Mr. Christian is survived by his wife, familiarly known on the island as Grandma Christian.

Pacific Islands Monthly, April 22, 1938

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Shipping Services in the Pacific

Sydney - Papua - New Guinea

Subject to alteration without notice.

	Montoro.	Macdhui.	Montoro.
Sydney	May 14	June 1	June 22
Brisbane	May 16	June 3	June 24
Townsville	May 19	—	June 27
Cairns	May 20	—	June 28
Pt. Moresby	M. 22-23	June 7	June 30
Samarai	May 25	June 8	July 2
Woodlark Is.	May 26	—	—
Rabaul	May 28	J. 10-11	July 4-5
Kavieng	May 29	—	July 6
Lindenhafen	—	June 12	—
Salamaua	—	—	—
Lae	M. 31-J. 1	J. 13-14	July 8-9
Madang	—	—	—
Alexishafen	June 2	June 15	J. 10-11
Borom	—	—	—
Wewak	—	June 16	—
Madang	June 2	June 17	July 11
Finschafen	—	June 18	—
Salamaua	June 3	June 18	July 12
Kavieng	—	June 20	—
Pondo	—	June 21	July 14
Rabaul	June 6	June 22	July 14
Salamaua	—	June 23	—
Samarai	—	June 23	July 16
Pt. Moresby	June 9	June 27	July 18
Cairns	June 11	—	July 20
Brisbane	June 14	July 1	July 23
Sydney	June 16	July 3	July 25

BURNS, PHILP & CO., LTD., Agents.

Hong Kong - N. Guinea - Sydney

Subject to alteration without notice.

M.V. Neptuna.

Melbourne	June 27	Aug. 31	Nov. 7
Sydney	Jn. 29-Jy. 2	Sept. 2-7	Nov. 9-12
Salamaua	July 9	Sept. 14	Nov. 19
Rabaul	July 11	Sept. 16	Nov. 21
Cebu (opt.)	July 18	Sept. 23	Nov. 28
Manila	July 21	Sept. 26	Dec. 1
Hong Kong	July 23-27	S. 28-O. 2	Dec. 3-7
Saigon	Aug. 2	Oct. 8	Dec. 13
Madang	Aug. 12	Oct. 19	Dec. 24
Salamaua	Aug. 16	Oct. 22	Dec. 27
Rabaul	Aug. 19	Oct. 25	Dec. 30
Sydney	Aug. 26-27	Nov. 1	Jan. 6-7
Melbourne	Aug. 29	Nov. 4	Jan. 9

BURNS, PHILP & CO. LTD., Agents.

Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.

	Niagara.	Aorangi.	Niagara.
Honolulu	May 18	June 15	July 13
Suva	May 27	June 24	July 22
Auckland	May 30-31	J. 27-28	J. 25-26
Sydney	June 4	July 2	July 30
Sydney, dep.	June 9	July 7	Aug. 4
Auckland	June 13-14	Jy. 11-12	Aug. 8-9
Suva	June 17	July 15	Aug. 12
Honolulu	June 24	July 22	Aug. 19

UNION S.S. CO. LTD., Agents.

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

	M.V. Salamaua.	
London	Apr. 25	Sydney Aug. 15
Galveston	May 18	Salamaua Aug. 28
Suva	July 20	Rabaul Aug. 31
Auckland	Aug. 5	London Nov. 3-24

W. R. CARPENTER & CO. LTD.

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.

M.V. Yanawai (Burns Philp (South Seas) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva.

Trip A: Suva-Labasa, via Levuka and Macuata ports, returning to Suva by the same route. Duration of voyage, 8-10 days. Trip B: Suva-Labasa, via Levuka and Macuata ports, then calling at the ports on the coast beyond Labasa, Natewa Bay ports, Levuka, and Suva. Duration of voyage, 10-12 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakaloa, Dreketi, Naiserewaga, Lekutu, Caloa, Nabouwalu, and Levuka. The latter round trip from Suva occupies about 10 days.

M.S. Tui Kauvaru (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

Japan - N. Guinea - Noumea - New Zealand

Subject to alteration without notice.

	Melbourne	Kohzan	Brisbane
	Maru.	Maru.	Maru.
Kobe	May 16	June 9	June 30
Moji	M. 17-18	—	July 1-2
Rabaul	May 27	—	July 11
Noumea	June 1-2	J. 25-26	J. 16-18
Auckland	June 5-9	J. 30-J. 3	J. 21-25
Wellington	J. 11-15	July 5-8	J. 27-31
Lyttelton	J. 16-17	July 9-10	Aug. 1-3
Dunedin	J. 18-20	July 11-14	Aug. 4-6
Lyttelton	—	—	—
Wellington	J. 11-15	July 5-8	J. 27-31
Auckland	June 5-9	J. 30-Jy. 3	J. 21-25
Cebu	July 7-6	—	A. 23-24
Manila	July 9-10	—	A. 25-26
Hong Kong	July 12	—	Aug. 28
Shanghai	July 15	—	Aug. 31
Kobe	J. 18-21	Aug. 4-5	Sep. 3-6

OSAKA SHOEN KAISHA AND YAMASHITA LINE.

PAIN'S MASTER

Genuine **VINCENT'S** APC



POWDERS & TABLETS
1/4 AND 2/4
SINGLES 2d. ea.

STOPS SAFELY
HEADACHE
'FLU & COLDS
RHEUMATISM
NEURALGIA
SCIATICA
NEURITIS
LUMBAGO

AND ALL NERVE AND MUSCULAR PAINS

Over the past 20 years thousands of men and women have proved Vincent's A.P.C. to be the most effective remedy for relieving all pain. That is why there are more Vincent's A.P.C. Powders and Tablets sold in Australia to-day than all other similar preparations.

If you suffer from Headache, Rheumatism, Heat Exhaustion, Nervous Irritability, Sleeplessness, or any nerve or muscular pain, get a packet of Vincent's A.P.C. Powders or Tablets and take them as directed. Take Vincent's A.P.C. also to relieve Feverishness and reduce temperature. You will be more than satisfied at the speedy, effective relief Vincent's A.P.C. brings. Vincent's A.P.C. can be taken with perfect safety, as it does not affect the heart or leave any after-effects.

FOR SAFETY'S SAKE, SAY—"VINCENT'S A.P.C."

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You guard yourself against Typhoid, Diphtheria, Malaria, Dhoobie Itch, Tinea and Surfer's Foot when you lather daily with TENAX. It is also invaluable in the cure of Tropical Skin Diseases, for TENAX contains "Ti-Trol", eleven times quicker than carbolic as a germicide, but NON-POISONOUS and NON-IRRITANT.

A PRODUCT OF AUSTRALIAN SOAPS LIMITED

**Sydney - N.Z. - Fiji - Samoa
Hawaii**

Subject to alteration without notice.

Honolulu	May 2	May 30	June 27
Pago Pago	May 7	June 4	July 2
Suva	May 10	June 7	July 5
Auckland	May 13	June 10	July 8
Sydney	May 16	June 13	July 11
Melbourne	May 20-23	J. 17-20	J. 15-18
Sydney	May 27	June 24	July 22
Auckland	May 30	June 27	July 25
Suva	June 2	June 30	July 28
Pago Pago	June 3	July 1	July 29
Honolulu	June 8	July 6	Aug. 3

OCEANIC STEAMSHIP CO., MATSON LINE.

**Saigon - Java - South Seas -
N.Z. Service**

Subject to alteration without notice.

Saigon	May 14	June 13	July 15
Singapore	May 16-17	J. 15-16	J. 17-18
Batavia	May 19-21	J. 18-20	J. 20-21
Samarang	May 23	June 21	July 22
Sourabaya	May 23	June 22	July 23
Pt. Moresby	May 30	June 29	July 30
Samarang	May 31	June 30	—
Salamaua	June 2	July 2	—
Rabaul	June 2	July 4	—
Vila	June 6	—	Aug. 4
Noumea	June 7-10	—	Aug. 5-8
Auckland	June 13-15	J. 12-13	A. 12-15
Wellington	June 17-18	J. 15-16	A. 17-18
Sydney	June 22-24	J. 20-22	A. 22-24
Pt. Moresby	June 29	July 28	Aug. 30
Sourabaya	July 6	Aug. 4	Sept. 6
Samarang	July 7	Aug. 6	Sept. 7
Batavia	July 8	Aug. 7	S. 8-10
Singapore	—	—	Sept. 12
Saigon	—	—	Sept. 14

ROYAL PACKET NAVIGATION CO. LTD.

Solomon Islands-N.G. Service

Subject to alteration without notice.

M.V. Malaita

Sydney	Apr. 30	June 11	July 23
Brisbane	May 2	June 13	July 25
Townsville	May 5	June 16	July 28
Cairns	May 6	June 17	July 29
Tulagi	—	—	—
Makambo	May 10-11	J. 21-22	Aug. 2-3
Gavutu	—	—	—
Su'u	May 12	June 23	Aug. 4
Domma	—	—	—
Mamara	—	—	—
Tasavarong	—	June 24	—
Aruligo	—	—	—
Lavoro	—	—	—
Mamara	—	—	—
Tasavarong	May 13	—	Aug. 5
Aruligo	—	—	—
Meringe	May 14	—	Aug. 6
Hivo	—	—	—
Yandina	—	—	—
Banika	—	—	—
Ufa	May 15	June 25	Aug. 7
Fajami	—	—	—
Younger	—	—	—
Pepesala	—	—	—
Lingatu	—	—	—
West Bay	—	June 26	—
Somata	—	—	—
Gizo	May 16	June 27	Aug. 8
Faisi	May 17	June 28	Aug. 9
Kieta	May 17	June 28	Aug. 9
Arigua	May 18	June 29	Aug. 10
Numa Numa	—	—	—
Teopasino	May 19	June 30	Aug. 11
Rabaul	May 20-21	July 1-2	A. 12-13
Soraken	May 22-23	July 3-4	Aug. 14-15
Kieta	May 24	July 5	Aug. 16
Faisi	May 25	July 6	Aug. 17
Gizo	May 26	July 7	Aug. 18
Tetipari	—	—	—
Russell Is.	May 27-28	July 8-9	A. 19-20
Gavutu	May 28	July 9	Aug. 20
Makambo	—	—	—
Brisbane	June 2	July 14	Aug. 25
Sydney	June 4	July 16	Aug. 27

BURNS, PHILP & CO. LTD., Agents.

**Sydney - Noumea - New
Hebrides - Indochina**

Subject to alteration without notice.

Pierre Loti

Sydney	May 12	June 16	July 14
Noumea	May 16-18	June 20-22	J. 18-20
Mare	May 18	June 22	—
Vila	May 19-20	June 23-24	J. 21-22
Luganville	May 21	June 25	July 23
Le Dart	May 22-23	June 26-27	J. 24-25
Norsup	May 23	June 27	—
Saigon	—	—	Aug. 9-11
Haiphong	—	—	A. 14-18
Luganville	—	—	Sept. 3
Le Dart	—	—	Sept. 4
Vila	May 24-25	June 29-30	Sept. 5-6
Mare	May 26	July 1	—
Noumea	May 27-28	July 2-3	Sept. 7-8
Sydney	June 1	July 7	Sept. 12

MESSAGERIES MARITIMES CO., Agents.

N. Zealand - Samoa - Niue

The New Zealand Government's steamer *Maul Pomare* (1159 tons) is the only direct connection between N.Z., the Mandated Territory of Western Samoa and Niue Island. 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. Maul Pomare

Wellington	May 17	June 14	July 12
Apia	May 24-26	J. 21-23	J. 19-21
Niue	May 28	June 25	July 23
Lyttelton	June 6	July 4	Aug. 1
Wellington	June 7	July 5	Aug. 2

N.G. Goldfields' Services

Aeroplanes conducted by Guinea Airways 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.



10-240 H.P. for all purposes. Modern compact design—Sturdy construction—Excess strength and stamina—Conservative power rating—Dependability—Smooth, vibrationless, trouble-free service—Simplicity of operation—Low fuel consumption and running costs.

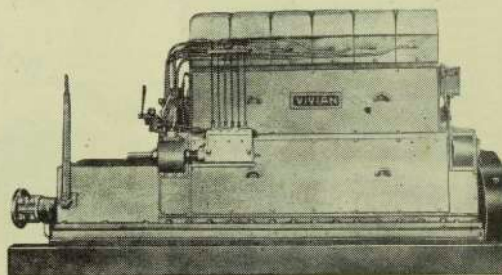
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120 B.H.P. 6 CYLINDER 6 1/2 x 10 MARINE DIESEL.

A Vivian engine of this size and description has given 18 hrs. trouble-free service daily for the past year in a tug-boat owned and operated by Sydney Ferries Ltd. (Harbor Land & Transport Co. Ltd.).

QUEENSBURY & CAPEL STREETS, MELBOURNE.

'Phone: F 3616.

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.

	Eridan.	D'Amlens.	C. Ramel.
Papeete	May 6-7	June 19-20	J. 3-A. 1.
Raiatea (opt.)	May 8	—	—
Vila	May 17	June 29	Aug. 10
Noumea	May 19-27	July 1-8	A. 12-18
Vila	May 30	July 11	Aug. 21
Raiatea	June 6	July 18	Aug. 28
Papeete	June 7-9	July 19-21	A. 29-31

MESSAGERIES MARITIME CO., Agents.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Nellere.	Tanda.	Nankin.
Hong Kong	Apr. 30	June 3	July 2
Manila	May 3	June 6	July 5
Rabaul	May 11	June 14	July 13
Brisbane	May 17	June 20	July 19
Sydney	May 19	June 22	July 21
Melbourne	M. 23-J. 3-4	J. 27-July 2	J. 25-A. 3
Hobart	June 6	July 4	Aug. 5
Newcastle	June 9	July 7	Aug. 8
Sydney, dep.	June 15	July 13	Aug. 13
Brisbane	June 17	July 15	Aug. 15
Townsville	June 20	July 18	Aug. 18
Rabaul	June 25	July 23	Aug. 23
Manila	July 3	July 31	Aug. 31
Hong Kong	July 6	Aug. 3	Sept. 3

E. & A. STEAMSHIP CO. LTD., Agents.

Sydney - Norfolk Island - New Hebrides

S.S. Morinda.

As the result of running on to a reef at Malo, New Hebrides (see elsewhere in this issue), the "Morinda" is in dock undergoing repairs, and it is not expected that she will leave Sydney for the New Hebrides until May 12.

BURNS, PHILP & CO. LTD., Agents.

Central Pacific Services

Subject to alteration without notice.

M.V. Matua

Auckland	May 5	May 19	June 2
Cook Is.	—	May 23	—
Outer Is.	—	M. 24-25	—
Cook Is.	—	May 26	—
Nukualofa	May 8-9	—	June 5-6
Apla	M. 10-11	—	June 7-8
Suva	May 14	—	June 11
Auckland	May 18	June 1	June 15

The cargo steamer Limerick (8,724 tons), will depart from Sydney on April 28 (approx. only) for Suva, Lautoka, Papeete, and N. American ports. She will carry a limited number of passengers in addition to mail and general cargo. The Hauraki (7,113 tons), is scheduled to follow to Fiji and French Oceania early in May.

UNION S.S. CO. LTD., Agents.

Noumea — Australia

The small steamer Neo Hebridaia (Societe Maritime et Miniere Hagen) carries on a monthly service between Noumea, New Caledonia, and Newcastle, N.S.W. The round trip occupies about 17 days.

New Hebrides Inter-Island Services

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.) connects every six weeks at Vila with S.S. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

New Caledonian Services

M.V. Le Phoque (Societe des Iles Loyalty) makes regular trips, carrying mails and passengers, from Noumea along the east coast to Arama. Also from Noumea to Poupou and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Touarou, N. Goye, Kaukue, Thio, Nakety, Canalo, Gouaoua, Houailou, Moueo, Pouterihouen, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balada, Pam and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kono.

Cables: "Stancarr." Tel. MA 4416

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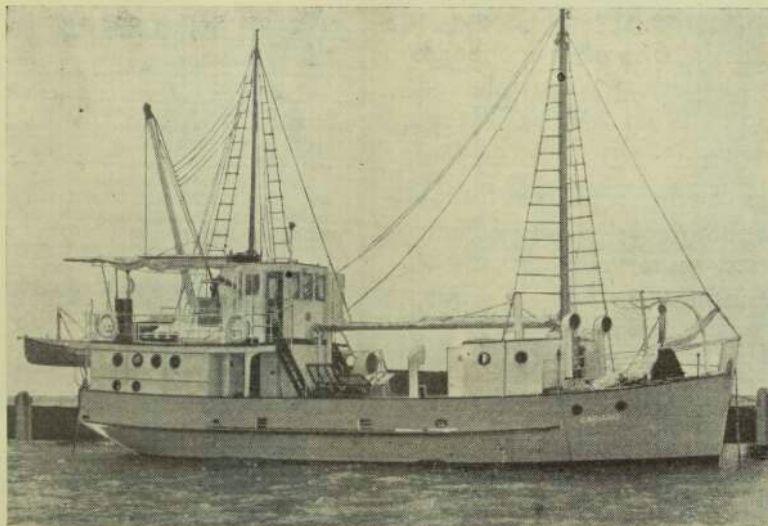
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EUROPEAN and CHINESE VEGETABLES
always available in any quantity.

New vessel, "Casiano", ready for service in Papua.

Built at the modern
Halvorsen Yards

to the order of
Island Explorations Ltd.



The "Casiano" is a stoutly-constructed vessel of 58 ft., with beam of 17 ft., and is equipped with an 80 H.P. Diesel engine. Accommodation is provided for 12 persons, including crew of 4.

Designs and Specifications
by Mr. Peter Miller,
of Melbourne.

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SHIPBUILDERS,
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MARINE ENGINEERS.

NEUTRAL BAY,
SYDNEY.

BUILDERS OF ALL TYPES OF CRAFT FOR ALL PURPOSES. CORRESPONDENCE INVITED.

Voh, Temala, Ouaco, Koumac, Karamble, Tangadiou, Paagoumene, Nehoue, Mouac, Belep, and return by same route.

M. V. Le Phoque also maintains a 4 weeks' service between Noumea and the Loyalty Group. The vessel calls at Tadiue (Mare Is.), Chepenehe, and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

N.G. Inter-Island Services

S.S. Maiwara and M.V. Muliama (Burns, Philp & Co.) make regular round trips from Rabaul to New Ireland and Bougainville ports.

S.S. Coombar, M.V. Desikoko, M.V. Duranbah (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

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—Rambutyo, Pak, Inrim, Pitelu, Papitalei, Salesta, Salami, Lorengau, Noru, Tumleo, Bolkin, Kairiru, Wewak, Boram, Sepik Mouth, Awar, Bogia, Kullili, Kauru, Alexishafen, Nagada, Madang, Finschhafen, Salamaua, Bali, Garua, Toriu, Stockholm, Manuan.

SOUTHERN RUN—Matala, Put Put, Sum Sum, Kekere, Iwi, Aropa, Toboroi, Kieta, Arawa, Numa, Bonis, Buka Passage, Samo, Mageh, Lihir, Kavieng, Paliangut, Rangarere, Notre Mal, Langinua, Asalingi, Neu Kauern, Manuan.

AGENTS: COLYER, WATSON & CO., RABAU

Gilbert and Ellice Islands Service

M.V. Raium (Burns Philp (South Sea) Co. Ltd.) and M.V. John Bolton (W.R. Carpenter and Co.) operate from Tarawa (Gilbert Islands) and connect regularly with all islands in the Gilbert and Ellice Groups.

Hong Kong - New Guinea - Solomon Islands

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, Bina, Fulakora, and Nono.

GILCHRIST, WATT & SANDERSON, AGENTS.

Papuan Inter-Island Services

M.V. Matoma (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima Island, via the Conflict Group.

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.

S.S. Papuan Chief (Steamships Trading Co. Ltd.) makes regular round trips from Port Moresby to Samarai via Kapa Kapa, Abau, and Baibara, returns by same route; then Port Moresby to Daru via Hissu, Yule Is., Kukipi, Orokolo, Kikori and back via Orokolo, Yule Island, and Hissu—full trip occupying about one month.

S.S. Papuan Chief.

Pt. Moresby	Apr. 25	Daru	Apr. 29
Yule Is.	Apr. 25	Daru, dep.	Apr. 30
Kukipi	Apr. 26	Orokolo	May 1
Orokolo	Apr. 27	Yule Is.	May 2
Kikori	Apr. 28	Pt. Moresby	May 3

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.

Burns Philp (S.S.) Co.

Bigger Profits Permit Larger Dividend and New Staff Fund

MESSRS. BURNS PHILP (South Sea) Co., Ltd. (the section of the "big firm" which operates to the eastward of Australia and New Guinea) made a gross profit in the year ended January 31 of £203,465, as compared with £180,189 in 1937 and £153,393 in 1936. The net profit was: 1938, £65,145; 1937, £58,089; 1936, £42,754.

The dividend has been raised to 64 per cent. £10,000 has been taken to reserve (now £125,000, against an issued capital of £725,000), and £5,000 as a first contribution towards a staff retirement fund.

Two new motor vessels have been put in commission in island trading during the year, and three more are on order for delivery in the current year.

PACIFIC IS. TRAVELLERS

(CONTINUED FROM PAGE III.)

PASSENGERS PER "NEPTUNA" WHICH ARRIVED IN SYDNEY FROM N.G. PORTS ON APRIL 14: Messrs. Gilliland, Brewer, Bodger, Colclough, Griffiths, Healy, Henderson, Johnson, Montelth, Oates, Poland, Peardon, Swanson, White, Egglestone, Evensen, Symington, Sedgers, Tudor, Eekhoff, Ross, Hughston, Thomas, Taylor. Mesdames Brewer, Bodger, Griffiths, Johnson, Laws, Oates, Poland, Swanson, Evensen, Symington, Watson, Ross, Hughston, Thomas, Briggs, Walstab, Miss Wilson.

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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.

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For overseas traffic to Great Britain, North and South America, and all European countries, route your message via the Direct Australian



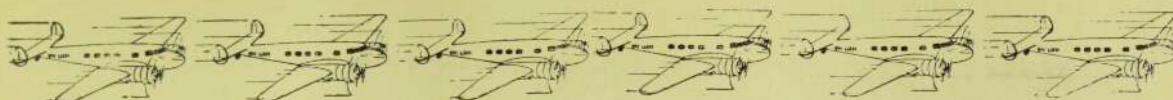
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Pacific Islands Monthly, April 22, 1938



How Aerial Transport Developed New Guinea

The Territory owes its amazing development to Aerial Transport. Since 1927, when the development of the Morobe Goldfield commenced, New Guinea's European population 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. Only regular, uninterrupted air services are responsible for the carrying in of Dredges, Crushing Mills, Cyaniding Plants, Motor Vehicles, Hydro-Electric Machinery, thousands of passengers and every type of goods needed by a large and growing European community.

GUINEA AIRWAYS, LIMITED

were established in 1927. They have grown in the following way, until they are now **THE LARGEST FREIGHT CARRYING SERVICE IN THE WORLD:**

Year Ended	Tonnage Transported	Passengers Carried
Feb. 28.		
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	6,102	9,721
1936	6,476	12,137
1937	6,705	11,869
Totals ...	35,783	51,499



One of Guinea Airways' giant freight-carrying aeroplanes with a typical load. This big G-31 Junkers machine transported from Lae, on the coast, to Wau, the Goldfields centre in the interior, a Baby Austin motor car, an office safe, and 33 bags of rice—a total weight of nearly 2½ tons!

GUINEA AIRWAYS, LIMITED, operate regular air services in New Guinea and Papua; they use over fifty Aerodromes and Landing-grounds in the two Territories.

Australian Services.—SYDNEY-ADELAIDE: Direct Service. Flying time, 4½ hours. Daily except Sundays.
ADELAIDE-DARWIN: Weekly, leaving Adelaide every Saturday. Arrive Darwin Sunday.

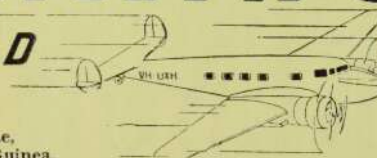
GUINEA AIRWAYS

LIMITED

LAE-SALAMAUA

Head Office: Austral Chambers,
Currie Street, Adelaide, S.A.

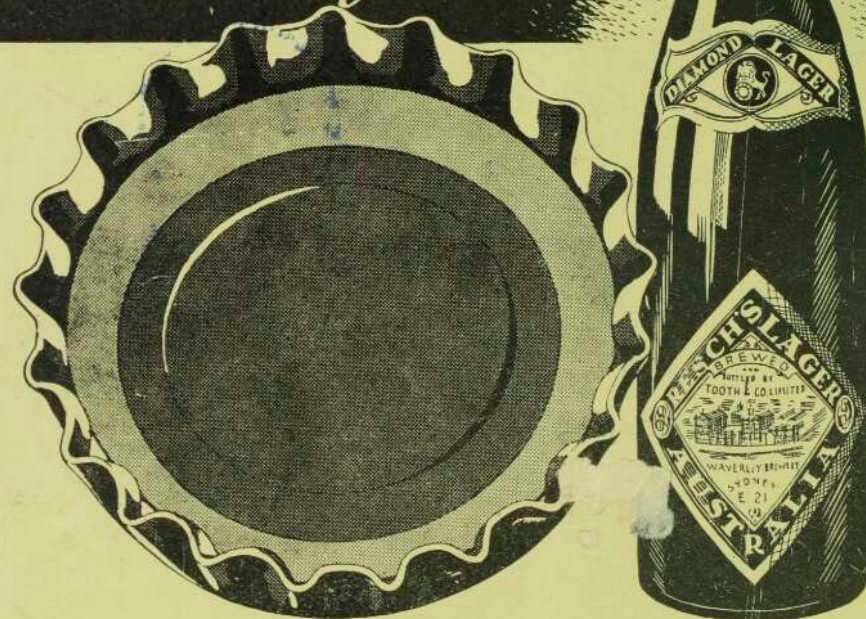
New Guinea Office: Lae,
Mandated Territory of New Guinea.



BRANCH OFFICES AND AGENTS AT WAU—SALAMAUA—PORT MORESBY AND SYDNEY.

Pacific Islands Monthly, April 22, 1938

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Resch's Lager is protected by the "Spot" crown seal

It refreshes and invigorates you as no other drink can. In Resch's Lager, you get *all* the original freshness and

flavour, because it is fully protected against climatic conditions by the specially designed "Spot" Crown Seal.

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