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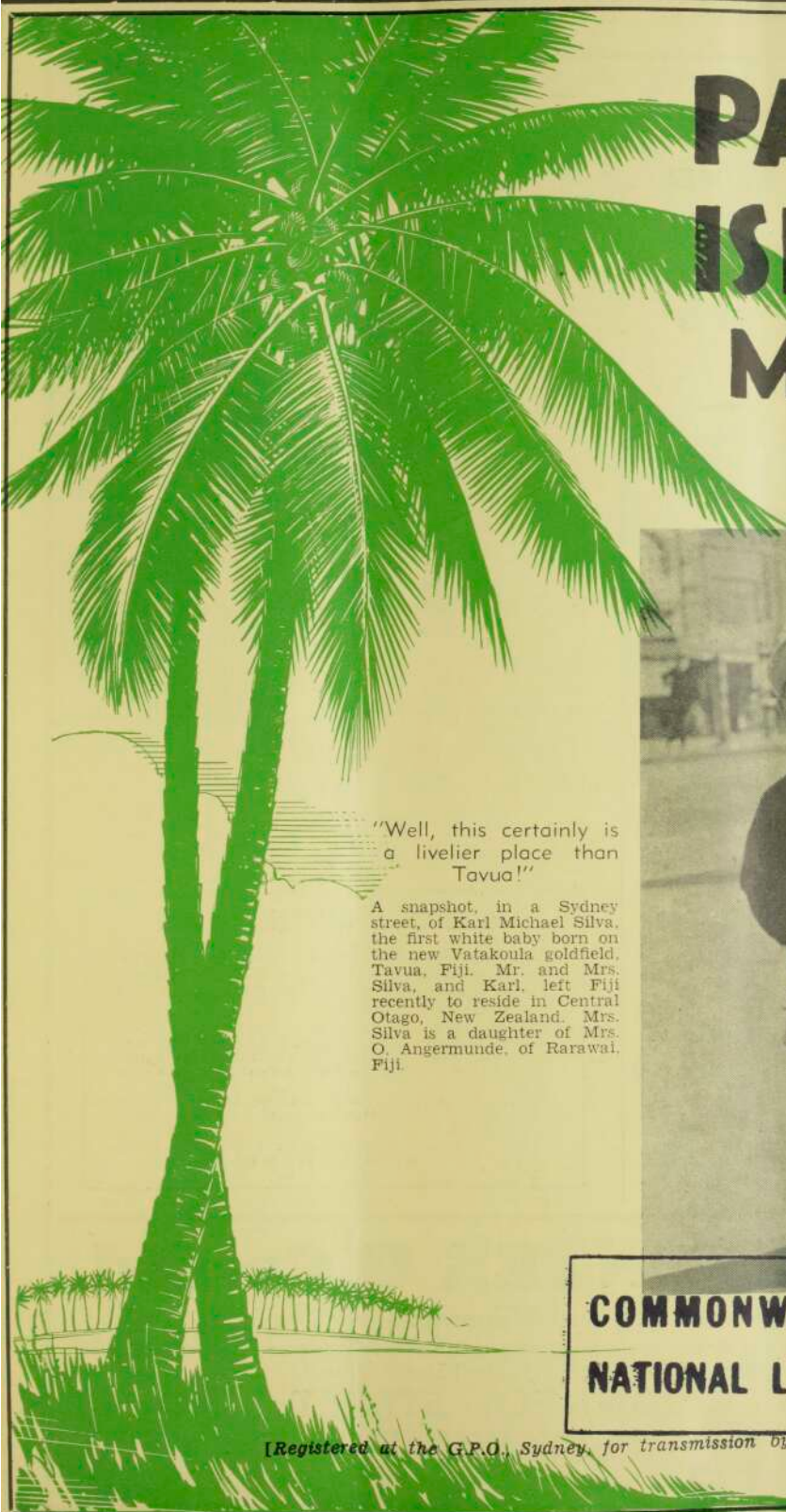
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VOL. X. NO. 7.

PACIFIC ISLANDS Monthly

February 15, 1940



"Well, this certainly is a livelier place than Tavua!"

A snapshot, in a Sydney street, of Karl Michael Silva, the first white baby born on the new Vatakoula goldfield, Tavua, Fiji. Mr. and Mrs. Silva, and Karl, left Fiji recently to reside in Central Otago, New Zealand. Mrs. Silva is a daughter of Mrs. O. Angermunde, of Rarawai, Fiji.



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Pacific Islands Monthly—February 15, 1940

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PACIFIC NEWS-REVIEW

Jan. 15.—Holland and Belgium, fearing an invasion, have mobilised practically the whole of their strength. Foreign journalists in Berlin "are convinced that Germany intends to march across the Dutch frontier within 24 hours". The British War Office has cancelled all leave for all its soldiers in France.

This is about the third time that Dutch and Belgium forces have been lined up to repel an expected invasion by the Germans. Such news should not be taken seriously. It is mostly newspaper sensationalism—one of the most deplorable features of this present war. The Americans are the worst offenders. They work on the principle that there should be a sensation every day, and if nothing happens they proceed to create one.

Jan. 15.—It is disclosed that 140 German merchant vessels are bottled up in 42 neutral ports, all over the world. The cargoes are valued at \$5,000,000, of which Britain owns about half.

Jan. 16.—Three British submarines, "Seahorse", "Undine" and "Starfish", which were sent out on an especially hazardous enterprise, have not returned and are presumed to be lost.

It was disclosed, from other sources, that the three British submarines were sent to carry out an attack upon German fortified places at or near Heligoland, but evidently the Germans were prepared for something of the kind, for they succeeded in capturing and destroying all three submarines. It was subsequently announced that most of the crews of the submarine had been rescued and were prisoners in Germany.

Jan. 16.—The newspapers now announce that the German threat against Holland and Belgium has failed—that the Germans found that the two small neutral countries were ready and therefore changed their plans. Belgium and Holland remain in a state of preparedness.

Jan. 17.—Lord Gort, British Commander in Chief, stated: "If Belgium is attacked and her neutrality, independence, and vital interests are threatened, the Franco-British guarantee will operate with lightning rapidity. This time all will be ready—there will be no more gropings, as in 1914. If the Germans come, they will be well received."

Jan. 17.—The worst winter known in 100 years is being experienced in Europe, and all the combatant countries are in the grip of frost and snow. One remarkable effect is that the Danube, in Hungary, is frozen over and hundreds of ships (the majority of which apparently have been carrying oil and grain from Rumania to Germany) are frozen up and immobilised.

There is a deeper interest here than the mere fact that German supplies are held up. The Allied peoples are being told a great deal about the economic pressure which is being put upon Germany, and encouraged to expect something of the German economic collapse which occurred in 1914-18. As a matter of fact, the whole position is entirely different. The whole of Germany's eastern and south-eastern frontiers are open, and to-day Germany is freely receiving large quantities of essential supplies from Italy, Yugoslavia, Hungary, Rumania and Russia. In 1914-18, every one of those frontiers was closed against her.

Jan. 19.—Reported that 45,000 Russians are in full retreat from the Salla

(Central Finnish) front. The relentlessly pursuing Finns have inflicted heavy losses, and the Russian rear has been disorganised by the Finnish air force. French estimate that the Finns have suffered about 20,000 casualties and the Russians 150,000.

It is becoming clearer that Finland has pricked the bubble of Russia's military reputation. For two decades, Western nations have been warned of the formidable character of the mighty Red armies and the terrible Russian air force. But those who knew the modern history of Russia would not believe that Bolshevik Communists could make good soldiers, where the Czar's officers failed. The Russians are formidable in the mass—there are such countless millions of them—but as fighting troops they definitely are not comparable with the French, Germans or British. If these masses of Russians are placed under German training and German officers, they may assume a formidable character, but that is unlikely. Attempts will be made by Germany to get control of this unlimited human material, but Bolshevik Russia will not "take" it. It is inevitable, sooner or later, that Germany and Russia will fight. The Germans will defeat the Russians and drive them back, wherever they meet them, but they cannot conquer Russia—the Slav empire is too big. The Allies need not fear Russian troops, but they have every reason to fear the Russian capacity for supplying Germany with the essential requirements of wartime—especially if the Germans are allowed to organise Russian industry and transport system.

Jan. 20.—The Russian air force has commenced a series of widespread, ruthless mass attacks on Finnish towns, regardless of military objectives. Hundreds of planes are taking part in the raids, and large numbers of homeless people are roaming about distractedly.

Jan. 21.—The British destroyer flotilla leader "Grenville," 1,485 tons, was sunk in the North Sea by either torpedo or mine. Eight men are killed and 73 missing. The "Grenville" was built in 1936 at a cost of £336,000.

Jan. 22.—It is now stated that the centre of apprehension in Europe has shifted from Scandinavia and the Low countries to South-eastern Europe. It is believed that in the Balkans, now, there are renewed fears of joint aggression by Germany and Russia and, secondly, that there is uncertainty regarding Italy's ultimate policy in the Balkans. It is also reported that large numbers of German troops have entered the Russian section of Poland.

Once more the yellow press rabbit has been let loose, and the whole yelping pack is after it. The yellow journalists worked up a first-class scare in relation to Belgium and Holland; now the scare is fading and, as they must get headlines somewhere, they are giving their ingenious attention to the Balkans.

Jan. 22.—A British cruiser stopped the Japanese liner "Asama Maru" (16,900 tons) on the voyage between San Francisco and Yokohama, and removed 22 German merchant sailors who were making their way back from the United States to Germany.

This British action is strictly in accordance with international law. Germany

NOTES AND COMMENT ON THE PROGRESS OF THE WAR FROM JAN. 15 TO FEB. 13, 1940

cannot complain of it. It is only a few weeks since a German warship in the North Sea stopped a Swedish steamer, which had on board some 16 British seamen from a wrecked vessel. The Germans made prisoners of the British, and took them to Germany, on the ground that they were capable of entering Britain's fighting forces.

Jan. 23.—There is terrific uproar in Japan, owing to the action of the British warship in taking the Germans off a Japanese liner. One official declared that the incident "pollutes the soul of the Japanese people."

Britain is dealing quietly and soberly with the position. The Japanese can either howl themselves into a war condition, or settle down to reasonableness.

Jan. 23.—Various newspapers report that German troops are pouring into Galicia, chiefly by road, and it is expected that Germany will occupy the whole of Southern Poland. Other newspapers report, sensationally, that German troops have appeared in force at the Rumanian frontier.

Jan. 23.—Foreign airmen are now assisting the Finns against the Russians—especially Italians, Swedes, Norwegians and Danes. British, Americans and French also are now flying the aeroplanes with which Finland, to an increasing degree, is meeting Russian air attacks.

Expert observers arriving in London confirm the reports that the various Russian defeats in Finland have been very severe. The Russians have been out-maneuvred and out-fought. The Russian soldiers are brave, but Russian leadership and organisation have been lamentable.

Jan. 24.—A British warship stopped another Japanese liner, the "Tatuta Maru," and enquired for German seamen, but there were none aboard. The incident, according to Tokio reports, has aroused Japanese agitators to a frenzy, and much anti-British feeling is being expressed.

Jan. 24.—The British destroyer "Exmouth," 1,475 tons, complement 175, was sunk by a mine or torpedo in the North Sea. The whole of the crew was lost. This is the fifth British destroyer sunk since war began.

Jan. 24.—Five thousand Victorian members of the Second A.I.F. marched through Melbourne to-day, and were greeted with tremendous enthusiasm by the largest crowd ever assembled in the city.

Jan. 25.—It becomes clear that Germany, with Russia's permission has sent troops to occupy and police Southern Poland and Galicia, between Germany proper and the Rumanian frontier, thus providing the Germans with a clear corridor in which they may organise the transport of grain, oil, etc., from the Balkans to Germany.

This is a development to be expected. It is of the utmost importance to Germany that she should have these channels of supply well organised and efficient before the great test comes with the European spring. But irresponsible neutral newspapers, hungry for sensations, are working up the incident into "Occupation of Polish Galicia by Germany under a

new agreement between Germany and Russia".

Jan. 25.—As indicating the losses suffered by neutrals owing to unrestricted German attacks on shipping, it is announced that Norwegian shipping losses from war's outbreak to date, are 32 vessels, of 112,000 tons. 150 Norwegian sailors have been lost.

Jan. 26.—German propaganda is reaching fantastic heights. The German people are confidently assured that within a few months Hitler will be crowned King of England. The Nazis, with German thoroughness, are already training numbers of officials for new duties as Governors of various parts of England and the British Dominions. They are being taught English, and are making an intensive study of the local conditions in the various districts to which they have been assigned.

Jan. 26.—A steady stream of Lockheed bombers, bought by the Allies and manned by British and French crews, are proceeding from the United States to Newfoundland, and thence are being flown across the Atlantic for use on the Western Front.

Jan. 26.—Sir Neville Henderson (British Ambassador in Germany until war broke out) said, in a speech: "We are involved in a life or death struggle with an extremely powerful, highly-organised, and utterly unscrupulous nation. It is going to be a hard war, and it may last for a long time. Wishful thinking will not win this war. There is not going to be any early collapse within Germany."

Jan. 26.—The Russians are making a desperate attempt to turn the Finnish flank on the front north-east of Lake Ladoga. The Finns are resisting stoutly. If the Russians are defeated in this effort they may suffer another great disaster.

Jan. 28.—In reply to a stern inquiry by Britain, the Foreign Minister of Rumania has issued a statement denying reports that Rumania is increasing exports of petroleum to Germany, and discussing a guarantee pact with Germany and Russia.

This statement may be taken for what it is worth. Rumania, a notoriously untrustworthy and unreliable nation, finds herself to-day in a very difficult situation, threatened in the north by Germany, who demands her oil and grain, and by Russia, who wants Bessarabia, and menaced in the south by Britain and France, supported by Turkey, who have informed her quite frankly that if she permits any more than normal supplies to go to Germany they will take drastic action against her.

Jan. 28.—There has been a lengthy exchange of opinions between Britain and Japan, regarding the seizure of 22 German seamen. Japanese public opinion is now quieter, and there are indications that the incident will be amicably settled.

Jan. 28.—Simultaneously with the outbreak of unrestricted attacks by Germans against all ships in British waters—by moored and magnetic mines, by submarines and by aeroplanes (which swoop out of the clouds and machine-gun and bomb the ships)—the German High Command is assuring neutral journalists that, when weather permits, Britain's essential food supplies will be attacked relentlessly and ceaselessly by air and sea, and that the war will end victoriously for Germany in 1940. It claims that the submarine campaign must succeed and that Germany now is producing a new submarine every day.

Jan. 28.—The failure of the Russians, during six days of fierce fighting, to break through Finnish defences north of Lake Ladoga amounts to a definite defeat.

Jan. 29.—Britain is suffering the worst cold spell known since 1815. The whole of Britain, from Land's End to John-O-

Groats, has been overwhelmed by snow-storms and paralysed by cold, and transport has been completely disorganised everywhere. Numbers of trains have been lost sight of for days, and isolated places are suffering great privations owing to shortage of food. There has been numerous fatalities. Traffic and transport are in chaos. Conditions on the Continent are just as severe—the Germans, being already short of fuel and certain foodstuffs, have suffered great privations.

Jan. 30.—The entire disruption of Britain's essential road and rail communications by intense cold, during several days, has created a situation unknown in living memory. The great railway dislocation entered its third day to-day. Trains carrying thousands of passengers and essential freights are held up in isolated places all over the country, and relief trains are going out to look for them.

Jan. 30.—Seeking to take advantage of British traffic dislocation, numbers of German planes have made their appearance along the eastern coast of Britain, and are attacking all shipping with machine-guns and bombs.

They are not having much success, however. One or two small ships have been seriously damaged. Formations of R.A.F. fighters are going out to sea, wherever the German bombers have been reported, and for the most part the raiders have fled.

Jan. 30.—It is officially announced that since the Germans seized Poland they have executed no less than 18,000 Polish leaders, selected from all classes, with the deliberate intention of systematically exterminating the Western Polish population.

Jan. 31.—The Germans claim that their wholesale aerial attacks upon British shipping on January 29 and 30 represent a great victory, as their planes in the two days destroyed four patrol ships and 14 armed merchantmen. Actually, they sank only one British ship of 2,800 tons, and a light ship.

Feb. 1.—Britain's preparation for a great expansion of ship-building is indicated by the Government's decision to make the Admiralty responsible for merchant ship-building and repairs.

Feb. 1.—The Balkan Entente powers (Turkey, Greece, Rumania and Yugoslavia) will open a conference at Belgrade to-morrow. It is stated by the sensational press that "a new and unexpected importance attaches to the conference because of the reported threat of German pressure on Yugoslavia and reports of German troop concentrations on the frontier of Yugoslavia."

Here is the yellow press rabbit again, and the whole pack is howling behind it, in fine style.

Feb. 2.—It is announced that 500,000 British and French troops now are in the Near East, ready to repel a German thrust through the Balkans or a Russian thrust through the Caucasus against the oil-fields from which the Allies draw vital supplies. Most of the British troops are based in Egypt and Southern Palestine, while the French are in Syria.

Feb. 4.—The only outstanding decision of the Balkan Entente Powers was a declaration that all are united in a desire to maintain peace and neutrality in the Balkans, and in the basin of the Danube. It is declared that each member of the Entente is free to pursue its own interpretation of neutrality.

Feb. 4.—British fighting patrols are now learning how to handle the flights of German bombers which come every day to attack the British shipping along

the eastern coast. To-day, they destroyed four German bombers out of twelve which appeared.

Feb. 4.—The main railways in England are getting their services back to normal, but there is a desperate shortage of fuel in most of the inland and northern towns and districts.

Feb. 5.—Reports from Stockholm say that Germany has completed a deal with Russia under which Germany is taking over a large number of submarines from Russia.

This report probably is correct. It is not generally known that Russia possesses, in the Baltic Sea, a fleet of at least 150 submarines. The great majority are small, but there are a few ranging up to 1,400 tons, and several between 600 and 800 tons.

Feb. 5.—German broadcasts claim that German aeroplanes and submarines destroyed 14 ships off the coast of Britain on Saturday. Actually they attacked five British and three neutral ships. All the British ships reached port; the only loss was a small Norwegian ship. Meanwhile, British R.A.F. fighters gave such a good account of themselves that at least four, and possibly five, of the German bombers were destroyed.

Feb. 6.—Reported that a neutral state shortly will submit a peace plan on behalf of Hitler, through a League of Nations committee. The plan provides for a plebiscite under international control for Austria; and for a commission of British, French and Germans to decide the future status of the Czech, Polish and Slovak states.

Feb. 6.—The Finns have completely routed the 18th Russian division, which was an important part of the Thirteenth Army. Between 15,000 and 20,000 men have been either killed, died of cold, or been taken prisoner.

Feb. 6.—H.M.S. "Sphinx," a mine-sweeper, which was damaged in Saturday's air raid, and which was being towed to port, capsized and sank, causing the loss of 54 lives.

Feb. 6.—It is officially announced that, last week, enemy action caused the loss of eight British ships, totalling 25,000 tons, and 6 neutral ships, of 17,500 tons.

It is reported that, so long as Britain's average loss of merchant tonnage does not exceed 30,000 tons per week, there is no cause for alarm. Britain's average weekly gain, with new construction and the purchase of foreign ships, is nearly equal to 30,000 tons per week.

Feb. 8.—The "Asama Maru" incident has been settled, by Britain agreeing to return 9 out of the 22 German seamen who were seized (the nine being considered unfit for military service) while Japan will not give passages on her ships to Germans of military age.

Feb. 9.—Owing to discovery of widespread Nazi plot, Turkey has dismissed and is repatriating hundreds of German technicians, and has seized the Krupp shipyards at Istanbul.

Feb. 12.—Neutral countries generally welcome, as first indication of new move for peace, the announcement that President Roosevelt is sending his Assistant Secretary of State, Sumner Welles, "to make a personal survey of conditions in Italy, Germany, Britain and France".

Feb. 13.—Officially announced members of Second A.I.F. and N.Z. Expeditionary Force landed at Suez and will shortly leave for their war stations in the Middle East.

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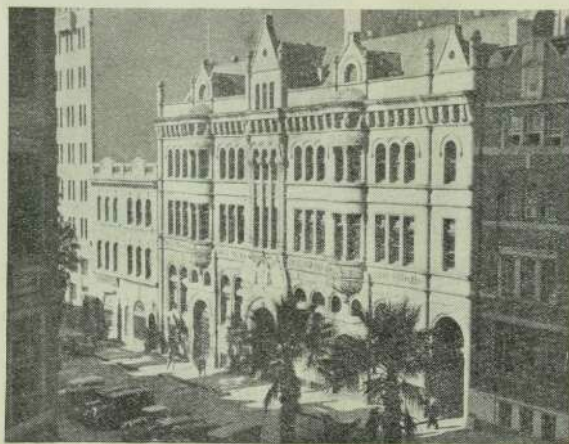
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How Long Will Copra-Producers Sit Quiet Under This Exploitation?

THE far-reaching dislocation of the commerce of Pacific Territories, caused by the war, serves to emphasise the defencelessness of Pacific Islands producers, and to direct attention to the need for a review and a remedy.

The outstanding factor of the situation, of course, is the position of the copra market. Before war broke out the high-grade copra price was approximately £10/12/6 per ton, c.i.f., London. To-day, it is fixed by the British and French Governments at £13/5/- per ton, c.i.f. London. Although most primary producers throughout the world have received benefit from a rise in their respective commodities to offset higher costs, and leave something over, there has been nothing for the copra producer. The whole of the rise in the price of his product has been absorbed by higher freight and marketing costs. There is nothing to cover higher production costs. Freight is higher by £2/7/6 per ton. Bags have doubled in price; rice is 30 per cent. higher; lap-laps are 30 per cent. higher in cost—and so on.

In actual fact, the copra producer to-day is worse off than he was just before the war; and, then, he was not enjoying even a bread-and-butter existence. He was obtaining enough

profit from his produce to pay for bread; but there was mighty little butter, and no jam. European men and women do not face the rigours, discomforts and isolation of life in the Pacific territories for so miserable a reward.

The time certainly has come for copra-producers throughout the Pacific Territories to ask themselves seriously whether there is any future in the industry. Unless copra is to return them at least £2 to £3 per ton more profit than it has done in the past two years, copra production in the South Sea Territories will become little more than a sideline for industrious natives. Coconut planting as an industry for Europeans will disappear.

IS such a development inevitable? What is the cause of this prevailing low price for copra? Is it really due to the fact that that vast industrial world which needs a soft vegetable oil now may be catered for by new commodities, such as cotton-seed oil, soya bean oil, whale oil, and various other oils which can be purified and deodorised by new processes, and which apparently are often in vast over-supply? Or is the present condition of the coconut-oil industry

the result of its being in the grip of one of the world's largest, greediest, and most ruthless combines—namely, Unilever, Ltd.?

It is impossible to escape the suspicion that the coconut industry is being bled white by the combine. We know that the combine is faultlessly organised, that it is international in character, that it is so powerful that it snaps its fingers at Governments and crushes all opposition, and that its profits are colossal. It was only the other day that newspaper readers were informed that the highest paid man in the United States in 1938, according to a Treasury statement, was Mr. F. Countway, president of Lever Bros., whose income in that year was 469,000 dollars (or, in Australian money, £146,562). To oppose this commercial octopus the coconut growers have nothing—only a world-wide industry, spread out over scores of tropical countries, with very little association, and not an ounce of co-operation in the whole of it.

THE coconut industry throughout the world markets about 1,500,000 tons of copra per annum. If the producers of only two-thirds of this, or even half of it, could be lined up to face the combine, what a different tale there would be! Unilever, Ltd., then might not be able to make £30,000,000 profit in a year, and the wretched Mr. Countway might have to do with less than £146,000 per

annum. But at least a few thousand European planters, now hanging on grimly in unhealthy tropical countries, would get something more than a bare living out of their enterprise.

Commentators shake their heads gloomily—they say it would be impossible to organise the producers of this world-wide industry. Why should it be impossible? It would be found that enough copra producers to control two-thirds of the world's production are under three flags—under the British Colonial flag, under the Dutch flag in the East Indies, and under the American flag in the Philippine Islands. It might even be possible for the Dutch and the British to take action independently of the Philippines, as they have done before, to save other great industries.

It is up to the Governments concerned to try to do something. Every young British man to-day, throughout the world, is being invited to take up arms for Democracy. His duty is clear. But if there is a responsibility upon the individual citizen to fight for Democracy, there equally is upon our Governments the responsibility to free our democratic system from the monstrous parasitical growths, in the shape of trusts and combines, that have grown up under its shelter in the past few decades. The life-blood of commerce and industry in our democratic countries has been freedom of individual enterprise; but the trusts and combines are slowly and steadily murdering the individual trader and producer. There is no clearer example of this than the Unilever combine and the coconut industry.

Shall we surrender to this merciless commercial monster without a fight? There is one thing that can be done immediately. Coconut planters everywhere should call upon their local Administration to make to the British Government, by whatever channel is available or desirable, the most urgent representations regarding that fixed copra price. That sum of £13/5/- per ton c.i.f. London may represent a very beautiful picture so far as Unilever is concerned—we may be sure that Unilever had a lot to do with it—but to the copra producers throughout the South Seas it means simply distress, starvation and bankruptcy.

Sir Harry Luke, in Suva; Sir Walter McNicoll, in Rabaul; Sir Hubert Murray, in Port Moresby—these are three men administering great tropical territories where the coconut industry is of first importance—surely it is right and proper that all the facts and figures should be placed before them, so that they make representations in the proper quarter.

It is no use the copra-producer sitting at home and moaning. He is being unjustly and cruelly exploited, and he is up against a very tough proposition. But that is all the more reason why he should get out and fight—and the best way to start the fight is to howl in chorus until the Governments are forced to take some notice of the noise.

REACHING OUT FOR ATOLLS

U.S.A. Claims in Central Pacific

IT is reported that the United States Government has commenced an action in the Federal Court to obtain title to Palmyra Island, and any atolls in its vicinity, for use as air bases.

This report is a little surprising. Palmyra lies southwards of Hawaii, on the route between Hawaii and Fiji, and was for years regarded as the property of Judge Cooper, of Honolulu, and had been leased by him to an American copra company. It was stated, in 1935, that the island was claimed by the United States for air base purposes, and it was apparently formally occupied by U.S.A. in 1936. Since then it has been regarded as American territory. There never has been any suggestion that Britain contested the claim, although Palmyra apparently was formally annexed for Great Britain by Commander Nichols, of H.M.S. "Cormorant," on May 28, 1889, in expectation of its use as a station for the Pacific cable. When Fanning Island was selected, instead, Britain took no further interest in Palmyra.

It is also reported from Honolulu that the United States intends to file suits

for the sovereignty of the following islands of the Central Pacific:—

Washington Island, Christmas Island, Malden Island and Starbuck Island:

Washington and Christmas Islands are part of the Gilbert and Ellice Colony Administration, and have been administered by Britain and recognised as British territory for a very long time. Malden and Starbuck are not in the same category—they are isolated, unoccupied islands which never have been regarded as of much economic value and, while nominally British, they have not been under any particular administration.

Vostock, Flint and Caroline Islands:

All these are in practically the same category as Malden and Starbuck—they have been nominally British for a very long time, they have been used to some extent for guano production or the growing of coconuts, but they have not been permanently occupied.

Penrhyn, Rakahanga (Reirson's), Danger, Nassau and Suvarrow Islands:

All these are part of the Cook Islands Administration; and they have been in the occupation of natives, usually under the direction of official resident British agents (New Zealanders) for about half a century. Any attempt by the United States to come in at this late date, and claim ownership, will not only be resisted but will be much resented.

Off Beaten Tracks in the Pacific.—X.



"Henry, is this only a coincidence?"

NO FLIES!

Does Tahiti's "Crazy Ant" Hold Secret of Immunity?

IN the "Pacific Islands Monthly" of November we published an article from our Tahiti correspondent, in which he made comment upon the curious and interesting fact that, although flies are a nuisance and a pest in practically all Pacific Territories, there are very few flies in Tahiti. He suggested that Governmental authorities in other territories might be inclined to make an entomological investigation to ascertain the cause of Tahiti's comparative immunity from one of mankind's greatest curses.

We now have received a letter from Mr. R. Schultz, of Raiatea, French Oceania, who writes under date December 29, and who says:—

"On the subject of the absence of flies in Tahiti, this bit of information might be of interest. It was given to me 14 or 16 years ago by the late Dr. Wilder, when he visited Raiatea, accompanied by Lord Sandwich. I recall that it was on November 11—they had had lunch at our place, and we observed the two minutes' silence.

"I enjoyed a most interesting and instructive afternoon, discussing with these men the absence of flies here. Dr. Wilder accounted for the absence of flies by the prevalence here of the 'crazy ant,' which he believed preys on the eggs of the larvae of the flies. I regret I do not know the name of this ant. It is conspicuous by the way it jitters about—hence it gets the the name of 'crazy ant,'

"Well do I remember the pestiferous flies in Fiji during my sojourn there in 1900. To be out without a fly brush—usually made from the end of a cow's tail—was a misery. If one did not whisk them away thousands would crowd in over one's shoulders.

"Mosquitoes were ferocious, too, in Fiji, in those days. Even when I sat upon a cane-bottomed chair, and with my nether limbs clothed in dungaree blue, the mosquitoes would bite me through the cane and through the dungaree.

"I hope the foregoing may shed some light upon the reason for the absence of flies in Tahiti."

Our Tahiti correspondent says that the small ant referred to is well known in Tahiti. He also remarks that there are none of these ants in nearby Rarotonga, and that flies are a curse there.

It is to be hoped that the Government of Fiji, or the High Commission for the Western Pacific may interest itself in this matter. The Fiji Government in past years has shown much enterprise in entomological research and has achieved some notable successes; and if it could find a way of controlling the fly nuisance it would become one of the benefactors of South Seas humanity.

CIVILISATION!

PORT MORESBY, Feb. 5.

ON January 23, before Mr. W. R. Humphries, R.M., a native of Motu, named Hename, was charged with forging two withdrawal forms on an account in the Commonwealth Savings Bank, belonging to a native named Sauni. He presented them along with a bank pass-book, at the Post Office, and seemed surprised and disappointed when an irregularity in a signature was noticed.

Hename was committed for trial.

HIDDEN SAIPAN

Probable Japanese Fortifications

JAPAN'S determination that Europeans shall catch no glimpse of what is being done on the island of Saipan, in the middle of the Mariana Group (northwards of the Carolines, and 1,500 miles south-east of Japan) was emphasised recently, when the United States mine-sweeper "Penguin" wanted to land shipwrecked Japanese sailors there.

The Japanese had been fishing off the American island of Guam, and their boat was wrecked. They were picked up by the Americans and, as their home was on Saipan, and the "Penguin" was to pass there, the Americans suggested they land the Japanese on Saipan.

But the Japanese authorities would have none of it. They asked the "Penguin" to transfer the shipwrecked men to a Japanese steamer off the coast of Rota.

American naval officers believe that Japan has established strong fortifications in Saipan. Saipan is one of the best islands taken over by the Japanese under the Mandates system in 1914-18. It is hilly, fertile, is 18 miles long by 9 miles across, and it has excellent harbours. It is known that an extensive sugar industry has been established there by the Japanese.

Mr. and Mrs. C. E. Hill, of Emae, New Hebrides, arrived in Australia in February, on furlough. It is 12 years since they last paid a visit to Sydney.

NEW HOTEL FOR PORT MORESBY

From Our Own Correspondent

PORT MORESBY, Feb. 10.

REPORTED here that Burns, Philp and Co. Ltd. are giving serious consideration to a plan to build another hotel.

The Hotel Moresby, the modern hotel erected only last year, is already inadequate to meet the demands of this rapidly-growing place, and if present discussions are any indication the new hotel will occupy the site of the old cinema theatre—a cool and elevated situation on the backbone of the ridge leading over to Ela beach. A new and up-to-date theatre will then be built on one of the sites of the abandoned hotels.

It is likely, however, that the plan will await a decision in regard to water supply.

It is only two years since Port Moresby's best hotel was the queer looking Top Hotel, alongside the picture theatre. Not long before it was taken over by Burns, Philp and Co., our old friend, Tim Ryan, complained bitterly about the demands of some of his Southern visitors, who asked for the bathroom.

The Top Hotel was not originally built as a hotel. A facade of two sides only was erected, about 1909, and photographed by an enterprising company which was trying to attract investors in some tropical enterprise. But the company collapsed, and the half-built building was acquired by Timothy Ryan and converted into what was officially the Hotel Papua—known as the Top Hotel.

SHARKS AT SALAMAUA



SALAMAUA, Feb. 3.

SINCE we get no thrills from the war news these days, it must have been the "law of compensation" that broke the calm of a Salamaua Sabbath recently.

Two sharks were seen, close to the shore, directly behind B.P.'s mess, feasting on a dead turtle. Messrs. Kyte and Hurl, each armed with a rifle, climbed the branches of a tree overhanging the water and, from a precarious perch, managed to get in a few shots whenever either of the sharks obliged by showing enough to fire at.

The honour of the kill, however, went to some natives, who got into a canoe and implanted in the body of one of the

monsters a vicious-looking barb, to which a rope was attached. During the "play" that followed, the canoe was nearly upset and two of the natives fell into the water. Naturally, they were not long in getting ashore.

The shark was eventually brought ashore and became a temporary centre of interest.

Another member of B.P.'s mess, Mr. T. Elwyn, had his Sunday morning swim, blissfully ignorant of the company he was in, not more than 30 yards away. But the sharks were apparently too interested in their turtle. He has sworn, out of respect for the whole turtle family, never again to eat turtle soup!

New Guinea's New Industry

Good Future for Cocoa Producers

IT is expected that the New Guinea Administration, supported by the Commonwealth Government, will take advantage of the present providential opportunity to soundly establish the cocoa industry in the Mandated Territory.

Originally, New Guinea was exclusively a copra producing country—and, if it had remained so, it would be on the bread-line to-day. Fortunately, the rich gold industry was established, and the large revenues from that source have kept the Territory prosperous and progressive.

The New Guinea copra industry, however, is feeling the unfavorable conditions created by the war, and the coconut planters are ready to give attention to any alternative which may be suggested.

Several years ago a few enterprising planters began to grow cocoa. They got little encouragement. Australian confectionery manufacturers did not wish to alter their processes and formulae to allow them to handle a new kind of cocoa bean—they wanted to keep to the well-known Accra product.

Mr. Norman Nelson, of Messrs. Nelson and Robertson, Ltd., Sydney merchants, took a personal interest in the matter and, acting as the agent for New Guinea cocoa planters, fought for years a discouraging and almost single-handed battle to get New Guinea cocoa beans recognised. He was slowly winning out, when the war came; and Australian confectionery manufacturers suddenly found that they could not get their usual Accra supplies, and turned with new interest to the New Guinea cocoa beans.

Quite suddenly, New Guinea beans were in sharp demand, and the price rose from about £26 or £28 per ton to around £38 per ton. Mr. Nelson has informed the "P.I.M." that there is now in Australia an eager market for every cocoa bean that can be sent from New Guinea. He is anxious that the New Guinea cocoa-planting industry should be encouraged, and he is actively assisting in discussions between manufacturers in Australia and planters in New Guinea, so that the latter may understand the requirements of the former.

A few years ago, only a few consignments of cocoa beans came out of New Guinea. To-day, the production is approximately 200 tons per annum, and it is growing rapidly. The quality is equal to Trinidad; but, for Australian marketing purposes, it has been taken as being equal to the lower grade—namely, Accra.

Warm praise for this development must be given to Mr. George Murray, the long-sighted Director of Agriculture in New Guinea. He always has been a believer in cocoa production in New Guinea, and it was he who encouraged one of his most promising young lieutenants, Mr. Green, to go to the British School of Tropical Agriculture in Trinidad, West Indies, and make a special study of cocoa culture, for the benefit of New Guinea planters. Mr. Green came back, about 1934, an enthusiastic believer in the possibility of cocoa culture in New Guinea; and, since then, he has been tireless in assisting New Guinea planters to a better understanding of the industry.

Now, everything is in favour of its establishment. There is an eager market

STILL HELD UP

Trans-Tasman and Trans-Pacific Air Services

THE situation in relation to the inauguration of a trans-Pacific air-mail service is as full of contradictions and mystery as ever.

Pan American Airways stated, several weeks ago, that they were all ready to commence a service between San Francisco and Auckland, via Hawaii, Canton Island and Noumea, and that they were waiting only for the word "go" from Washington.

But Washington remains strangely dumb; P.A.A. station staffs stand inactive at Canton Island, Noumea and Auckland; and, up to three days before this issue went to press, there still was no word of when the first P.A.A. plane would open the service.

Meanwhile, Honolulu reports that the position simply is that Pan American Airways have not sufficient Boeing Clippers to carry on the proposed new service—that the company actually has not got enough Boeing Clippers to carry on the Atlantic and North Pacific Services for which it is responsible. New Boeing Clippers can be built, of course; but the whole of the aeroplane building resources of the United States at present are concentrated on war orders from Europe.

Meanwhile, the lonely "Aotearoa"—Imperial Airways' boat sent out as the first of three to carry on the service between Sydney and Auckland—is fluttering vainly between Sydney and Auckland, and apparently doing nothing.

The efficient organisation which carries on Imperial Airways at the Australian end, Qantas Ltd., says that it would be quite feasible to commence the Sydney-Auckland air-mail service with the "Aotearoa" alone, but that what actually is holding up the inauguration of the service is the inability of the three Governments concerned—Britain, New Zealand and Australia—to agree about the terms and conditions under which the service will be carried on.

So, in spite of all official blather and bureaucratic reassurances, the people in the Pacific Territories who are awaiting the commencement of the trans-Pacific air-mail are recommended to believe it when they see it.

The Position of P.A.A.

From Our Own Correspondent

HONOLULU, Jan. 10.

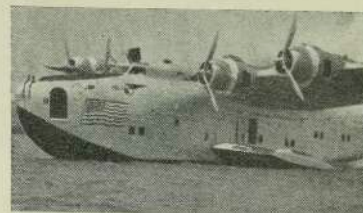
HERE are what appear to be the latest facts about the prospects of Pan American Airways starting the proposed air service from Hawaii to Auckland, N.Z.

Developments in the Pacific must wait until the company has its Atlantic programme in better shape.

On the Atlantic, the company now

in Australia; the price offered is high and profitable; many planters in New Guinea have already experimented with the crop, and understand how to handle it; and the New Guinea Department of Agriculture is in a position to give all kinds of practical assistance.

The New Guinea Administration has available the rich revenues derived from the gold industry which it may use—and should use—for the sound establishment of a good primary industry like cocoa production.



The California Clipper at Honolulu, Hawaii.

faces the prospect of stiff competition from a new and powerful American company, called American Export Airlines, a subsidiary of the successful steamship company which for years has operated passenger and freighters between the U.S. east coast and the Mediterranean.

When the first six Boeing Clippers were completed a year ago, it was said one would be assigned to the N.Z. run, but to-day two of them are trying to maintain schedules on the North Pacific and the other four are on the Atlantic.

The Nth. Pacific service is beset with serious delays. Since August, 1938, only seven round flights, between California and the Orient, have been made on schedule, although the two new Boeings came into service in February, 1939.

The China Clipper left San Francisco last on December 11, but did not return there, owing to a series of delays, until January 4.

The Philippine Clipper was due to leave there on December 19. It made three attempts to get away, but was forced back each time. At this writing it is still in San Francisco.

The California Clipper left San Francisco on December 20 but, so far, has not returned. At this writing it is delayed through engine trouble in Manila, where it has been since December 28.

The Honolulu Clipper has been in San Francisco since December 30.

The position to-day is that there are three Clippers idle in San Francisco and one at Manila. The air-mail is being carried by steamer. The "Monterey," which arrived here to-day, carried Clipper passengers who have been Clipper-delayed in California for two weeks.

THE P.A.A. bases to N.Z. may be ready for the service, but obviously, considering the above facts, the company lacks a spare Clipper to start the service.

If one is taken for the N.Z. run, it means robbing either the North Pacific or Atlantic services of one. American public opinion, which wants better service for the U.S. taxpayers who pay the huge subsidies, may not stand for it.

"FIJI WILL BE INCLUDED"

Incidentally, it is known here that if and when the N.Z. service is launched, Fiji will be included as a stop soon.

Several flights will have to be made under Government supervision before passengers will be permitted to travel.

The Government, too, has yet to okay the bases at Canton, Noumea and Auckland.

Rapid Growth of Fiji's Gold Industry

THESE figures, showing the gold output of Fiji, indicate how the gold industry has grown (mainly as a result of the establishment of the Emperor and Loloma mines, at Tavua):—

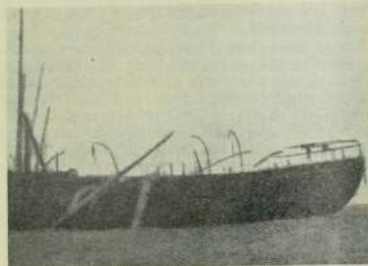
Year.	Ounces.
1933	2,079
1934	1,033
1935	6,933
1936	17,107
1937	21,407
1938	89,354
1939	*110,000

*Estimated.

The estimated value of the 1939 output is £1,100,000 Australian. At this rate, New Guinea, with an annual production of about £2,000,000, will have to look to its laurels.

There are four large mines operating in Fiji—Emperor, Loloma, Dolphin and Mt. Kasi. The first three are on the Tavua field, and Mt. Kasi is on Vanua Levu. The Dolphin, which is owned by a private syndicate, is not yet equipped for production, but development work has proved a large tonnage of rich ore.

A GHOST OF 1917



THE dismal remains of the German raider, "See Adler", which, under command of Count von Luckner, was thrown upon the reef at Mopiha Island, French Oceania, in August, 1917. These photographs were taken by a member of the crew of a British cruiser which visited the reef lately.

Murdered by Nazi Torpedo

Sister Neave, Lately of New Hebrides

EUROPEANS and natives in the New Hebrides will be shocked by news of the tragic death of Miss Neave.

On the completion of her training as a nurse, in Melbourne, she was appointed to the Paton Memorial Hospital, Vila, where she spent six years, first as a sister and then as matron.

On her departure from the Islands, before settling down to her profession in Australia, she gratified a long-cherished desire and paid a visit to her old home in Scotland. When on holiday there she was offered and accepted an appointment as nurse in the Colonial Hospital, San Fernando, Trinidad, West Indies.

Last summer, she returned to Scotland, for her first furlough and, after an enjoyable holiday, left for Holland to join the Dutch steamer "Simon Bolivar", on her return to Trinidad. Letters, written before she left England, to her friends in the New Hebrides, were full of happy greetings and the prospect of a further term of service in the work she loved.

As all the world knows, the "Simon Bolivar" (neutral) was deliberately torpedoed by the Nazis near the coast of England, in November, with great loss of life. There were some Trinidad passengers on board, four of whom were lost, and Miss Neave was one of them.

Miss Neave had a great capacity for friendship, and left many good comrades behind her in the New Hebrides. Her quiet and efficient service as matron of the Paton Memorial Hospital endeared her to European and native alike. All will mourn for one so young, snatched from life by man's inhuman strife.

UNKNOWN DUTCH N. GUINEA

New Expedition to Explore Northwards of Digoel

From a Special Correspondent

DOBO, Jan. 26.

ON January 11, 1940, Lieut. J. M. van Ravensway Classen departed from Dobo (Aroe Islands) for Tannah Merah, situated at the head of the Digoel River, in Netherlands New Guinea.

Lieut. Classen has been given charge of an important expedition, which intends exploring the country from the source of the Digoel River, northwards over the Snow Mountains, to the west of the boundary between Netherlands New Guinea and British New Guinea.

After crossing the Snow Mountains, Lieut. Classen's party will have to negotiate a portion of the same limestone ridge which proved such an obstacle for the expedition in British New Guinea, under the leadership of the late Jack Hides.

The expedition consists, in addition to Lieut. Classen, of 20 picked native soldiers, and a number of Dayaks from Borneo, the latter being used for building special phroes, and to act as carriers.

The expedition expects to leave Tannah Merah some time in March, pro-

OVERSHOT THE AERODROME

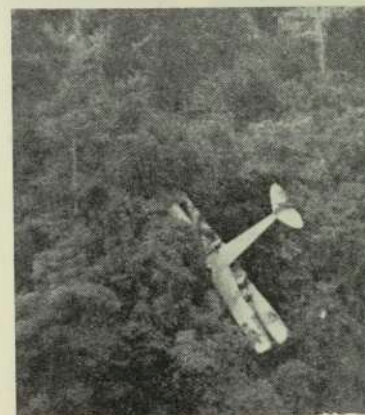
Fatal Plane Crash in Wau

From Our Own Correspondent

WAU, Feb. 1.

A DRAGON two-engined plane, belonging to Mandated Airlines Ltd., crashed in an unusual manner in Wau on the afternoon of Tuesday, January 30, when it was coming in from Salamaua. The pilot and two native passengers were killed.

Pilot Ron Doyle, in charge of the plane, had been on the New Guinea-Australia run, and was relieving Pilot



The Dragon plane, where it crashed in the scrub, in Little Wau Creek, near Wau—photographed from the air.

Nicholls, who had gone to Australia on urgent family affairs.

After a flight from the beach, without incident, Pilot Doyle appeared to overshoot his landing on the Wau drome, according to eye-witnesses, and then endeavoured to rise again to avoid the hangars and buildings at the top of the drome. Barely missing the roof of the Hotel Bulolo, and taking away the wireless aerial, the plane skimmed over the roofs of Carpenter's store and the theatre and, taking a turn towards the drome again, failed to get height, and crashed into the southern bank of the Little Wau Valley, burying its nose deeply.

When rescuers got there, the pilot and one native passenger were dead, and the other native died shortly afterwards.

At the annual meeting of the board of the Methodist Missionary Society of New Zealand, which carries on a missionary enterprise in the Solomon Islands, high tribute was paid to the service rendered by Rev. J. F. Goldie, who has been chairman of the mission district for 38 years, and to the service also of Sister Ethel McMillan, who has completed 25 years' work on the island of Choiseul, among the native women.

ceeding by phroe until they reach the rapids in the upper Digoel, and then they will commence their long trek overland.

After crossing the limestone ridge, the expedition hopes to turn westwards and return via the Ellander River to the coast.

PAPUAN ROMANCE

The engagement is announced of Sister Joyce Hides, of the staff of the Port Moresby Hospital, to Mr. Louis G. Milward, a geologist on the staff of the Australian Petroleum Co. Ltd., Port Moresby. Miss Hides is the daughter of Mrs.



Helena M. Hides, of Cremorne, Sydney, and the late Mr. H. H. Hides, of Papua, and sister of the late Mr. Jack Hides. Mr. Milward is the only son of Mr. and Mrs. L. V. Milward, of Vancouver. Miss Hides joined the staff of the European Hospital in Port Moresby only in November last. The young couple will come to Sydney by plane for their wedding in March.

BAD 'FLU EPIDEMIC IN PAPUA

From Our Own Correspondent

PORT MORESBY, Feb. 4.
A SERIOUS outbreak of influenza in the interior districts of Papua is reported to have caused the death of large numbers of natives.

Exact information is lacking. The Lieutenant-Governor is inclined to think that the report that hundreds of natives have died is exaggerated, but he admits that the position is serious. Medical patrols have been sent inland, carrying drugs and other equipment for fighting the epidemic.



The Shadow of War, or the Shade of Peace?

NEW TOWN IN PAPUA

Springing up on Site of Great New Oil Bore

From Our Own Correspondent

PORT MORESBY, Jan. 24.

THE exact position of the great bore which is planned by Australian Petroleum Company, in its attempt to locate payable oil, has not been made public; but it evidently lies somewhere between the Vaillala and Purari Rivers, on the Gulf of Papua, and probably 40 or 50 miles inland.

Hundreds of tons of heavy machinery are now being transported to the site from Port Moresby, in vessels of shallow draft. In order to cross the mouths of the rivers, they may not have a draft of more than 5 or 6 feet.

It is understood that when the work of putting down the bore actually commences, a few months hence, there will be a new township created, consisting of at least 50 Europeans and several hundred native labourers.

The result of this great bore will be awaited everywhere with much interest. It represents the culmination of years of work, and of colossal expenditure on preliminary surveys and examinations.

The other company putting down a bore in Papua—the small Papuan Api-naipi Petroleum Co.—has received £2776 in Federal Government subsidies, and will continue to receive grants from the £50,000 still remaining in the fund.

GALES IN CENTRAL PACIFIC

A NUMBER of freighters handling phosphate have been delayed in recent weeks at Ocean and Nauru Islands by the most persistent westerly gales experienced for several years.

Neither of the two phosphate islands has a port, or even a sheltered anchorage, and the unfortunate freighters had to steam up and down within sight of the islands for lengthy periods, waiting for the severe westerly weather to abate. One ship spent no less than six weeks hanging on and off Ocean Island. The crew had a miserable experience, because all fresh food was exhausted, and they were shut in at nights, in the heavy tropical heat, because of the "black-out" regulations.

"GUBA" TO BE SOLD

From Our Own Correspondent

HONOLULU, Jan. 19.

RICHARD Archbold, the American explorer and research associate of the American Museum of Natural History, who last year led an aerial and scientific expedition into Dutch New Guinea, has decided to sell his famous airboat "Guba", in which he visited New Guinea and later flew around the world.

Said he: "My decision does not mean that I have given up exploration. It means that I have postponed my work in foreign fields until the people of Europe decide to cease killing each other."

The "Guba" is now in California.

Mr. Archbold is planning a new expedition "whose field of operations will be confined within American boundaries".

BACK TO YOUR BEARDS!

BY A. C. ROWLAND, OF PAPEETE.

THOSE of us who survive the Victorian age are possessed by a great disquiet as we witness the steady deterioration of the male of our species in the esteem of our womenfolk.

In the happy years of that almost legendary period, man justified his title of lord of creation by reigning as undisputed master in the shadow of his vine and fig tree; whereas now, under the tyranny of the New Enlightenment, there are none to pay him reverence.

Research in the writings of that day and this; careful comparisons of the conversations of our grandmothers with the hectic chatter of modern cocktail parties; inspection of old Daguerreotypes and faded photographs in ancient family albums, together with the visages that stare out of the pages of contemporary rotogravure supplements—all have convinced us that mankind has sold his birthright and abdicated his sovereignty by discarding his beard.

In addition to its age-old office as the symbol of power and dominion, the beard of man served him (as did cosmetics, enamels and pigments his sisters, his cousins and his aunts), as safe sanctuary from the appraising eyes of a critical world.

The revealing lines of defective character, the sagging wattles of advancing age, facial atavisms and retreating chins were hidden behind a veil of Olympic dignity. Even a craggy Roman beak—modified and balanced by a luxuriant forest clothing its foothills—was a thing of symmetry and beauty instead of the bleak Matterhorn it has since become.

Then came the time when modern man—like Samson—with scissors and razor, divested himself of that wherein his great strength lay.

The spell of the ages has been broken and Ragnarok, the twilight of the gods, darkens to a starless night.

There is but one possible hope for the human male to save himself from this descent to pusillanimous desuetude.

He must again assume the facial habiliments that invested him with honour and majesty—not the goatees and flapping side pennants and bucolic throat-warmers which made whiskers ridiculous; but the full, flowing beard of the ancestral patriarch!

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PACIFIC PUBLICATIONS PTY. LTD.

Scientific Check Over Pacific

Records of Bishop Museum,
Honolulu

THE following list of publications by the Bishop Museum, Honolulu, in 1939, have been kindly supplied to us by Mr. E. H. Bryan, who is Curator of Collections on the staff of the Museum.

BULLETINS

BULLETIN 142.—Marquesan Insects, III. Pacific Entomological Survey Publication 8. 220 pages, 120 figures. Presents 25 technical articles by insect specialists. These have to do principally with Myriopoda, Neuroptera, spiders, certain groups of beetles, crane flies, scale insects, small land ichneumon wasps, and Mirid bugs.

BULLETIN 159.—Review of the fauna of the Marquesas Islands and discussion on its origin. By A. M. Adamson. 93 pp., 2 maps, May 24, 1939. Discusses the extent of biological exploration on Central Pacific Islands and various biogeographical theories as to the dispersal of plant and animal life on them. Describes geography, geology, climate and flora of the Marquesas, and reviews the fauna, its endemism and affinities. Suggests alternate theories of the origin of the fauna, based on the assumption of past land connections and on transoceanic dispersal. Urges the abandonment of the zoogeographical schemes in which Oceania is considered a subregion of the Australasian region. Proposes a "Mid-Pacific faunal group", with affinities with Hawaii and ultimate relationship with the Indo-Malay region, and almost none with the Neotropical region or New Zealand. Extensive bibliography and index.

BULLETIN 163.—Archaeology of Mangareva and neighbouring atolls. By Kenneth P. Emory. 76 pages, 6 plates, 28 figures. Ancient ruins on Mangareva have been so destroyed that little archaeological information could be obtained by K. P. Emory, who with Dr. Peter H. Buck, spent several weeks on islands of the Gambier Group in 1934. On the island of Temoe (Crescent Island), 25 miles to the south-east, were found stone structures of better preservation, which made possible a reconstruction of the ancient Mangarevan culture, for they were made in pre-European times by settlers from Mangareva. Comparisons are also made with archaeological remains on South Marutea, Maria, Morane, and other atolls to the west of Mangareva, which suggest that they were "in the path of the Mangarevans who set out on rafts or in canoes before the prevailing winds when forced to quit their home."

BULLETIN 164.—Report of the Director for 1938. By Peter H. Buck (Te Rangī Hiroa). 32 pages, map. Describes the activities of the staff, and lists the accessions and publications for the year.

Two additional bulletins in preparation at the end of last year were:—

BULLETIN 160.—Ethnology of Easter Island. By Alfred Métraux, who was the leader of the Franco-Belgian Expedition to Easter Island, 1934-35, and reports upon the ethnological results of that expedition.

BULLETIN 165.—Zonitid Snails from the Pacific Islands. Part II. By H. Berrington Baker. This paper completes the Microcystinae and takes up

three genera of Philonesiae which range from the Hawaiian Islands through the Marquesas, Tuamotu, and Society Islands to Rapa in the Australs.

OCCASIONAL PAPERS

VOL. XIV.—No. 14.—Fouling organisms in Hawaii. By Charles Howard Edmondson and William Marcus Ingram.

No. 15.—Revision of the Fijian Ottrini (Coleoptera, Curculionidae). By Elwood C. Zimmerman.

No. 16.—A new species of Byttneria from Mangareva. By E. D. Merrill. (Mangarevan Expedition Publication 29). A new plant of the family Sterculiaceae.

No. 17.—The genus Phanerostethus in Fiji (Coleoptera, Curculionidae). By Elwood C. Zimmerman.

No. 18.—Cypraeidae from Makatea Island, Tuamotu Archipelago. By William M. Ingram. (Enumerates 23 species of cowrie shells).

No. 19.—Endemic Hawaiian Cowries. By William M. Ingram. (Five out of 29 species of Cypraea found in Hawaii are endemic).

No. 20.—Preliminary revision of the Fijian Baridinae (Coleoptera, Curculionidae). By Elwood C. Zimmerman.

No. 21.—Santalum ellipticum, a restatement of Gaudichaud's species. By Frank E. Elger.

VOL. XV.—No. 1.—New Hawaiian species of Clermontia, including a revision of the Clermontia grandiflora group. Hawaiian Plant Studies 6. By Harold St. John. (Hawaiian tree lobelias).

No. 2.—New Hawaiian Lobeliaceae. Hawaiian Plant Studies 7. By Harold St. John.

No. 3.—Notes on Polynesian grasses. By F. R. Fosberg. Discusses species of Eragrostis and Digitaria found on leeward Hawaiian and Equatorial Pacific Islands, and records a species of Paspalum new to Hawaii.

No. 4.—Taxonomy of the Hawaiian genus Broussaisia (Saxifragaceae). By F. R. Fosberg. Reviews the history and classification of this endemic Hawaiian genus of large shrubs and small trees; presents a key, and enumerates and describes one species, two varieties, and five forms.

No. 5.—Bees from the Caroline and Palau Islands and Yap. (Hymenoptera, Apoidea). By T. D. A. Cockerell. Micronesian Expedition Pub. 2. Records the bees collected by the Micronesian Expedition, nine species in all, of which four are described as new to science.

No. 6.—Reports on fossil Mollusca of Molokai and Maui. By Jens Mathias Ostergaard. Presents a record of the sea shells found in ten limestone horizons between 10 and 195 feet above present sea level on Molokai, and others on Maui. The great uniformity of species indicates that the marine deposits of the various horizons are nearly of the same age, and implies a comparatively rapid change in the relation of land to sea. Late Pleistocene is suggested as the geologic time.

No. 7.—New or interesting ferns from Micronesia, Fiji, and Samoa. By E. B. Copeland.

No. 8.—Supplement to the Manual of Hawaiian Mosses. By Edwin B. Bartram.

No. 9.—The genus Ficus in the Samoan Islands. By V. S. Summerhayes. A botanist at Kew Gardens straightens out the Samoan figs.

No. 10.—Diospyros ferra (Ebenaceae) in Hawaii. By F. R. Fosberg.

No. 11.—Studies of the Pacific bees in the collection of Bishop Museum. By T. D. A. Cockerell.

No. 12.—Thysanoptera collected by the Mangarevan Expedition. By Dudley Moulton. Species of thrips from south-eastern Polynesia.

No. 14.—A new species of Zoraptera from Fiji. By Ashley Gurney.

SPECIAL PUBLICATIONS

No. 33.—Proceedings of the Hawaiian Academy of Science. Thirteenth Annual Meeting, 1937-38, 28 pages.

No. 34.—Proceedings of the Hawaiian Academy of Science. Fourteenth Annual Meeting, 1938-39.

Mrs. Bowering, well known resident of Edie Creek, New Guinea, will return to the Territory by air mail towards the end of this month.

FIJI'S TWO RICH MINES AT TAVUA

Upper: Lolo-ma mine, Tavua, Fiji. Below: Emperor mine, Tavua, showing open cut on right. The power-house is on the skyline.

These two mines are now contributing most of the £1,000,000 worth of gold produced annually in Fiji. (See article on page 9.)



TROPICALITIES

ANOTHER story by Charles B. Nordhoff and Norman Hall, of Tahiti, has started serial publication in "Saturday Evening Post"—"Out of Gas". It opens as an affectionate study of the fortunes of a happy-go-lucky, improvident, open-hearted Tahitian "clan", owning to a dour New England great-grandfather . . . and Sydney gets honorable mention, in the first instalment, as the origin of a fighting cock which downed the "Frisco bird on which the entire wealth (borrowed) of the Tuttle clan was staked. The title refers to the perennial state of the clan's decrepit fishing launch.

GOSSIP in Polynesia is a thread of truth which, as it passes from hand to hand, grows to warp and woof, embroidered and adorned, until it becomes a glittering tapestry of things that are not so.

It has been often said that were the people of the Islands endowed with literary skill, their genius of invention would fashion masterpieces of imagination rivalling, if not surpassing, those of the world's great men of letters.

The Islands world is a vast whispering gallery. Gossip is transmitted from island to island by trading schooners and, in many cases, it would seem, by telepathy. The passenger steamers carry heavy cargoes of gossip, and certain ones have long been notorious as floating schools for scandal.

This almost universal habit of embellishing and adorning trivial chatter plays havoc with the oral transmission of matters of consequence.

A good rule in the Islands is to believe nothing you hear, and only a fraction of what you see—until you have access to authoritative sources.—A.C.R.

CONGRATULATIONS to Burns, Philip Recreation Club, Salamaua, on "Blurb" No. 3—an exceedingly amusing compilation published for the club's annual dance, on New Year's Eve. Somewhere, hiding his light in Salamaua's small population, there is a born humorist, who can be funny in print—we

suspect Mr. T. Elwyn. The parody on Mrs. 'Arris and Mrs. 'Iggs is really clever. The belligerently respectable Mrs. 'Arris pays a visit to New Guinea—and thus one is shown the comic aspect of many things so familiar that they go unnoticed by regular travellers. "Them shameless black 'ussies at Port Moresby what wears nothing but bits of grass", for instance; and the way in which the lady lost her "sang frood" when the "toughs" on the Salamaua hotel verandah played "Slippery Sam". It is a little publication issued by an isolated community for its own amusement; but it has a wider and more definite interest. It breathes the typical gay spirit and unquenchable humour of Young Australia—a thing that stuffy politicians and over-zealous "would-to-goddess" usually ignore or under-estimate.

SCENE: Aft hatch of English copra steamer.

Dramatis personae: Red-headed Irish mate; Burns, Philip overseer; numerous ferocious-faced saddle-hued, half-naked, violent-haired, Malaitamen. Also native cook. Malaitamen are loading ship.

Overseer: "... an' three is eight, an' two is ten, an' five is fifteen."

Enter mate: "Bedad and begorra, and they're all Roman Catholics."

B.P.O. (dubiously): "Mmm. . . maybe." Mate: "Weel, they're all weerin' crosses around their nicks."

B.P.O.: "Mmm. . . not all."

Mate: "Weel, thin—most o' thim."

B.P.O.: "Probably won 'em gambling."

Enter native cook, wearing cross.

Mate: "Hi, you! Are ye a Rawmon Carthollic?"

*Cook (ununderstandingly): "Wha, name, suh?"

Mate: "D'ye b'long t' th' Rawmon Carthollic Church?"

Cook (indignantly): "No more, suh! Me b'long B.P.'s!" —McL.

A JAPANESE trading boat which recently visited Port Moresby had, among a wonderful exhibit of goods manufactured in Japan, and which were displayed in the local Library Institute, a cheap chemical with an action similar to peroxide. They suggested to those natives, who were welcomed to the hall, that the liquid would turn their hair a nice golden colour. A thriving business resulted with the mixture, at 9d. for a 6 oz. bottle; and, as a consequence, a big percentage of the Papuans in Port Moresby now have clay-coloured hair. Its action in colouring, though much quicker, is the same as that brought about by the treatment of lime and clay, but it requires less labour and less inconvenience—two things the natives appreciate. What will be the ultimate result is hard to prophesy; but, should the natives become bald the Japanese will lose a number of customers for their cheap wares.—H.

ON his way to Antarctica from the United States in December, Admiral Byrd called at a number of outlying islands of French Oceania, and in one or two cases he was able to inform very isolated European residents that war had broken out again in Europe.

The only white man living now on Rapa is a French viscount, and he displayed great excitement when he learned that France again is fighting Germany.

"I must go over there and join up—I must go," he cried—forgetting that nearly 25 long years have passed since he was a famous French aviator on the Western Front.

THERE is an article in a recent issue of the "Austral Asiatic Bulletin" in which a comparison is made between the achievements in Papuan exploration of the late Mr. Jack Hides and of Mr. Ivan Champion. It is a comparison that need not have been made, for the sake both of the man who lives and of him who is dead. Except that each proved himself an explorer of ability, strength and courage, any comparison between them—and especially a comparison of their achievements—is unwarranted.

Undoubtedly, Hides worked under temperamental disadvantages, because he always was eager to jump ahead in matters of exploration, and felt always that he was being held back by his superior officers; and as his temperament was such that he did not secure the ready co-operation of his more sober fellow-officers, and he somehow was intensely conscious of that fact, he suffered under what might be described as a moral handicap. Ivan Champion, on the other hand, is not one who is accustomed to live in a state of exaltation; he is a steady, methodical, dependable man; he commands the respect and co-operation of his fellow-officers; and he always can be confident of the reasonable backing of headquarters, where his father is the well-known and highly-esteemed Government Secretary of Papua.

Let the subject be closed. Each is a man whose name will remain always written prominently in the history of Papuan exploration. And, so far as Jack Hides is concerned, it surely now is sufficient only to remember that it was a lad of amazing courage and superb bushcraft who now lies quietly sleeping under the gum-trees in the North Sydney Cemetery. Few of the chatterboxes who to-day make play with his name will achieve, in three score years and ten, one half of what that young man packed into fifteen years of life in Papua.



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ABOUT ISLANDS PEOPLE

Mr. J. Clapham, accountant of the Bank of New Zealand, Suva, was farewelled by the members of the Fiji Banana Association at McDonald's Hotel, on Jan. 12. Major Brewster, in making Mr. Clapham a presentation on behalf of the Association, praised the good services rendered to shippers by Mr. Clapham during his stay in Suva, and congratulated him on his promotion.

This pretty girl, Miss Marjorie Sexton, leaves her home in Nukualofa, Tonga, this month, for Newcastle, England, where she is to be married to Wireless Instructor Harry Armstrong.



Mr. D. Ashton resigned from the service of Steamships Trading Co. Ltd., Samarai, Papua, at the end of the year to become skipper of the auxiliary ketch "Lady Jean," a freighting vessel operated in Eastern Papua by Messrs. Bunting and Evennett. Mr. Ashton came to Samarai last July as a member of the crew of the ill-fated yacht, "Lands End," which was wrecked near Sud-Est Island.

Mr. W. A. Levett, of the London Missionary Society in the Gilbert Islands, has just completed furlough in Australia and is now on his way back to Beru. He passed through New Zealand on the "Niagara" in February, and will connect with the "John Williams" at Suva, Fiji.

Mr. H. A. Gibbon, a well known geophysicist, of New York, is at present in Papua, in connection with the operations of the A.P. Co.

Mr. H. E. Snell, a director and secretary of Morris, Hedstrom Ltd., Suva, arrived in New Zealand from Fiji by the "Monterey" in mid-January. He was accompanied by Mrs. Snell.

On January 30, at the Church of Our Lady of the Rosary, Port Moresby (Rev. Father McEncoe officiating), Mr. G. F. X. Brown was married to Miss Marjorie Thom, of Bondi, Sydney. The bride was given away by Mr. E. E. Washington, and was attended by Mrs. I. Griffiths as matron of honour. Mr. W. Brian Molloy was best man. Mr. Brown is a well known resident of Port Moresby, and is a member of the staff of the Lands Department.

Sir Maynard Hedstrom, doyen of the Fiji Consular Service, has been honoured by His Majesty Gustaf V., King of Sweden, conferring upon him the Insignia of Chevalier of the Order of the North Star, "in recognition of valuable services rendered in the capacity of honorary vice-consul of Sweden at Suva, Fiji," over a period of 26 years. Sir Maynard has also received the Royal Warrant granting permission to receive and wear the insignia, and bearing the signature of His Majesty King George.

Rev. C. L. Welch is at present en route to Nauru, after spending furlough in Australia. He is a member of the London Missionary Society's staff.

Mrs. Martha Jones, wife of Mr. Jim Jones, of Headstone, Norfolk Island, died recently, aged 23.

Rev. Dr. C. E. Fox, M.A., who has been a Melanesian Mission worker in the Solomon Islands for nearly 40 years, is at present in New Zealand, having just returned from furlough in England. He will leave for Tulagi by the "Southern Cross" in April. Dr. Fox is one of the outstanding authorities on Pacific linguistics in the world and while in London completed a manuscript dealing with the Solomons, which he placed in the hands of a publisher—the war, however, has delayed its publication. Curiously enough, Dr. Fox was in England both at the outbreak of the Great War and at

the commencement of the present conflict. "The change in the behavior of the people on this occasion was most noticeable," he told the N.Z. newspapers on his arrival in the Dominion. "There was no suggestion of jingoism—merely a quiet determination to see things through. The British people are now united as they never were in 1914. There is no sign of decadence in England, and the country is lovelier than ever."

Mr. Peter Buffett, of Norfolk Island, arrived in New Zealand in January on a visit to his son Mr. Arthur B. Buffett, who is a ground mechanic in the Royal New Zealand Air Force. Mr. Buffett, Jr., will shortly leave the Dominion for further training in Canada.

Mr. J. F. Surr, of the Melanesian Mission staff at Tulagi, Solomon Islands, is now in New Zealand on leave.

Rev. G. H. Eastman, of the L.M.S. at Beru, G. and E. Islands, is at present on furlough in New Zealand.

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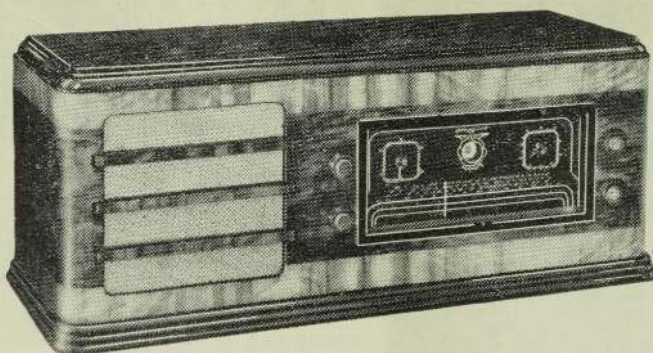
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Remarkable Tribute to British

THE world learned on January 20 that the Banabans—a native community of 500, on Ocean Island—had handed the sum of £10,000 to the Colonial Office, to be passed on to the King, as a contribution to the British War Fund.

It was stated, moreover, that the High Commissioner for the Western Pacific had suggested to the Banabans that £2,000 would be regarded as a generous gift, but that the Banabans spoke the equivalent of "£10,000 or nothing". So the £10,000 was accepted by the Government of Britain, and is to be spent on the provision of anti-aircraft guns in England.

Who are the Banabans? They are the original inhabitants of Ocean Island, whose old native name is Banaba.

There are some slight ethnological differences between the Banabans and their neighbours; but, generally, the term is used to indicate the original natives of Ocean Island, as distinguished from the natives of the neighbouring Gilbert and Ellice Islands.

Ocean Island has rich deposits of phosphate, which are worked by the British Phosphate Commission, in association with its enterprise on Nauru. On Ocean Island there are four communities—about 100 Europeans, comprising the Administrative staff (Ocean Island is the administrative headquarters of the Gilbert and Ellice Islands Colony) and the European staff of the British Phosphate Commission; some 800 Chinese labourers, who are employed on the phosphate works; a considerable community (1000 to 1200) Gilbert and Ellice natives, from other islands, who have been brought to Ocean Island, with their wives and children, to form a labour supply for the phosphate works; and about 500 Banabans, who live apart, as a proud community separated from all the others.

The Banabans, as the original owners of the island, receive a royalty from the phosphate industry, just as the Nauruans do in Nauru. This money goes to the Banaban chiefs, for the benefit of the people, and the surplus is held in trust by the Government. As a result, the Banaban community has accumulated large sums of money—although the sums are not comparable with the funds held in trust for the Nauruans, who probably are the richest native people in the world.

At first sight, a gift of £10,000 by 500 Banabans is startling—as, in fact, it is; but the explanation is that the Banabans have a great deal of money which has been slowly accumulated to their credit during the period that Ocean Island has been administered by the British. During all those years a certain proportion of the income from the rich phosphate has been scrupulously taken from the industry by the British and put aside for the benefit of the Banabans.

Mr. and Mrs. T. D. Good, of Buka, returned recently to New Guinea via Sydney, after a year spent in world travel, which took them through America, Britain and Northern Europe. They were in Norway when war broke out.

WRECK OF M.V. "TUTUILA"

Accident in Apia-Pago Service

From a Special Correspondent

THE diesel-engined motor-boat "Tutuila," bound from Apia, British Samoa, to Pago Pago, American Samoa, during morning twilight to-day struck a reef off Leone Point, 11 miles to the eastward of the entrance to Pago Pago harbour, and was thrown up by the heavy surf on to the beach at Vailotai. Two small native children from Apia were washed overboard and drowned, and their bodies have not yet been recovered.

The "Tutuila," 40 tons, carried 28 passengers and a crew of 5 when the accident occurred. Her cargo of 25 tons of cocoa beans was damaged, but all has been recovered.

The engine and some fittings have been recovered, but the hull is a total loss.

The "Tutuila" was commanded, and was being coned, by Joseph Steffany, a part-owner, when she struck. Steffany is a citizen of American Samoa. The "Tutuila" was not covered by insurance. An investigation to determine the cause of the disaster is being conducted.

The "Tutuila" was built for this trade by the owner, the late Captain Steffany, and has carried on a remunerative trade between British and American Samoa for over four years. In fact, she was almost the only connecting link between those islands, and on every trip carried a large number of passengers. Since Captain Steffany's death his eldest son has been in charge.

Three years ago, while engaged in this same service, the motor boat "Tiafau"

foundered, in the straits between the islands of Upolu and Tutuila.

Although the adult passengers were saved, most of their luggage was lost. The 25 h.p. diesel engine of the "Tutuila" was installed only a few months ago.

Among the European passengers on board were Rev. P. Kightley (of the London Missionary Society) with his wife and child, Miss Nora Brunt and Miss Edna Rivers.

Why Should Not Matson Liners Pause at Apia?

A SECOND disaster on the Apia-Pago Pago run, within three years, should compel the New Zealand authorities in Western Samoa to do something about it.

One of the major miseries, in this part of the Pacific, is that 65-miles voyage between Apia and Pago Pago, which has



Crippled after striking a reef near the entrance to Pago Pago, the "Tutuila" was cast by the pounding surf on to the beach at Vailotai.

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to be made in a small boat to connect with a Matson liner at Pago. Yet the same liner, on her regular track between Pago Pago and Suva, passes practically within sight of Apia. Surely, if people are prepared to pay for this miserable small-boat voyage between Pago and Apia, and the authorities are prepared also to pay for the transport of mails to catch the mail-steamer, they would be prepared to pay no less for the privilege of boarding or leaving the Matson liner at Apia, and thus cutting out the miseries and dangers of the small boat voyage.

What are the objections to it? Anxiety by the British Administration to preserve British trade for British shipping lines?

If the latter is the case, then the situation is ridiculous. Everyone who possibly can will wait at Apia for transport by the modern "Matua"; but, obviously, the service provided by the "Matua" is not sufficient for the requirements of Western Samoa, and hence we have the regular running of small vessels between Apia and Pago Pago to connect with the Matson liners.

A call by the Matson liners at Apia, if only for an hour or two, to pick up and set down waiting passengers and mail, should surely be a simple matter of arrangement.

The present farce, with its hideous discomfort and its very real element of danger, has been going on far too long.

FIJIANS NOW WILL STEAL CARS

From Our Own Correspondent

SUVA, Jan. 15.

THE simple native at last has caught up with the idea of "joy-riding" in motor cars, and several Europeans lately have had their cars stolen during their temporary absence.

There were no lamentations when it was reported that the latest victim was the Commissioner of Police. We hope now that the evil will be very sternly dealt with.

The police ask car-owners to assist in discouraging this practice by locking their cars when they are parked anywhere in the town.

N.G. Rifles' O.C. Resigns

From Our Own Correspondent

RABAU, Feb. 3.

A REQUEST to be relieved of his appointment as officer commanding the New Guinea Volunteer Rifles has been submitted by Lieutenant-Colonel C. R. Field, who has been in charge of the organisation since it was created. His decision—which, it is understood, is due to the pressure of his ordinary work as Director of Public Works—has been received with marked regret by both officers and men, as he is personally popular and was regarded as a highly efficient military officer.

Rev. John Bodger, head of the Anglican Mission, Dogura, Eastern Papua, has been appointed a member of the Legislative Council of Papua.

Major Stuart Love, well known mining engineer, will shortly visit Papua in connection with mining interests on Misima Island.

PAPUA'S RUBBER Industry's Good Prospects

From Our Own Correspondent

PORT MORESBY, Feb. 4.

THE rubber industry is booming in Papua, and it is to be hoped that there is nothing in the suggestion that a special tax on the industry is planned by the finance-hungry Government of Australia.

If Australia will encourage this industry, and permit it to take advantage of the unique opportunities created by the war, we shall have in Papua a source of revenue eventually which should remove Australia's future responsibility for an annual subsidy.

It is interesting to learn that the Australian branch of the Sacred Heart Mission recently has taken up 1,000 acres for rubber planting near the Sagarai Valley, Milne Bay, Eastern Papua. They are thorough people, and are likely to make a success of it. They now have four free-hold blocks of land in Eastern Papua, where they have started mission work—namely at Sideia Island, near Samarai; on Samarai itself; at Ladada, Milne Bay; and in the Trobriand Islands.

Death of Mr. Charles E. Parker

DEEP regret was expressed by all classes of people in New Guinea when it became known that Mr. Charles E. Parker, lately appointed manager of W. R. Carpenter and Co. Ltd., at Rabaul, died on Saturday, February 3, in Namunula Hospital, Rabaul, after a serious illness arising out of malaria complications.

Mr. Parker had been a resident of the Territory for many years, and had filled a wide variety of positions in the service of W. R. Carpenter and Co. Ltd. He had become one of the firm's most trusted employees, and he rose gradually to a position of authority. Until the end of 1939, he was stationed in the Morobe district, exercising general supervision over the various activities of the big firm; then, when Mr. Higgs was transferred to Sydney, Mr. Parker was appointed manager in Rabaul. He was struck down by illness, however, almost before he had time to get to grips with his new job.

Although with him business came first, apparently to the exclusion of all else, "Charlie" Parker was a man of very human qualities, and his innate kindness was generally recognised. The hard-driven prospector, who had used blasphemy and the direst threats on learning from the ubiquitous "C.E.P." that his credit was stopped and his account must be paid, would be seen a few hours later on the hotel verandah, cordially drinking beer with the kindly but relentless little man. Hundreds of people have lost a cheery friend, and the big firm one of its most trusted and valued servants.

Mr. N. H. Francis, of Labasa, Fiji, is desirous of completing early files of the "P.I.M." He requires practically all of Volumes 1, 2, 3, and 4, and No. 5 of Volume 5. Anyone with those old copies of the "P.I.M." to dispose of should communicate with Mr. Francis.

EUROPEAN-SAMOANS

Reasonable Demand For
Recognition

From Our Own Correspondent

APIA, Jan. 20.

SHARP criticism of the policy of the New Zealand Government in appointing young men from the New Zealand public service to fill vacancies in the public service in Samoa, was heard at the annual general meeting of the United Progressive Party—a semi-political organisation.

It was stated that there were a number of positions in the administrative service in Samoa which could be quite adequately filled by young Euronesian men and women—and that, incidentally, if such a practice were followed, a number of young New Zealand men of military age would be released for service abroad. It was pointed out also that if Euronesian men were employed they would not expect the same salary that seemed to be paid, as a matter of course, to men transferred from New Zealand.

EDITORIAL NOTE

There is reason and justice in the claims made on behalf of the young Euronesian of Samoa. They, for the most part, are of mixed European and Samoan parentage; and in intelligence, industry and appearance they compare quite favourably with Europeans. There are few positions in the Samoan administrative service which they are not competent to fill; and, as Samoa is their own country, they have every justification for asking that as many public service positions as possible are made available to them.

This claim has been made with increasing urgency by the Euronesian community of Western Samoa, for several years, but it has been blandly ignored by the New Zealand Administration. The New Zealand Administration, in fact, has gone further than this in discriminating against the Euronesian people.

One of the deplorable things in social life in Samoa, and a fact which has built up a remarkable body of hatred of New Zealand, is the instruction given by the New Zealand bureaucrats to the young men whom it sends to Samoa, that they shall not form any close social relationship with the Euronesian people. Despite this, a number of New Zealanders have married the pretty and clever girls of European-Samoan descent.

PRICE-FIXING IN PAPUA

From Our Own Correspondent

PORT MORESBY, Feb. 4.

IN two declarations, the Lieutenant-Governor has brought the following goods within the scope of the price-fixing regulations—namely: butter, onions, potatoes, benzine, kerosene, fuel oil, hessian, calico (in bales), bagging twine, rubber cups and spouts, formic acid, copra sacks, corrugated iron sheets, plain galvanised iron, cement, tinned meat and tobacco—and it has been announced that the retail price of same shall be the cost price plus the same percentage of gross profit as was added by traders to similar goods before August 31, 1939.

Commodities in general use already were rising sharply in price, and the effect of the new regulations is already seen in the household bills.

DO YOU KNOW?



CURES TOOTHACHE!

ANCIENT CHINESE DENTISTS PROFESSED TO CURE TOOTHACHE BY REMOVING A WORM FROM THE TEETH. TO MAKE SURE THE WORM WAS FORTHCOMING, THEY SECRETED A SCRAP OF PAPER UNDER THEIR NAILS AND DROPPED IT IN THE PATIENT'S MOUTH. TOOTHACHE IS A SURE SIGN OF **DENTAL DECAY**. GUARD AGAINST DECAY BY USING **KOLYNOS**—IT CLEANS YOUR TEETH **SURGICALLY**.

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MUDDLED MEDICAL STANDARD

Men With Malaria Rejected in New Guinea

From Our Own Correspondent

WAU, Feb. 4.
A MATTER which is causing comment, and some consternation here, is the medical conditions under which volunteers for the Second A.I.F. are handicapped. Men of splendid physique are volunteering, and are being rejected, principally on account of having traces of malaria in their systems.

One well remembers contingents from almost every malaria-ridden country in the Empire serving in the last war. Why has this malaria scare taken on such a significant aspect now? Is there not a means known to medical science of virtually eradicating malaria in men who

are urgently needed in their country's service and who, apart from this one factor, are physically fit and anxious to serve?

It is very discouraging to men, who are eager to serve, to be rejected for an intermittent bout of fever, when in every other respect they are completely fit.

Women pen friends in the Pacific are sought by Mrs. M. Squires, of 60 Parkway, Knightsbridge, South Australia. Mrs. Squires writes: "I should like women pen friends. I have two sons and I am interested in stamp-collecting, knitting, etc. I should like to hear from people who have stamps for exchange."

Rainfall in Suva in 1939 totalled 147.15 inches, or 26.48 above the annual average of 120.67 inches. There were 348 wet days during the year, against an average of 247, due to the abnormally long wet season early in 1939.

RABAU LIVES AGAIN

Improvement in Business

From Our Own Correspondent

RABAU, Jan. 24.
WHILE developmental activities in the Territory under war conditions are not numerous, business in Rabaul has brightened up considerably, since it became known that the administrative headquarters will remain here—at least for the duration of the war.

Those who profess to know are confident now that the capital will not be removed elsewhere—it is felt that responsible officialdom is satisfied that the new seismological observatory will give the community sufficient warning of any impending eruption.

There had been comparatively little building activity here since the eruption; and, now, all sorts of new building projects are under discussion.

Port Moresby Water Supply

Details of Financial Plan

From Our Own Correspondent

PORT MORESBY, Feb. 5.
THE total estimated cost of the Port Moresby water supply, as planned by the Commonwealth Government, stands at £48,050, of which the Commonwealth will contribute £12,000. The balance of £36,850 will be loaned to the Papuan Administration by the Commonwealth.

Any additional cost, due to economic conditions arising out of the war, will be met by the Commonwealth to the extent of 12½ per cent. of the estimated cost of £48,050.

The terms of the loan are, interest at 3½ per cent. per annum, over a period of 40 years. Maintenance charges, and profit or loss, to accrue to the Commonwealth and the Papuan Administrations in proportion to the capital contributed by the two authorities.

The Commonwealth will pay only for water supplied to its ships. The defence forces will not pay for water.

The old water supply loan (of which the balance still outstanding is £1996) is to be repaid to the Commonwealth on the present basis. The annual payment for this is £300, while that for the new loan will be approximately £1800.

Geese Kill Their Golden Egg

From Our Own Correspondent

SUVA, Jan. 15.
A PROCLAMATION in the Fiji Gazette announces that the export of kauri gum from the Colony will be prohibited as from April 1.

The reason is that the natives, in order to get the gum, damage the living trees, and this comes into conflict with the very laudable forest conservation policy of the Government.

The Rabaul Hotel, which recently was extensively renovated and reconditioned, has now been connected to a septic tank installation, which gives the establishment the benefit of sewerage.



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If you are nervy, run down, ailing, and suffering from the distressing after-effects of tropical lethargy, nine times out of ten the food you eat is not doing you proper good. It simply passes through your system, incompletely digested and poorly assimilated.

The real cause of these troubles is the absence of vital mineral salts from the food, which leads to mineral-starved nerves and all the depressing effects of nervous disorders. Get

a supply of these minerals, which include ferrum, calcium, potassium, sodium, phosphates, glycerophosphates and sucrose, into the system, and nerves and that run-down, depressed feeling will vanish.

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"McNicoll's Long-Tailed Bird of Paradise"

From a Special Correspondent

RABAU, Jan. 20.

AS is usually the case when some new specimens come before the public eye, there is some controversy arising as to whom honour is due for discovering the long, white-tailed Bird of Paradise, which has been classified by the Australian Museum as "*Taeniapardisea macnicolli*". The discoverers are named, according to the "Australian Zoologist" as Messrs. Taylor and Black, of the Mount Hagen-Sepik patrol.

As already stated in the "P.I.M." (January issue) a bird of this description was reported by the late Jack Hides (Papuan Service) in May, 1935; by Ivan Champion (Papuan Service) in 1938; and was referred to in correspondence between the Natural History Department of British Museum and Sir Hubert Murray in December, 1938.

New Guinea residents knew nothing of this new specimen from their own territory until reports appeared in the Southern press. Reports now state that several cases of rare specimens of bird-life, collected on the Hagen-Sepik patrol, were

despatched to an Australian Museum, where presumably they will be placed on exhibition.

New Guinea gets nothing but the debit note for the patrol, and that runs into many thousands. Incidentally, some very fine photographic records were obtained on the patrol; but of these, also, we know nothing. Time, possibly, may reveal them in some form or other.

Assuming that the zoologist, Mr. Kinghorn, is aware of all classifications of ornithological specimens, it is safe to say that neither Hides nor the collector, Shaw Mayer, furnished the data necessary to allow this long-tailed Bird of Paradise to be officially classified. So, actually, there can be no objection to the credit, for supplying this data, going to Taylor and Black. The latter are officers of the service of which Sir Walter McNicoll is the head, and it seems fitting that the name of our scholarly Administrator should be perpetuated in the ornithological history of New Guinea.

The Naming of the Bird

Letter to the Editor

MY attention has been drawn to a letter in your January issue entitled "Why McNicoll?", relating to the naming of a Bird of Paradise. It is one of those attacks, so easy to make, to which the person at whom they are directed has no opportunity of replying.

It is only natural that one should wonder at the naming of the bird "McNicoll", when it was discovered by Mr. Taylor. But may I point out, at the risk of incurring parental displeasure, that my father strenuously opposed the naming of the bird after himself, both to the discoverer and the Museum authorities.

However, it was Mr. Taylor's bird, and his wishes as to its name were respected. As you point out in your editorial note, it was a very gracious gesture in recognition of unflagging interest in a most outstanding patrol.

A leading Sydney ornithologist tells me that the new discovery has created great interest in bird circles throughout the world. The discovery of a new species is a rare occurrence, these days, and the search for new species of Bird of Paradise has been carried out fruitlessly for many years.

It might interest New Guinea readers who are curious about the bird to know that there is a full-page coloured plate in "The Zoologist" (current issue).

I am, etc.,
DAVID R. MCNICOLL.

Rose Bay,
Sydney, 22/1/1940.

SAMARAI WHARF

SAMARAI, Dec. 31.

THE work of extending the Samarai wharf has been interrupted by financial conditions imposed by the war, and an extension of only 4 feet, instead of the contemplated 60 feet, has been completed. Repair work on the original wharf is being carried out; and that, it is presumed, will be the end of the matter.

Mr. A. H. Cresswell returned to N.G. in mid-January from an extensive tour of Europe, U.S.A. and Japan. After visiting his plantation in the Baining District, New Britain, he left for the Morobe Goldfields.

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I.X.L. Baked Beans, 4-oz. 3½d., 10-oz. 6½d., 16-oz. 9½d. tin	5/3 doz.
Gartside's Prepared Apple, 10-oz. 5½d. tin	5/- each
Flybane Liquid Insect Spray, ½-gal. tin	5/9 doz.
Rosa Pure Household Soap, large, 6d. bar	2/3 doz.
Assorted Toilet Soaps, 4-oz., 2½d. cake	2/- doz.
Capital Sand Soap, 15-oz., 2½d. cake	7d. lb.
Dandy Maize Starch, 5-lb. parcels	3/6 bot.
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TO COMBAT THE CHINESE

Long-Delayed Move by French in Tahiti

YEAR by year, decade by decade, the Chinese traders and artisans of French Oceania have grown in numbers, and steadily have thrust aside the European trader and artisan.

Fifteen years ago, British travellers commented upon this, and made China's economic domination of Polynesia's most beautiful group a matter of simple calculation—twenty or thirty years.

But, at long last, the French have awakened and, through their Chamber of Commerce in Tahiti, are trying to limit the operations of the restless and expanding Chinese. We fear it is too late—the Chinese now have a very strong financial grip upon the territory.

The Tahiti Chamber of Commerce has adopted a unanimous motion to place before Chef de la Colonie the following points:—

"That foreigners, conforming often to a standard of life vastly inferior to ours, and increasing in numbers and security, are invading to an ever-increasing extent every branch of commerce, trade and industry.

"That the complete monopoly of these branches of the economic structure of the country, if not speedily remedied, will have the gravest consequences.

"That in training these foreigners on a footing of absolute equality with our

own nationals, we are protecting the former, who, benefiting by the advantages already enumerated, have not had to face the hardships and duties which have been the portion of Frenchmen.

"That as France before, in grave circumstances, depended upon Frenchmen, it appears reasonable that, in order to prevent their elimination, the Administration should now assist them to the greatest possible extent."

The following recommendations have been made:—

"That, in a general manner, and each time competition exists, foreigners shall not be allowed to tender for public services.

"That, as a result of the resolution taken by the Chamber of Commerce, it will obtain the release of certain licenses granted to foreigners, which will be re-established in favour of our nationals.

"That steps be taken to ensure that foreigners do not under cover of trade names, or under cover of the names of their wives, exercise trades reserved for French citizens."

The Administration of Tahiti (says the "Bulletin du Commerce," of Noumea) is sufficiently empowered to put a stop to foreign competition, by the application of certain laws, and the Chinese danger will be combatted with the greatest energy.

Mr. G. C. Foulis, who went to Fiji from Australia some years ago to take up cattle breeding at Tavua, Fiji, died on January 14. He was associated with the finders of the Emperor mine and after the establishment of the Tavua goldfield he opened a butchery business there in conjunction with his cattle interests.

JAPAN ATTACKS CEYLON'S PAPAIN INDUSTRY

CEYLON'S monopoly of the papain industry—papain is a vegetable pepsin extracted from the paw paw plant, or from the juice of its unripe fruit—is now threatened by an industry which has been established in her mandated islands by Japan.

The United States consumes about 95 per cent. of the total world output of papain and, until the last couple of years, the whole of this import came from Ceylon. But in the first half of 1939 Japan supplied 10,720 lbs. of papain out of a total importation into U.S.A. of 130,000 lbs.; and this contrasted with 7850 lbs. supplied by Japan in the first half of 1938 out of a total of 22,675 lbs.

It appears that the Japanese, in 1926, established an agricultural experimental station in Ponape, for the study of medicinal plants, and a small Tokio firm planted 125 acres of paw paw in 1934. Three years later, in 1937, a plant for drying papain was erected and production began. At the beginning of 1939 the Ponape plant was producing 2 metric tons per month.

The company which has this undertaking in hand expects that by 1944 it will be producing 400,000 lbs. of papain per year—an amount roughly equivalent to double the consumption of the United States.

Rev. Leonard Hurst, secretary for the London Missionary Society, returned to Sydney on January 15 from a visit to Papua with Rev. Norman Goodall, L.M.S. Foreign Secretary.

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EXPEDITION TO TONGA DELAYED

From Our Own Correspondent

HONOLULU, Jan. 19.
LED by Dr. Peter H. Buck, the New Zealand born anthropologist, who is Director of Bishop Museum, Honolulu, an expedition was due to leave here this month for three months' study in Tonga.

However, Mr. Albert F. Judd, president of the Museum's board of trustees, died recently. He was to have gone on the Tonga expedition to collect natural history specimens.

His death has caused a reorganisation of the expedition, which may be delayed for several months.

Mr. Peter Seaforth, who returned to Wau, New Guinea, recently, after a lengthy holiday in the Far East, has announced his engagement to Miss C. Leeder, who is well known to Islands travellers as the pianist on the "Nep-tuna".

Miss Ella Gofton has returned to Wau, New Guinea, after a holiday visit to Europe.

"Malaita" Passengers



TOP ROW.—Left: Mr. Gordon White, of Tulagi, returned to the Solomons by the last "Malaita" after spending furlough in Sydney. Right: Miss L. Higginbotham left Sydney by the same liner for Makambo, B.S.I., where she will join her mother, Mrs. Sydney Jones.

CENTRE.—Mr. and Mrs. M. E. Wright and their daughter, Ann, sailed from Sydney by the "Malaita" for Rabaul, N.G. Later, they went on to Namatanai, New Ireland, where he is employed in the Public Works Department.

BOTTOM ROW.—Left: Mrs. L. Judd returned to Tulagi, Solomon Islands recently, after spending furlough in Sydney. Her husband is an employee of W. R. Carpenter and Co., Ltd. Right: Brother G. Gratian, S.M., of the Marist Mission, left Sydney for Visale, B.S.I., by the last "Malaita" to take up his first missionary appointment.

N.G. PUBLIC SERVICE

THE following staff movements in the New Guinea Public Service were announced recently by the Acting-Government Secretary:—

PERMANENT STAFF TRANSFERS

Health Dept.—F. N. Green, Medical Assistant, Manus to Rabaul; C. M. McArthur, Medical Assistant, Rabaul to Gasmata; H. Shaw, Medical Assistant, Rabaul to Manus; A. E. Wilkinson, Wewak to Salamaua.

District Services Dept.—N. P. Hawke, Clerk, Rabaul to Kavieng.

Lands Dept.—N. H. Fisher, Geologist, Wau to Rabaul; L. C. Noakes, Assistant Geologist, Rabaul to Wau.

N.G. POLICE FORCE

N. B. N. Blood, Warrant Officer, Rabaul to Kieta; J. F. Clark, Warrant Officer, Rabaul to Wau.

Mr. Hubert John Sabben, of Suva, Fiji, married Miss Ruth Eleanor Phillips, formerly of Lautoka, on January 6, at the Holy Trinity Pro-Cathedral, Suva. Miss Ruve Sabben acted as bridesmaid. The bridegroom was attended by Mr. Simeon Lazarus, as best man, and both wore the uniforms of officers of the Fiji Defence Force.

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Nazi Attitude Towards Natives

Claim That Miscegenation Means Racial Collapse

HERE is the racial philosophy of Nazi Germany. It is a literal translation of extracts from a pamphlet by Dr. Gunther Hecht:—

There can be no doubt whatsoever that certain European people are born rulers. They have the right, as well as the duty, to make use of their genetic superiority; and if, for the sake of humanitarian, pacifist and religious ideologies, they neglect their obligations, they are bound to perish.

One of the most important ways in which European nations must preserve their superiority and position as rulers is the avoidance of miscegenation. Racial mixing is clearly detrimental to either of the two partners, because the offspring show a tendency toward anti-social behaviour, and a lack of moral principles.

Unfortunately, the chief colonial powers of to-day have not always borne these facts to mind. The English, indeed, have attempted to maintain an attitude of "splendid isolation" toward the inferior races; but the French, steeped in the humanitarian liberalism of the 18th century, have committed the sin of miscegenation.

Even the British, however, owing to the corrosive influence of the Jews, now show a weakening of their racial conscience toward miscegenation and racial mixing. Nevertheless, once the Englishman becomes fully aware of the danger, he strikes, and strikes hard. Thus, in South Africa, a law has been passed prohibiting "relations" between black and white, and the prohibition of marriage itself is now under discussion. The Union of South Africa is to-day clearly evolving a native policy which is based upon the full recognition of the natural differences between black and white, and the superiority of the position of the latter. In the schools, the universities and the hospitals, there is now complete segregation.

The principles which must guide a National Socialist native policy are threefold. Firstly, it is imperative to recognise and stress the fact that our modern civilisation is almost exclusively the creation of Nordic genius, and of nobody else. From this it follows that the native must be kept in his own home and sphere. Under no circumstances must he be brought to Europe, be it as servant, labourer, or student. "The age-old frontier between Europe and Africa lies in the Sahara". Secondly, the native can never become a citizen of the German Empire; and, thirdly, marriage and intercourse between Europeans and natives, and people of mixed blood, must be prohibited.

As for educational policy, on the whole it is undesirable to introduce European subject-matter into native schools. Unusually gifted natives might be provided with an understanding of the simple forms of European civilisation, and some might even be taught one or more of the European languages, so that they could be used in the lower ranks of administration. Natives, however, should definitely be barred from the higher schools and universities, on the grounds that they have no creative contribution to make in the academic field, and that the production of native pseudo-scholars will endanger European political security.

The native should be allowed access to

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the social life of the white man only insofar as it does not lead to his up-rooting. He must be barred from the theatres, picture-houses and health resorts of the white population. The religious life of the native must not be interfered with, even when we shake our heads and smile.

The will of the Creator has made the human races profoundly different. Only if we respect these differences will there be peace among the peoples of the world.

Miss Carol May Latter, of Sydney, was married in Rabaul in January to Mr. Edward Hann, of Ningau Plantation, in the Witu Group, New Guinea. Mr. H. J. Rawnsley gave the bride away, and Mrs. J. W. Smith acted as matron-of-honour. Mr. Fairfax Ross was best man.

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"Cheeky Natives"

Statement by Resident Magistrate

Letter to the Editor

THERE is a tradition in the Papuan Service that a District Officer, no matter how bitterly his administration is attacked, should remain silent. But, in these days, when every hint of maladministration is eagerly snapped up by the German propagandist, I think it is wise that some reply should be made to such attacks.

In your issue of December, "W" writes bemoaning the fact that Umuna, the location of the mine on which he works at Misima, is not a proclaimed township, and that the native labourers there make the night hideous by beating drums, etc., much to everyone's annoyance. Poor "W" admits that at Bwagaia, the seat of Government, five miles away, no such disturbances occur, and this is very satisfactory.

It would seem, therefore, that those in charge at Umuna are not controlling their native labourers properly, if "W" is to be believed. Therefore, "W" should lay his complaint before the management there.

Right through Papua, there are certain settlements, mostly Government headquarters, where certain regulations for the control of natives are brought into force. In a country whose native population varies in character, from head-hunters in the west to native clerks in the east, it would be clearly impossible to bring into general force the domestic regulations of the established settlements. In the case of plantations (and mines) the practice is to leave the control of the native staffs to the management. This system, combined with regular visits from Government officials and police, has been found to work very satisfactorily; but, apparently, at the location where "W" is employed, there is something wrong; and, as usual, he turns on the Government, as being responsible.

So far as assaults on native labourers are concerned, it is a strange fact that those whites who have appeared before the local Court on charges of assault can be counted on the fingers of one hand, but they have usually repeated their offences. The balance of the white folk on Misima compare with any similar population in any part of the Empire, and their standard is high.

It would appear to me that "W" (why aren't these people brave enough to sign their names?) would be quite happy if only he were allowed to bash up a native occasionally—especially for "dumb insolence", whatever that may be—and if he could be relieved from the drum-banging which he states is allowed at Umuna.

There is a question which I would like to ask "W" and others of his ilk. I have never yet received a satisfactory reply to it. Supposing he were a passenger on an incoming boat, and a 12-stone steward made his bath too hot, or served him with cold soup, would he give the offending steward "a slap in the face with his open hand"? I am sure he would not. But if a Papuan servant of about seven stone should commit either of these offences, I can imagine with what zest the heroic "W" would sail into the offender for his "dumb insolence". Queer, isn't it?

I am, etc.,

ALEXANDER RENTOUL,
Resident Magistrate.

Misima,
Papua, 18/1/1940.

BURGLARY AT PAGO PAGO

From Our Own Correspondent

APIA, Jan. 11.
A REMARKABLE feat was performed by a gang of criminals, presumably natives, and apparently eager for the laurels of Chicago gangsters, who on New Year's night broke into Burns, Philp's office at Pago Pago and removed therefrom the heavy safe, which contained a considerable amount in cash. The office is in the upper storey of the building, and at least three men were required to lift the safe. Probably a truck was used for the getaway.

Up to January 10 no trace had been found of the safe or the offenders.

Mr. H. Lee Gerrard has been granted a commission as Lieutenant-Engineer and has joined the Royal Navy. He was seven years with the C.S.R. Co. in Fiji, and for three years was on R.M.S. "Aorangi." He is the only son of Mr. and Mrs. H. L. Gerrard, of Fiji.

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A FORGOTTEN GASTROPOD

Dirty Work by Hawaiian Tourist
Bureau Suspected

BY A. C. ROWLAND

IN the mountains of Tahiti, and of the neighbouring islands, is a species of snail called Areho, and by scientists a fearsome Latin title longer by far than the creature itself.

It carries with it its home—a spiral shell closely resembling the periwinkle. The colours and markings of the shells of one valley differ from those found in adjacent or more distant valleys. Usually it is found clinging to the underside of the broad leaves of the Fe'i plant.

Obscure and insignificant in its remote mountain home, this modest and retiring gastropod once shook the scientific world to its foundations.

Early in this century, a prowling gastropodologist discovered that the Areho of Tahiti (contrary to the reputation of the snail family) was positively galloping along the broad highway of evolution. In other words, while the human race—notwithstanding its pomp of brass bands and boast of progress—was advancing only a microscopic fraction of a millimeter during a given period of years, the Areho of Tahiti had advanced a kilometer along the road to perfection.

This intelligence brought to Tahiti an eminent professor of zoology from one of the great universities of the Eastern United States.

The professor was one of those delightful personalities who can impart clear-

ness to the most obtruse subject and endow it with interest and charm. During nearly twenty years he devoted himself to the study of the Tahitian Areho; returning to the islands for long sojourns, at intervals of three or four years. He confirmed the announcement made by the gastropodologist that in the observation of the Areho one could actually see nature's laws of evolution at work, instead of inducing them from the study of fossil trilobites or a yellow tooth found in the gravel beds of Java.

But the human mind—even the colossal scientific mind—is fickle.

At the end of twenty years, when the professor had been given a banquet of honour by his university, endowed with medals and diplomas by learned societies, and had embodied the results of his researches in a series of handsome volumes copiously illustrated with expensive plates of many colours, the scientific world became excited over dinosaur eggs in the Gobi desert, and the Areho of Tahiti faded into the night of things forgotten.

There was a rumour at the time that the Hawaiian Tourist Bureau had a hand in this. This patriotic body is alleged to have informed United States institutions of learning that Hawaii possesses a perfectly good gastropod, as suitable for study as the Tahitian Areho.

Be that as it may, this prodigy of evolution is proceeding on our interior mountains unobserved; the Areho is at peace; and the professor's handsome tomes are gathering dust in university libraries; while science is chasing fresh rainbows which loom over the distant hills.

We often have wondered what form the Areho will finally evolve. The professor never told us.

But when we reflect that the primordial cell born in the Azoic ooze eventually grew into brontosauri, we hear about, and whales we actually see, it is not too fantastic, perhaps, to believe that in some future age—when our unstable old planet, re-arranging its land masses, shall have brought again to the light of day the lost continent of Mu, and thereby raised the mountains of Tahiti to be snow-capped rivals of Cotopaxi and Killmanjaro—the humble Areho will have evolved to an elephant, carrying its own howdah, or a pterodactyl China Clipper domesticated to carry over the oceans the speed maniacs of that time, long after its mechanical prototype has been rendered immobile by the reckless waste and final exhaustion of the world petroleum supplies.

When the ship "Challenger" was taking deep-sea soundings in these waters, appalling depths were found all around Tahiti—even in the channel separating Tahiti and Moorea. Therefore, should the ocean bed be raised to the surface, the mountain massif of Tahiti would overshadow all other Equatorial mountains.

Mr. J. R. Waddell, of the New Guinea Public Health Department, Namatanai, New Guinea, recently married Miss Gwen Tasker, of Sydney, in the Methodist Church, Rabaul.

Mr. Syd. Scholes, of Salamaua, New Guinea, recently announced his engagement to Miss Phylliss Partridge, of Kojonup, Western Australia. They will be married in New Guinea in April.

Rev. B. R. C. Nottage, Presbyterian missionary at Tongoa, New Hebrides, is at present spending long furlough in New Zealand.

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Mission Journal Discontinued After 62 Years

THE American evangelical magazine, "The Missionary Review of the World", recognised a quarter of a century ago as the leading general and inter-denominational missionary journal in the world, ceased publication in December, 1939. It had been issued each month continuously for 62 years.

Founded in January, 1878, the magazine had but three editors during its long existence—Rev. Royal G. Wilder (formerly a Presbyterian missionary in India), who established it as "The Mission Review" and was editor until he died in

1887; Dr. Arthur T. Pierson, who enlarged the journal, widened its scope, and changed the name to "The Missionary Review of the World"; and Mr. Delavan L. Pierson, who joined his father as associate editor in 1891 and took complete charge upon Dr. Pierson's death in 1911. For 28 years, Mr. Delavan Pierson conducted the magazine with zeal and vigour until, in December, it was compelled to discontinue publication through lack of financial support.

Miss I. Mackenzie arrived in Western Samoa from New Zealand in January to join the nursing staff of the Government Hospital at Apia.

Future Planting in New Guinea

Hon. G. Murray's Emphatic
Opinion

SOME time ago, in an article in the "Pacific Islands Monthly", the chairman of the recent committee on the proposed amalgamation of the territories, Mr. F. W. Eggleston, made the surprising statement that New Guinea has no great potential riches and is an exceedingly poor country, and that the amount of good agricultural land is exceedingly limited.

It is interesting to note that when Mr. George Murray, director of agriculture in New Guinea, went before the Native Labour Commission, in January, to give evidence relating to native labour, one of the members of the Commission directed Mr. Murray's attention to the statement made by Mr. Eggleston.

Mr. Murray gave Mr. Eggleston a direct contradiction. He said that there is an abundance of agricultural land available in New Guinea and that "this territory is a rich agricultural country".

MAKING THE JAPANESE BEHAVE

American Problems in Hawaii

From Our Own Correspondent

HONOLULU, Jan. 19.
HERE are the latest developments in connection with American vigilance against the ramifications of the Japanese network in the Hawaiian Islands:—

The series of articles describing the Japanese machine in action (which started in the "P.I.M.", May last) reported, for example, how the 150,000 Japanese in Hawaii maintain close relationships with the homeland.

Importantly, they have been making continuous contributions to the Japanese war machine: money, scrap metals, clothing, food, motor trucks, and even a warplane.

Most of this stuff was shipped unchecked by the U.S. customs, via Japanese navy vessels. Lately, the Japanese were told by the customs that henceforth all shipments must be exported only in commercial liners and that they must be manifested like all exports.

On December 28 the Japanese liner "Kamakura Maru" left Oahu with 84 boxes which were not manifested. However, an American agent discovered that the 84 boxes contained war contributions from the Japanese in Hawaii. The U.S. customs department promptly fined the steamship company £500.

Another blow has been delivered at the tightly-knit Japanese network in Hawaii. Two American-owned radio-stations allow a Japanese group to broadcast programmes in Japanese for a total of six hours daily. A feature of these programmes is the official Japanese news, gathered by the Domei agency. Most of it, naturally, is sheer propaganda.

Pressure has been brought to bear on these stations that henceforth official Japanese news will not be broadcast, that American news will be given instead.

Mr. C. G. R. McKay, Secretary for Native Affairs in Western Samoa, arrived in New Zealand in January on leave.

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CACAO CONTROL

British Government's Purchase

(The following, from the "Australasian Confectioner", will be of interest to planters in Samoa, New Hebrides and New Guinea.)

AS a war emergency measure, the British Government has purchased the whole of the 1939-40 cacao crop of British West Africa. Prices to growers have been fixed for the year at 9/- per load for Gold Coast ("Accra") good fermented (equal to 22/6 per cwt. at port) and £16/10/- per ton for Nigerian ("Lagos") f.a.q., ex scale port of shipment, with lower grades cheaper. The crop will be handled by the European, African and other shippers already established in the trade, who will act as agents for the Government, on the basis of their purchases over the past three seasons.

A moratorium on cacao sales and purchases has been declared in the Gold Coast and Nigeria, in order to enable the Colonial Administrations to make the necessary arrangements for the Government purchases.

Gold Coast cacao shipments last year totalled 263,229 tons, valued at £4,540,899, of which 101,412 tons went to the U.K. This export was twice as large as that of Brazil, nearly three times that of Nigeria and almost four times that of the Ivory Coast. It is estimated that the Gold Coast crop this season will be 250,000 tons and that of Nigeria 100,000 tons—more than half the world's supply. The British Government is thus shouldering the responsibility (or maybe

it is an advantage!) of marketing some 250,000 tons of cacao to other countries, from its West African purchases alone—and it has also undertaken to purchase maximum quantities of cacao produced in Trinidad, Windward Islands and Ceylon, these quantities to be based on normal shipments to the U.K. in past seasons and prices to be agreed upon on the basis of the West African rates.

The scheme has had a rather frigid reception in Mincing Lane, London. The London Cocoa Association had been asked to set up a committee to draw up a marketing scheme to present to the Ministry of Food and did so, but it was feared, when latest journals left London, that this would be "by-passed" by the shippers acting as Government agents.

Doubts are felt as to the willingness of the natives to accept 9/- per load if they see a rise in prices at the distributing centres. They may "strike" again as they did recently—though the 9/- is well above the 7/3 per 60 lb. load that the natives were getting up to the end of September. Still, they were entitled to reflect that 29/6 was being paid ex wharf London and 29/- ex store Liverpool for good fermented Accras in November.

The Big Thirteen

SOME thirteen European concerns are said to account for 98 per cent. of the normal trade in Accras—Bartholomew and Co., Busi and Stephenson, Cadbury Bros., Compagnie Française de l'Afrique Occidentale, English and Scottish Joint Co-op. Wholesale Society, John Holt and Co. (Liverpool), J. Lyons and Co., G. B. Ollivant, Paterson Zochonis, Societe Commerciale de L'Ouest Africain, Swiss Africa Trading Co., Union Trading Co. and United Africa Co. The bulk of

the trade in Nigerian cacao is in the hands of a similar group.

"While the trade is thus sure of supplies of cacao," says one English journal, "the prospect of Government control is viewed with some misapprehension in some quarters"—not to mention the probable feelings of the U.S.A. on the subject!

The extension of the moratorium on dealing in West African cacao from November 23 to December 4 tended to increase demands for cocoa butter in England by Continental firms.

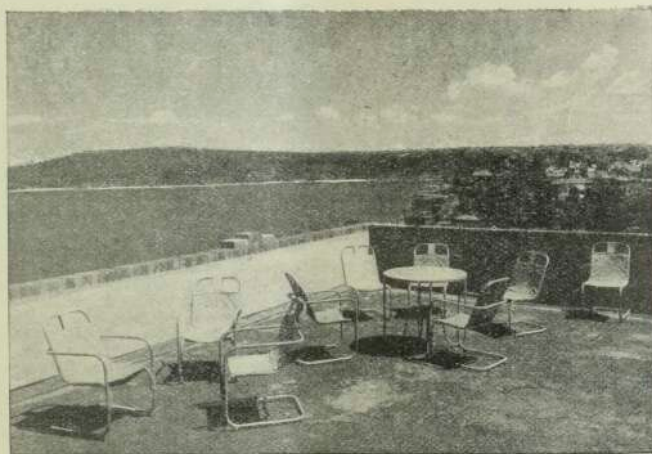
Cocoa Butter

REFERENCE to the position brought about by the Dutch Government's prohibition of exports of cocoa butter was referred to by the chairman, Mr. L. E. Cope, at the annual meeting of the London Cocoa Association late in October. He said the British Government was fully alive to the fact that this ban involved both dealers and manufacturers in Britain in heavy loss and was negotiating with the Dutch Government for an immediate release; meanwhile, to ease the situation, the British Government had prohibited the export of English cocoa butter.

Sergeant-Major Vouza, of the Solomon Islands Armed Constabulary, was recently awarded the Colonial Police and Fire Brigade Medal "for long and meritorious service in the Protectorate".

Mr. F. Baker, European Overseer at Suva Gaol, arrived in Sydney from Fiji in January on six months' leave.

Mr. H. J. S. Allen, Assistant Comptroller of Customs in Fiji, returned to Suva in January after spending leave abroad.



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PAPUA'S "UNCONTROLLED AREA"

From Our Own Correspondent

PORT MORESBY, Jan. 24.
THE area in Central Papua, to the north of Lake Kutubu, which recently was opened to the general public, after being closed as an "uncontrolled area" for over three years, has advanced very considerably in the way of pacification.

Three of the five officers who had been stationed there for the last eighteen months are being withdrawn, and the Kutubu station will be in the charge of Mr. C. J. T. Adamson, assisted by Mr. J. B. C. Bramell. The police force is being reduced from 28 to 20, and the force of signed-on carriers is being cut in half.

Mr. Ivan Champion is leaving Kutubu, and will be appointed to one of the coastal stations.

Captain C. O. Andersen, well known on the Papuan coast, recently received word that his eldest son, a member of the A.I.F., has been promoted to the rank of captain.

NEW HOTEL TO SERVE FIJI GOLDFIELD



The new, modern hotel, which has just been opened at Tavua, near the Fiji goldfield.

Mr. Harold Stanley Sell recently arrived in Suva to take up the post of Inspector in the Fiji Police Department.

Mr. Alexander McPhee, son of Mr. R. D. McPhee, of Navua, Fiji, recently joined the Second A.I.F. in Sydney.

G. A. Loudon's Elder Daughter Married in Port Moresby: Good Wishes of 100 Guests.

From Our Own Correspondent

PORT MORESBY, Feb. 2.
ON January 28, at St. John's Anglican Church (Rev. H. Mathews officiating), Miss Jean Sandford Loudon, the elder daughter of Mr. and Mrs. G. A. Loudon, of Ellogo Plantation, was married to Mr. Randolph Brewster, of Los Angeles, California.

The bride, who wore an attractive white travelling suit with hat to match, was given away by her father. Miss Judy Loudon, younger sister of the bride, attended as bridesmaid, and Mr. John Buckridge was groomsman.

Shortly after the ceremony, Mr. and Mrs. R. Brewster left by mail-plane for Sydney, whence they leave early in February for their home in America.

Owing to the early hour of the ceremony on January 28, Mr. and Mrs. G. A. Loudon entertained guests the previous evening, at the residence of Mr. and Mrs. Gerald Smith, where over 100 assembled to drink to the future health and happiness of the young couple. The toast of honour was proposed by the Lt.-Governor (Sir Hubert Murray) who, while regretting the loss of so charming a daughter of Papua, wished the young couple every future happiness.

Mr. Brewster, who has been in the territory for the past two years, attached to the Fairchild-K.N.I.L.M. photographic and aerial survey for the A.P. Co., in Papua and New Guinea, leaves many friends behind him; and his bride, who has spent much of her life in the territory, will be sadly missed. Her parents, Mr. and Mrs. Loudon, are both outstanding pioneers of the country. Mr. Loudon's enterprise and industry have greatly assisted planting interests in the territory, and his use of aerial communication to and from his plantation in the hills has shown that this is the most practical method of transport in the territory.

Miss E. Slade, of the Anglican Mission, Samarai, has completed her term of service in Papua. She returned to Sydney by the last "Macdhui".

Hon. Harold Page, Government Secretary in New Guinea, returned to Rabaul early in February after three and a half months' furlough in Australia. He was accompanied by Mrs. Page.

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B22

SOLOMON ISLANDS AFFAIRS

Important Discussions Affect Finance, Taxation & Copra Price

MATTERS of unusual importance were considered at the bi-annual session of the British Solomon Islands Advisory Council which opened at Tulagi on November 27, and continued until the 30th.

The recently appointed Resident Commissioner, Mr. W. S. Marchant, O.B.E., presided. Other members present were: Official: Mr. Ragnar Hyne (Chief Magistrate and Legal Adviser); Major G. E. D. Sandars (Secretary to the Government); Mr. F. E. Johnson, I.S.O. (Treasurer and Collector of Customs). Non-official: Mr. D. Mackinnon, M.B.E., Right Rev. W. H. Baddeley, D.S.O., M.C. (Bishop of Melanesia); Mr. J. C. M. Scott and Mr. C. V. Widdy.

The agenda was a full one, embracing several new regulations and amendments of various others already promulgated. Most of these were of a non-contentious character, and were quickly disposed of.

CONTROL OF COASTAL SHIPPING

Such, however, was not the case when a re-draft of a Regulation to Control Coastal Shipping was brought down by the Legal Adviser. This measure was closely and trenchantly debated in committee, and recommendations were submitted for the deletion or amendment of many of its provisions which were unacceptable to non-official members.

With the underlying principle of providing legislation for the safeguard of life and property at sea all were in agreement, but it was contended that the draft before the Council was to a large extent inapplicable to local shipping and conditions, and impossible to administer effectively. It was finally returned for alteration, with a strong recommendation that so controversial and difficult a Regulation should be kept in abeyance until after the war, when it can be reviewed in the light of possibly changed political and economic circumstances.

Arising out of the discussion on the Coastal Shipping Regulation, it was unanimously decided, on a motion introduced by the Treasurer, that a preliminary Regulation be promulgated to provide for the number of persons which may be carried on recruiting vessels. The basis of calculation agreed upon was one person for every half-ton of gross measurement.

HIGHER TAXATION

The financial estimates for the year 1940-41 were also dealt with exhaustively, and emphatic protests were voiced in respect of certain proposals which were denounced as oppressive, inequitable and unwarranted.

The Treasurer, in presenting the estimates, stated that the current financial year would close with an estimated deficit of £11,467, while the debit in the next fiscal year was forecast at £4,115. To meet predicted deficiencies, he proposed the following increases in the import tariff:—

Spirits, by 4/-, and beer by 6d., per gallon.

Cigarettes, by 5/- per thousand.

Postage, from 1½d. to 2d. per oz.

A duty on wireless goods, which have hitherto been free.

These items, estimated to bring in £1050 per annum, were, in view of pre-

sent circumstances, reluctantly agreed to by non-official members.

The latter, however, were unable to extend a similar acquiescence to the proposal to raise the general preferential tariff from 12½ per cent. to 17½ per cent., and the foreign rates proportionately. The increase of duty on goods from Empire sources would thereby amount to 40 per cent. on current rates.

BURDEN ON PLANTING INDUSTRY

Astonishment was expressed at the apparent lack of understanding of, or the utter indifference to, the parlous state of the one very depressed industry in the Protectorate manifest in such a proposal, despite frequent representations and warnings in Council, which are on record.

A matter of grave concern and dissatisfaction, which has frequently been brought to official notice is that, notwithstanding the incontrovertible fact that copra is produced at a loss on practically all estates, the industry is saddled with

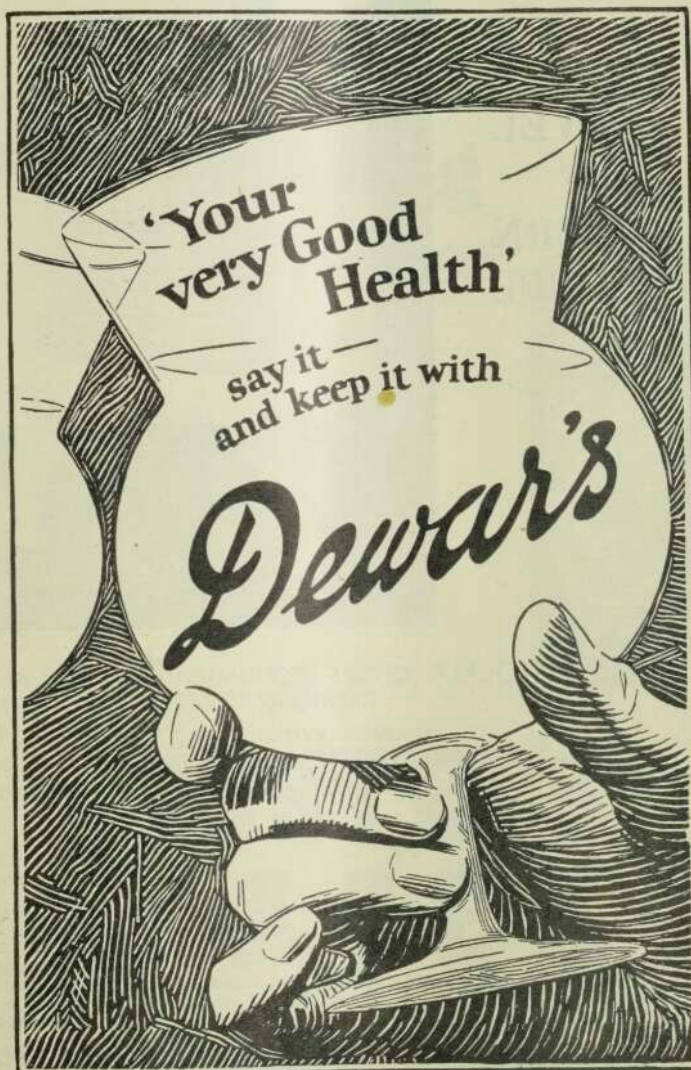
an iniquitous export tax, which at present amounts to 6/9 per ton, and which, as was pointed out, virtually constitutes a tax on capital.

It was further contended that to add to the burden of taxation in the manner contemplated must inevitably swell the already considerable number of derelict plantations with which the British Solomon Islands Protectorate is bestrewn; and, in addition to these, there are many heavily capitalised estates owned by large Australian companies, which have been leased to individuals at peppercorn rentals in an effort to ensure a modicum of care and maintenance.

FINANCIAL COUNTER-PROPOSALS

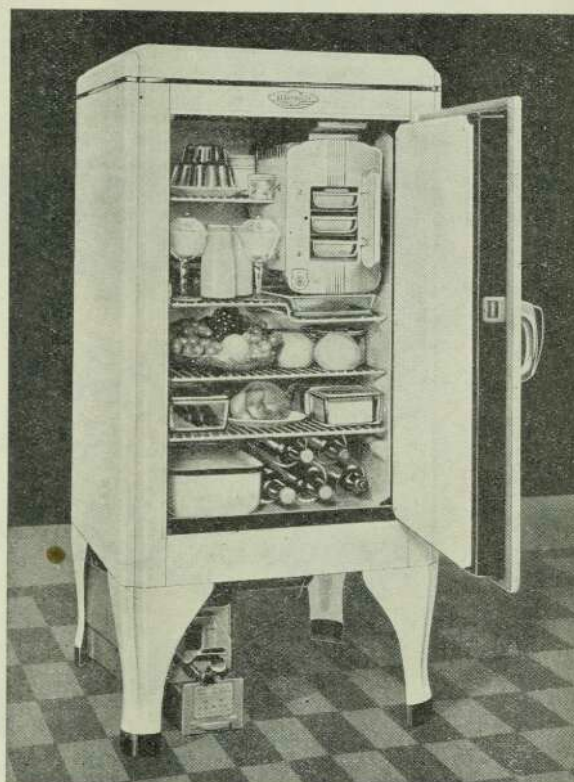
Considered counter-proposals to meet the estimated deficit were submitted in a joint statement, to which each individual non-official member spoke in emphatic support. These were:—

- (1) That deficits be a charge on surplus funds. Accumulated reserves



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Representation in Papua and New Hebrides.

(£86,246 on March 31, 1939) it was iterated, were built up in years when revenue exceeded expenditure, and it was reasonable and customary to draw upon such reserves during periods when expenditure exceeded revenue. In commercial organisations the world over that was normal practice, and only by doing so in recent years were copra producers in the Solomons enabled to maintain comparative solvency.

(2) That retrenchment of staff be effected. Notwithstanding clear and unmistakable indications of economic adversity, the Protectorate administrative staff for several years past has been added to until it has reached numbers never before attained, and is now markedly overloaded with young men for whom it appears difficult to find useful employment. In existing circumstances, which could have been, and were by the public, foreseen, the constant accretion of unessential personnel points to the extent the Administration is out of touch, or indifferent, to practical affairs, and the urgent need to practise economy.

INCOME TAX SUGGESTED

(3) That, pending the essential and inevitable reorganisation of the public service to relate expenditure more closely to revenue, an income tax be levied on all salaries and wages earned within the Protectorate. On a 5 p.c. basis this tax, it was estimated, would bring in over £4,000 per annum.

It was stressed that, with the exception of the Residential Tax of £1 per capita per annum, the planting industry alone was called upon to contribute a direct tax by being mulcted on the produce exported. This is inequitable, and particularly unjust in its incidence during periods of depression, when the planter is unable to meet costs of production from the sale of his produce.

As an income tax is nowhere popular, it must be noted as significant that two of the non-official members are the principal executives in the Protectorate of their respective companies—the largest operating in the Solomons—and would therefore bear personally a relatively large proportion of a tax on income. They were concerned in initiating and supporting the proposal solely from a sense of equity and justice, and profound first-hand knowledge of the state of the staple industry. It was suggested, in this connection, that as the local Administration would appear to be lacking in a full realisation, or acting in wanton disregard of, the plight of planters and the economic situation generally, the High Commissioner for the Western Pacific be asked to appoint a Commission to examine and report before the industry is ruined by the extortion of taxes it cannot bear.

PRICE OF COPRA

A request was tabled, and agreed to without debate, that the High Commissioner be asked to represent to the British Government, which is controlling the marketing of copra, the need to fix a price which will allow producers a small margin over cost of production. In view of the rising price of all commodities imported, the rate regarded by non-official members as necessary in the circumstances, was stated as £15/10/-, London.

The New Guinea Planters' Association, it was stated, is preferring a similar request through the Commonwealth Government, with, however, certain differences in the price suggested owing to marketing costs being less in New Guinea, due to a variety of reasons, among them, considerably lower overseas freight rates, cheaper labour, and much more favour-

able tariff rates both for imports and exports as compared with the Solomon Islands.

EMPIRE'S WAR EFFORT

In a reference to the war in which the Empire is involved, non-official members presented a joint statement setting forth that as there seemed no way in which the Protectorate could actively participate in its prosecution, the people of the Solomons would look upon it as a gracious and patriotic act if a substantial, voluntary gift from the accumulated reserves was donated to His Majesty's Government as a token of gratitude for the freedom they enjoy, and the safety assured them by the sacrifice, gallantry and efficiency of His Majesty's Naval, Military and Air Forces—services towards the maintenance of which the Protectorate makes no contribution.

CANE FOR DELINQUENT LABOURERS

Native Control in New Guinea

A MAN who knew New Guinea and handled native labour before the Australian occupation, and who was acquainted with the Germans' methods of controlling natives—namely, Mr. Gordon Thomas, editor of the "Rabaul Times"—gave interesting evidence before the Native Labour Commission in Rabaul in January.

Discussing the growing problem of undisciplined and cheeky natives, Mr. Thomas expressed the opinion that corporal punishment should be re-introduced in the Territory in the form of canings. Indentured natives found guilty of minor offences should be punished by canings,

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**FOSTER'S
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in place of the present system of imprisonment, thus obviating loss of service to the employer. Canings would be a greater deterrent and would be a saving of government rations in prisons.

He pointed out that the system was found to be quite satisfactory during the German regime, when permits were even given to reliable European planters to administer canings, under rigid government control. The system maintained discipline amongst the labour, and records showed that recourse to caning was infrequent, owing to the fact that the

natives knew that the employer had power to inflict such punishment.

Mr. Thomas stated that he only advocated a system of corporal punishment similar to what was meted out to school children all over the world. He stated that the present system of taking disciplinary action through the courts was a long and tedious procedure, and owing to this, many breaches of the Ordinance and flagrant disregard of discipline went unpunished, in order to avoid personal inconvenience.

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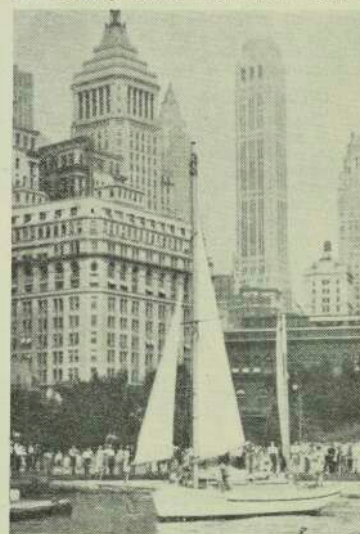
50 OXFORD STREET, SYDNEY.

YACHTSMEN AND YACHTS

The "Idle Hour" Again

INTERESTING news of yachtsmen who are known in the Pacific, or are headed for that yachtsman's paradise, is contained in a letter from Mr. Dwight Long, the American lad who, a couple of years ago, earned fame by sailing his little boat, the "Idle Hour", around the world. It will be remembered that after he completed his journey, the "Idle Hour" was caught in the New England hurricane—the worst for 115 years—and was badly smashed up in Long Island Sound.

Mr. Long says that he has been eleven months rebuilding the "Idle Hour", and she recently sailed from New York to



Dwight Long's famous boat "Idle Hour", in which he sailed round the world, sailed out of New York recently en route for Bermuda, the West Indies, and Panama Canal. He will be seen in the Pacific again—probably in Tahiti—next winter.

Bermuda. He intended to rejoin her in Bermuda and go on to the Panama Canal in December, and thence on again into the Pacific.

He had just received word that the "Idle Hour" had successfully ridden out a hurricane in Bermuda, which attained 126 miles per hour. This, he says, is "Idle Hour's" third hurricane. The first carried away her mainmast, when she was sailing between Pago Pago and New Zealand; the second was the one which smashed her up in Long Island Sound; and the third is the recent experience in Bermuda.

THE "YANKEE"

Mr. Long says that on October 31 the schooner "Yankee", 92 feet long and owned by Irving Johnson, sailed from Gloucester, U.S.A., on her third world cruise. Including Mr. Johnson's family, there were 21 persons aboard.

The "Yankee" passed through Panama Canal on November 26 and headed west for Pitcairn Island, where Captain Johnson proposes to take under-water coloured moving pictures of the remains of the "Bounty". He is accompanied by Mr. William Beeby, a famous under-water

photographer of fish, who was his technical adviser in fitting out the "Yankee" with special equipment for taking underwater photographs.

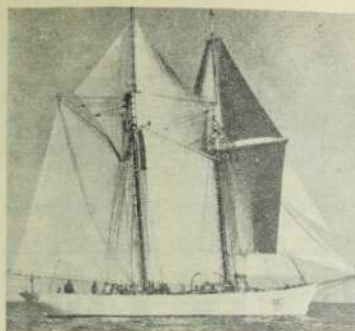
Sterling Hayden, who at one time was first mate of the "Yankee", left New York, in November, for Panama with six shipmates to pick up the yacht "Aldebaran", which formerly was owned by Kaiser Wilhelm of Germany. The "Aldebaran" was to be sailed to Hawaii in December, and from Hawaii will start on a cruise to Tahiti and other Pacific Islands.

FAHNSTOCK ENTERPRISE

Bruce and Sheridan Fahnstock have been fitting out their new schooner "Schen", 137 feet long, formerly a three-masted Gloucester fisher-boat. They propose to take a party of scientists from New York to the Panama Canal, and thence on an extended cruise in the Pacific. The "Schen" is bigger than the "Joseph Conrad", and carries an aeroplane and a power-launch. There will be 14 in the party, including Mrs. Fahnstock, the mother of the two boys. Mrs. Fahnstock and the two boys sailed through the Society Group to Fiji on their vessel "Director" in 1936-7. The cruise ended in Manila where they sold the "Director" in 1937.

IN A SPOT OF BOTHER

The German-owned 32 feet ketch "Te Rupunga", with George Dibbern, a German, and a New Zealand girl, aboard, has been lying in San Francisco for some time, in a condition of embarrassment. If the ketch is headed for French Oceania—which is what Mr. Dibbern wishes—the owner will be seized by the French and interned; if he heads for South America he must face the desolate west coast of that continent—thousands of miles with no harbours. And, in the present circumstances, he cannot remain



The schooner "Yankee", sailing out of Gloucester, U.S.A., on October 31.

in the United States for more than 6 months at a time.

The "Te Rupunga" sailed out of Germany over six years ago, and visited Tahiti, Samoa, New Zealand, Sydney, Fiji and Tonga, and wintered last year in Vancouver. While they were in Vancouver, the party tried to take out Canadian papers—even buying a piece of land in order to give them a local standing—but they were not successful.

The famous French yachtsman Alain Gerbault is still cruising among the Society Islands. He has written a new book which was about to be published in London when war broke out—its publication has now been postponed.

A Mr. Kelly, of Baltimore, with a party of four, is sailing through the West Indies on a cruise around the world on their yacht "Fidler's Green", a 58 feet schooner. They are expected in the Pacific shortly.

N.G. GOLD

Output Now Exceeding Two and Half Millions p.a.

From Our Own Correspondent.

WAU, January 16.

THE output of gold on the Morobe field for the year ended June 30 last was valued at £A2,041,317, on its original valuation. This figure may have been increased by the rise in the price of gold at the end of the period.

The output reported for the two months November and December, 1939, reached the very high level of £A629,316. The total output for the six months, July to December, represents a value of £A1,269,054.

With Bulolo working eight dredges, now, and the new Koranga workings of New Guinea Goldfields Ltd. producing large quantities of gold, it is reasonable to presume that last year's total will be substantially exceeded during the current year.

New Guinea Government royalty (5 per cent.) on a production of £2,500,000 per annum will be no less than £125,000 p.a.; and, on top of that, there will be another sum (from £100,000 to £200,000 p.a.) derived from the Commonwealth excise tax on gold, which will be used in some form for the benefit of New Guinea. If the Administration, in such circumstances, shows another deficit, it cannot hope to escape a thrashing.

Mr. Arthur L. Milner, of the Melanesian Mission at Maravovo, Solomon Islands, arrived in New Zealand recently on long furlough. He sailed later for England.

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N.G.G. SHARES

IT was announced by the chairman at the annual meeting of shareholders of New Guinea Goldfields Ltd., in January, that as this company has built up large liquid funds from reserves made for depreciation and ore depletion, and as the life of the company's enterprises in New Guinea is not likely to be a long one, it has been decided to commence at an early date to return the capital to shareholders. The capital of the com-

pany is something over £1,100,000 in 5/- shares. As the company has been paying 5 per cent. for some time, and seems likely to continue, and it furthermore seems determined, under its present efficient management, to return the capital value of the shares to shareholders, N.G.G. 5/- shares at their present market quotation of around 2/6 represent an interesting proposition for investors.

Mr. R. Morrissey, of N.Z., has joined the Samoan Treasury Department.

U.S.A. AND THE WAR

How Allies Are Fighting Americans' Battle

BY R. W. ROBSON

I HAVE an American friend whose erudition and literary artistry I sincerely admire; but with whom I quarrel energetically on the subject of the present and future relationship of our two countries.

I hold the view that if only U.S.A.—the most powerful nation in the world—would line up with the British Commonwealth of Nations, according to a simple formula based on democratic freedom, the peace of the world and the happiness of the human race could be ensured. My American friend's retorts usually could be summed up in that singularly unpleasant parody, "England expects that every American this day will do his duty".

I have told him that he is typical of innumerable publicists, who see England simply as an unending vista of Imperialistic Colonel Blimps, who are prepared to do anything so long as human affairs can be twisted into the shape best calculated to serve the greedy and insatiable demands of the British Empire. I have never been able to make him—or other Americans of similar thinking—recognise that we people of British stock feel and think about human and international affairs exactly as do the Americans—that we have the same loathing for Imperialistic fire-eaters, and for our inhumanly selfish trusts and combines (which are out deliberately for exploitation under the shelter of the national flag) as the Americans have for theirs.

However, as I say, this American newspaperman and I squabble away very happily over our differing points of view. But, recently, he sent me the following "five American reasons for not wishing to join up with England and France in the present war"; and I have been so interested in these reasons, and in my own John Bullish reaction thereto (his description!) that I have ventured to put this material into the shape of an article for publication—although I admit freely, and with apology, that the subject has nothing to do directly with Pacific Islands affairs.

Here are the five American reasons, together with what I regard as an intelligent British reply:—

NO. 1.—The Allies at Versailles certainly did not act in the complete interest of democracy, otherwise the Polish Corridor and the division of the Near East would not have been permitted.

ANSWER:—If the settlement at Versailles had been implemented, as was intended by President Wilson, by a League of Nations supported by the United States, the course of history would have been very different. The League of Nations was designed to take the anomalies and imperfections out of the Versailles Treaty, just as soon as developments in Europe made such a course practicable. But when the United States Senate walked out on us, and refused to join the League of Nations, the latter became the plaything of certain Imperialistic interests, and never functioned as it should have done. The frightful condition of world affairs to-day can be traced back to the Versailles Treaty; but that is not the fault of Britain.

NO. 2.—Americans have never forgotten, and will not forget, that while the French and British were declining to

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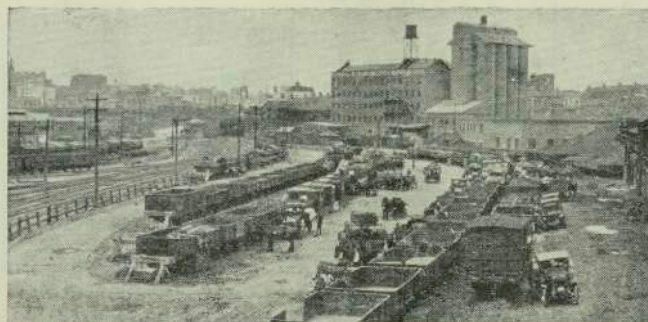
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pay their war debts to America, they were finding the money to finance international adventures in various other countries. Americans do not mind losing the money, but hate to be treated so cavalierly.

ANSWER:—This comment about war debts is typical of American thought, and is indicative of one of the great fallacies held by Americans. Britain and France, and the other nations, cannot pay their war debts to the United States because there definitely is no machinery by which such enormous amounts can be transferred to another country, without economic disaster. Debts can be paid in only two ways, in goods (or service) or in gold. The Americans fiercely restrict their imports of goods; and they know—or they ought to know—that if they continue to receive gold in this way they will be sunk. The United States already has an accumulation of, I think, about two-thirds of the world's gold; and most of the United States' troubles of the past two decades can be traced directly to the immobilisation of this vast accumulation of international credit. For several years the Western European nations paid their war debts to the United States in gold (because U.S.A. would not take goods) and it was that eventual "freezing up" of international credit, in the shape of gold in the United States, that was one of the primary factors in bringing about the great depression of 1930-33. If the nations can find a way to use that credit, instead of immobilising it in stored gold, there is no reason why European nations should not pay their war debts to U.S.A.; but, so far, the thing seems to be beyond the genius of statesmanship. Britain did not use her diverted war debts money for adventure and armaments—not at first, nor until she was forced to. For several years, Britain continued to disarm, until in 1930-31 she was in a highly-exposed and imperilled condition; and it was only the general re-armament in Europe in 1932-36—the result of the final breakdown of the League of Nations—which forced Britain to re-arm.

NO. 3.—There is no assurance that, even if the U.S. entered the war, France and Britain might not make an early peace with Germany, and leave Poland massacred and Czecho-Slovakia sunk.

ANSWER:—The British people generally wish to see Poland and Czecho-Slovakia restored. That is one of the things for which they definitely are fighting. They are much more likely to achieve that aim with assistance, rather than without it.

NO. 4.—Americans sincerely fear that another world war would cost us a lot of our own democratic institutions, such as free speech and a free press.

ANSWER:—The British people, with great reluctance, entered into the present war because the events of 1937-39 convinced them that, if the progress of the totalitarian States was not checked, the democratic institutions of Western Europe would be overwhelmed and destroyed, and we should enter another Dark Age. The Western democracies in fighting for their own freedom, are fighting also for that of U.S.A.

NO. 5.—Finally, our sympathies are strongly with the Allies, and we are taking practical measures to aid them. But we do not propose to drain our own country to dire suffering and weakness—with the memory of what Wilson endured after the Armistice.

ANSWER:—One cannot blame the Americans. Probably the self-sacrificing people of Britain and France, and the harassed neutrals, would like to be safe and comfortable in the United States, too. But what Americans do not realise

is that even their mighty nation is not secure against the menace of the totalitarian State—that, if Germany and/or Russia should dominate Europe, it would be only a matter of a year or two before the United States would have to fight for its existence. The Allies, today, are fighting the battle for American freedom, as well as for their own.

NEW GUINEA MEN FOR A.I.F.

IT was announced in the "Rabaul Times", early in January, that 60 volunteers from New Guinea would be accepted for inclusion in the Australian Imperial Force. When the men have been selected they will be gathered together in a camp in Rabaul, prior to transport to Australia, where they will join the A.I.F.

Mr. W. Cockell, Inspector in the Fiji Health Department, left Suva in January on leave. He was accompanied by his wife.

Rev. K. P. Fitzgerald, of Rabaul, New Guinea, passed through New Zealand recently en route to England to spend furlough.

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Sister P. E. McKenzie, who joined the Melanesian Mission in 1933, and who recently had been in charge of the Godden Memorial Hospital at Lolowai, New Hebrides, has resigned from the Mission owing to indifferent health.

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40 YEARS IN THE NEW HEBRIDES

Remarkable Changes Among Natives :: Australia Affected by Condominium's Strange Political Condition

(SPECIALLY WRITTEN BY REV. MAURICE FRATER, WHO HAS JUST COMPLETED 40 YEARS' SERVICE AS A MISSIONARY IN NEW HEBRIDES)

IT would require a book, rather than an article, to deal adequately with the changes that have taken place in the New Hebrides during the life-time of a missionary who has just retired after 40 years' residence in the group—years that have been momentous alike in the history of the South Seas and the world.

Even since the close of the World War, 25 years ago, residents wonder at the astonishing contrast between the world-wide communications enjoyed by the Islands to-day, compared with the restricted intercourse which marked the years of the Great War.

In 1914, the marvel of radio still lay in the lap of the future, and, outside of Vila, with its cable station, foreign residents learned of the outbreak of war from the haphazard reports of passing cutters. Not until the arrival of newspapers from Australia, several weeks later, did they know of the hazards and vicissitudes of the early stages. During the long-drawn-out years of the conflict, the only source of information was the two-monthly steamer service from Sydney, supplemented by an occasional call from the British Resident Commissioner who, in his yacht, made periodical tours

through the Group and circulated the latest bulletins from Vila.

But, in 1940, settlers in the most remote islands of the Group are as well-informed as city-dwellers of world events. Nearly every settler possess a radio receiver, while a few have transmitting sets. The daily broadcasts from London and Continental capitals are clearly heard; while, from the Vila Radio, issue not only local news, but regular daily bulletins from all parts of the world. No social innovation has so closely affected the residents, and in the future broadcasting is going to exert a unique and incalculable influence in the New Hebrides.

RADIO AND THE NATIVES

IT can also be truthfully said that no innovation has caused such a fundamental reconstruction of native policy as radio. Missions and commerce have each, in its own way, been exercising a disturbing but salutary influence for over 100 years; but, wherever wireless penetrated, it produced a violent reaction and overthrew long-established beliefs, replacing a hoary insularity by a world-wide outlook, and an old self-contained communism by a new individualism.

When wireless was first introduced, and the natives heard voices coming through the air from over the sea, they imagined that the sounds were produced by the same means that they themselves employed.

From time immemorial, the natives have had a radio system of their own, and were able to convey wireless messages from tribe to tribe. Broadcasting in the New Hebrides was accomplished by means of drums, the messages being relayed over long distances with great rapidity. It was called Drum Talk. By the staccato notes of the drum the news of the death of a chief, and warnings of approaching danger, were broadcast. A code, akin to the dots and dashes of telegraphy, was employed; and, though the various tribes spoke different dialects, the language barrier did not prevent them from having intelligent communication with each other.

The white man's wireless caused great surprise among the natives, and introduced a disturbing factor into their lives. It is a trite remark that it would take generations of education to eradicate the old beliefs of the natives—if, indeed, it were possible to uproot what had become a virtual prepossession. But radio accomplished with almost magical suddenness what the teaching of the schools was only doing by slow degrees.

Accustomed from time immemorial to believe that the sun revolved round their island domain, the natives were arrogant enough to believe that sunrise and sunset in the New Hebrides determined light and darkness everywhere. It came as a great surprise to learn, from wireless, that the countries and islands with which they were surrounded had all different times from them and from each other. With cynical incredulity, they heard from San Francisco that the sun rose there nearly a day behind the New Hebrides; and even the knowledge that

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they were so far ahead of America did not make the news more acceptable. When they found that it was possible to flit, by wireless, from a Sunday school in Australia to a Saturday night entertainment in California, they were convinced that there was either magic or devilry behind it.

But radio has kept up the deception so long, and so persistently, that the truth has at last dawned upon the bewildered native mind, and the self-centred islander is willing to concede that there is some-



Rev. and Mrs. Maurice Frater, who have now settled down in Victoria after completing 40 years' work as Presbyterian missionaries in the New Hebrides.

thing after all in the white man's foolishness. No incredulous people were ever favoured with such a series of convincing proofs of the operation of the Copernican theory.

WEATHER MAGIC!

ANOTHER stronghold, hitherto deemed impregnable, was soon to fall before the onset of radio. Universal throughout the islands was the belief that the sacred men controlled the forces of nature and made wind and rain according as they thought fit. Natives had no conception of the operation of natural law. Cause and effect were the result of magical forces that had nothing to do with the law of sequence in the material world. The spirit of one thing acts on the spirit of another and produces its own result. That is the native law of cause and effect.

It is difficult for people in civilised lands to have anything but a vague idea of the large part played by magic in the life of the native. Again, wireless stepped in and upset their ideas about

the weather as rudely as it did their conception of time.

The first intimation by wireless of the approach of a hurricane came from Queensland, and was received with mingled derision and suspicion. It stated that a cyclone was raging in New Caledonia and was travelling towards the New Hebrides.

There was nothing in external nature to indicate the approach of foul weather and with amused incredulity they asked, "How can people in Queensland know about weather-conditions in the New Hebrides? Was not the weather of Paama controlled by the sacred men?"

Then, thinking there might be a grand wizard in Australia who had charge of the weather, they asked, "Who makes the wind and rain over there? Is it the King?"

They could only conceive of wind and rain as purely local affairs, made at the behest of the local magnate.

Smiling at the audacity of radio, and the credulity of the white race, the natives retired to rest with a gentle breeze chanting a soothing lullaby among the breadfruit trees, and with no thought of impending trouble.

During the night the storm broke with unexpected suddenness and, when morning dawned, the wind was blowing with hurricane fury and mountainous seas were breaking on the beach with deafening noise. The arrival of the storm, with almost time-table exactness, was a staggering blow to native pretensions, and made them recognise that their traditional notions stood woefully in need of revision.

Their smug self-satisfaction, and likewise their faith in the magicians, received a severe shock, but the new outlook has enabled the natives to give wind and rain their proper place in the natural order of things, which is a great step forward in the development of the native race.

EUROPEANS AND NATIVES

DUE largely to the impact of anthropological research, a corresponding change has taken place in the attitude of Europeans—officials, missionaries and settlers—towards the ancestral life of the natives. When the early missionaries arrived in the South Seas, the feature of native life which impressed them most were offensive practices, like headhunting and cannibalism. It was inevitable that

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their reaction to the beliefs and practices of the heathen world should have produced an attitude of uncompromising antagonism.

Believing that the ancestral traditions of the primitive natives contained nothing worth preserving, they embarked upon their work with the firm resolve of sweeping away all native customs and replacing them with the civilised modes of life that prevailed in the countries from which they themselves came. The repulsive practices, which were everywhere prevalent, were allowed to obscure the salutary laws and beliefs upon which the social order was built. They could never have imagined that behind the barbarous practices lay a deposit of truth.

But a more intimate acquaintance with the ancestral traditions has given missionaries and officials a new perspective, and they realise now that behind all the devilry and cruelty there existed a well-ordered system of rules and sanctions that had been built up with great care,

through a long period of years, and adapted to native requirements. The missionaries of to-day recognise that Christianity can be built upon a more stable foundation and can more readily become indigenous when resting upon the social structure which the natives have inherited. It is now freely acknowledged that the soul of a native race is not found in outbursts of savagery, or in the devilry of black magic, but at its headwaters, and in the mythology of the New Hebrides the supremacy of spiritual forces is revealed. The legendary lore shows the native instinct to be responsive to the appeal of justice, and extraordinarily sensitive to the lure of music and romance.

NO missionaries would now seek to identify Christianity with western civilization. They realise that European civilization is not necessarily the best for native peoples. A century of missionary effort has afforded sufficient warrant for concluding that Christian missions will

never westernise the New Hebrides. They will and are Christianizing the Islands, but an indigenous Christianity will never walk in Blucher boots.

As the Church becomes more firmly established, we witness the rise and growth of a native form of Christianity, under the strict conditions of tribal life, with village life and agriculture, the communal way of family relationships, and a sublime indifference to western progress—all in direct opposition to our civilization.

HOW SHALL THEY BE RULED?

WITHIN recent years, public opinion has undergone a sweeping change in its estimation of native character. In the New Hebrides, the difficulties inseparable from the clash of colour are accentuated by the citizens of two European powers, English and French, living as co-partners, on terms of equality, under a novel form of government, the New Hebrides Condominium.

The attitude of the two powers to subject races is so different that, in addition to the usual problems produced by the impact of white and coloured races, there is the difficulty of harmonizing British and French ideals. Between individual Britishers and Frenchmen little distinction can be drawn in their treatment of native races. But the British Empire tradition, as exemplified by great administrators, like Sir Hubert Murray and Sir Harry Luke, constrains its officials to take a paternal interest in native races. The racial policy of French administration was, until quite recently, political rather than biological in its outlook. But, under the influence of modern research, it now applies anthropological methods to the practical problems of native affairs, the outcome of which has been a confident acceleration in promoting the cultural development and conservation of the native races.

WHAT should be the relationship between the two races? Should the white man regard the native as his equal or inferior?

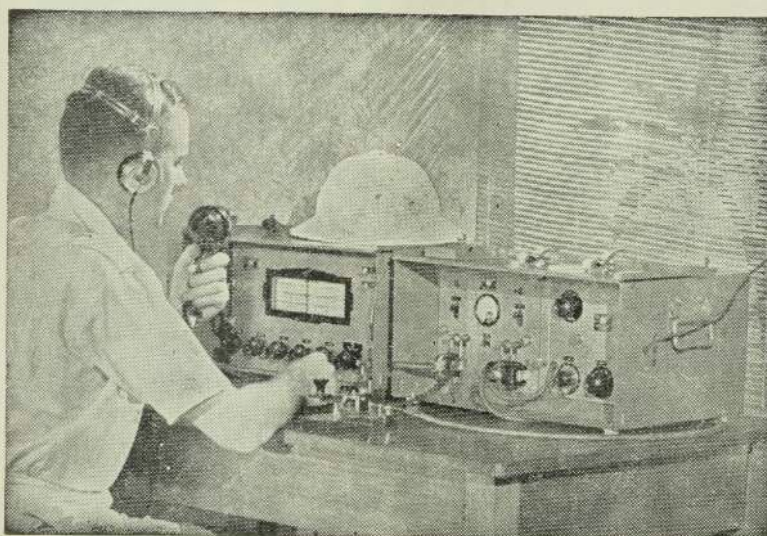
The idealist has a ready answer, and asserts that the relationship should be one of perfect equality. Some Europeans, with no previous experience of natives, have come to the Islands prepared to put their ideals to the test. But, so dissimilar are native ways and modes of thought to anything they had hitherto known, that the attempt broke down in the hard school of experience. The foolishness of trying to measure the South Sea Islander by European standards is soon recognised.

Unfortunately, a few disillusionized people swing round to the opposite extreme, and regard the native as less than human.

How do Islanders themselves regard the problem? Born with a highly developed inferiority complex, they entertain no illusions regarding the striking disparity between the two races. They recognise that a relationship on the basis of equality is irrational and artificial. They do not feel flattered to be regarded as on an equality with white men. They are terribly insulted to be treated as animals, while to deal with them as children meets with their silent and manifest approval. They are growing children, capable of a healthy and normal development, and it is not surprising that the more intelligent should resent the arrogance of white men, when, as often happens, it amounts to nothing more than an assumption of superiority.

ENGLISH ALOOFNESS

ANTHROPOLOGY, by patient research, has come to the same conclusion as



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the Islanders have reached, by native intuition. Science relegates the inhabitants of the South Seas to a place among the child races of the world.

The brown man is only awakening out of a sleep that has lasted thousands of years. The eyes of the people are dim, and their ears dull of hearing. In spite of their big strong bodies, their mind is that of a child. By showing that the difference between the races is largely one of training, and not of mental structure, anthropology has compelled public opinion to revise its estimate of native character.

Why is it that British rule over native races, which is universally regarded as the most enlightened, has been, on the whole, a failure, if judged from the standpoint of winning the affection of subject peoples?

Natives show a greater affinity with Chinese and Japanese. That, by itself, need occasion no surprise, because in thought and action the Eastern races approximate more closely to the Islanders, and there is no clash with native prejudices. The French, likewise, adopt a more accommodating attitude. Their repugnance to inter-racial intimacy is much less marked.

Natives cannot fail to be impressed by the contrast between the easy, complaisant view of the French, and the strength of British prejudice. The average Britisher is born with a superiority complex, sees no need for understanding the native, and does not concern himself about violating cherished notions. Consequently, there is a disposition on the part of the native to regard him as more arrogant and overbearing. In spite of the harsh usage that frequently accom-

panies the regime of the French their method of approach does not offend native susceptibilities as do the coldness and aloofness of the British attitude.

IN the smoke room of the B.P. boats the sentiment is freely expressed that Europeans must maintain their authority. That may be quite right, provided such authority is not maintained in an unnatural and offensive manner. Courtesy and authority may go hand in hand. Friendliness may be combined with insistence on certain, external forms which meet with mutual approval.

But real authority is only possible if the European commands the respect of the native. There is no question about the superiority of the white man. "Belong white man" is the native formula for expressing their sense of wonder over some achievement which is beyond their comprehension. The Islander does not understand that this superiority in mechanical construction is really an indication of mental and spiritual attainment.

But one thing the Islander does comprehend is whether a particular white man is better or worse than himself. He falls back on the most elementary standard of judgment—the moral standard. If he recognises an inherent superiority of character, then submission becomes easy and natural.

But when he finds indolence, selfishness and a reluctance to assume the white man's burden, the native remains unimpressed by the white skin, and inwardly feels that the European is no better than himself. The relations between the races become embittered, and it is more difficult for the white man to

hold aloft the torch of truth and be a standard bearer of civilization.

FRANCE? AUSTRALIA? OR BOTH?

NEEDLESS to relate, there have also been far-reaching changes in the political arena during the past 40 years. Until the beginning of the century British influence had been paramount, but the entry of colonists from New Caledonia gave a great fillip to French aggrandisement; and when, in 1906, the New Hebrides Convention was proclaimed, the two nations embarked on the novel experiment of Joint Control on a basis of equality.

But it soon became evident that Britain did not contemplate permanent occupation. The main purpose of government amongst an aboriginal people consists in the encouragement of industry and the development of the native race by fostering health and educational services. But, beyond nominal grants to mission hospitals, nothing was done to promote the welfare of the native race or encourage British colonisation. The persistent attitude of Britain to the New Hebrides was one of apathy and neglect.

The Island Group was the Ishmael of British colonial possessions and there is no likelihood that this policy will be amended. As was to be expected, British interests steadily deteriorated, while French influence advanced by leaps and bounds, until France became the predominant partner in the Condominium.

The opinion of British residents in the New Hebrides is pretty well divided about the continuance of Dual Control, and a considerable section would favour sole and undivided French control.

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sigeance that has so long marked the Commonwealth's relations with the Islands, these settlers do not favour a partnership with Australia. On the other hand, the Missions, to whom the interests of the native race are paramount, would welcome the entry of the Commonwealth, in joint control with France, as a step designed to promote the industrial and educational development of the native races. Hailing with satisfaction the change that in recent years has come over the policy of Australia towards the Islands lying on her border, the Missions recognise that not only is the Commonwealth now exhibiting a salutary interest in the South Sea Islands, but a remarkable aptitude for dealing with the native race.

The close of the war will doubtless see a further re-adjustment of the political complexity. A recent visitor, com-

petent to express an opinion, writes, "I suppose no place in the world is so badly governed in the interests of the natives as the New Hebrides."

To Australia the ownership of the New Hebrides is a matter of vital importance, as the Islands lie too near the eastern border to be in foreign hands, no matter how friendly. The proposal has accordingly been made that Britain should relinquish her interest in favour of Australia. Certainly, the present Quixotic partnership between Britain and France has outlived its usefulness and, if Australia, linked as she is commercially with the Islands, were to undertake the joint administration, the Group would enter upon a new era of prosperity. But, if Australia declines the responsibility, there appears to be no alternative but a dissolution of the Condominium and the establishment of French sovereignty.

UNREPRESENTED

Morobe Residents and N. Guinea Council

From Our Own Correspondent

WAU, Jan. 20.

IN May of 1939, Morobe residents were very surprised and disappointed when the vacant seat on the Legislative Council was allotted to a Methodist missionary, instead of a Morobe merchant or miner.

Originally, the Goldfields were represented by two members—Messrs. McLennan and Neal. Mr. McLennan left the Territory some two years ago; and now Mr. Neal has departed, and handed in his resignation from the Legislative Council. It is to be presumed that this has been accepted by the Administrator.

Thus the Goldfields people to-day find themselves unrepresented on the Legislative Council. For two years this influential portion of the Territory has had only one representative, which is manifestly unfair. This position was brought to notice in the "Pacific Islands Monthly" of July, 1939. It is the more tragic to know that appointments to the Council come from "Canberra direction".

PIONEERS OF PAPUA

From a Special Correspondent

PORT MORESBY, Jan. 20.

TWO old pioneers of Papua crossed the Great Divide, in the Samarai Hospital, at the close of 1939, in the persons of Frederick Wagner Kruger, who died on December 24, and Robert Boyd, two days later.

The late Fred Kruger was born in Ballarat in 1871 and, as a young man, went across to the Klondyke gold rush, but met with little success. He then wandered over to Papua, and participated in all the early finds in this country—Yodda, Gira, Waria, Lakekamu, Cloudy Bay and Milne Bay rushes. He and the late Frank Pryke were one of the parties which, in 1913, crossed from here on to the Ramu River, in what is now the Mandated Territory.

Fred Kruger was a kindly, generous man, liked by all who met him. His dearest friend was Frank Pryke, a great prospector, and Fred's partner in many of his ramblings through this country.

The late Robert Boyd, 83 years of age when the call came, arrived in Papua in 1896, from Charters Towers, and was an underground manager of the W.I.P. mines at Woodlark Island. Six years later he went to Misima, prospecting, and remained there 36 years. His wife died two years ago.

Jack McLaren, who is now a writer of books—Hutchinsons are about to publish "Gentlemen of the Empire"—is said to have been a deep-sea pearl-diver, a sandalwood cutter, a hunter of birds of paradise, and a trader in copra in some of the Pacific Islands.

Captain Joseph Davies, an Englishman who went to Fiji about 40 years ago as an engineer and who later served with the Fiji Shipping Co. as master of several of their trading vessels, died in Suva on January 3. He was 71 years of age. For many years Captain Davies resided at Namuka, but latterly he had lived in Suva in retirement.

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TAPU

A Sinister Power Which Lingers in Old Polynesia

BY "MAHAENA"

THOSE who dream and write about the South Pacific lands as the Garden of the Gods, the Isles of Felicity—before the white man came to spoil their blissfulness—forget the Tapu.

The definition of Taboo in an English lexicon gives little idea of the scope and variety of the Polynesian Tapu—from which the word Taboo is derived.

The author, Mark Twain, who once lived in Hawaii, has given, in a few paragraphs, a good idea of the action of Tapu in the life of the people of that group of islands.

"The entire country was under one scepter and his (King Liholiho's) was that scepter. There was an established church, and he was the head of it. There was a proud and ancient Hereditary Nobility.

"There was still one other asset. This was the Tapu—an agent endowed with a mysterious and stupendous power, an agent not found among the properties of any European monarch.

"Liholiho was headmaster of the Tapu. The Tapu was the most ingenious and effective of all inventions that has ever been derived for keeping a people's privileges satisfactorily restricted.

"The rules were quite simple and clear. It was easy to remember them; and useful. For the penalty for infringing any rule in the whole list was death.

"It was death for anyone to walk upon Tapu'd ground; or defile a tapu'd thing with his touch, or fail in due servility to a chief; or step upon the king's shadow.

"The nobles and the king and the priests were always suspending little rags here and there and yonder, to give notice to the people that the decorated spot or thing was Tapu, and death lurked near. The struggle for life was difficult and chancy in the islands in those days.

"Thus advantageously was the new king situated.

"Will it be believed that the first thing he did was to destroy his Established Church, root and branch? This Church was a horrid thing. It heavily oppressed the people. It kept them always trembling in the gloom of mysterious threatenings; it slaughtered them in sacrifice before its grotesque idols of wood and stone; it cowed them, it terrorised them, it made them slaves to its priests, and through these priests to the king."

It was so in the southern islands; but the Tapu did not pass out with the old religion. The paralyzing fear of the Tapu broods over the islands even to the present day.

There is an islet in the harbour of Pora Pora, on which still lies an ancient Tapu; so potent that natives are afraid to set foot on its shores, lest the penalties for such violation be visited upon them.

Some years ago, the creator of a famous cinema drama decided on Pora Pora as the site where the major portion of his picture should be photographed. The islet he found ideally situated for taking the photographs the story required. He was warned by the

natives, and everyone who knew of the Tapu, to keep away from the islet, but paid no heed.

Later, having to make his home on Tahiti, he selected one of the most Tapu spots on that island as the site for his residence. The series of misfortunes which pursued him from that time on, were so remarkable that superstitious people, both native and European, became convinced they were the consequences of his having flouted two of the most ancient and powerful Tapu in the islands.

The unsuperstitious viewed them as an extraordinary series of tragic coincidences, and laughed at the terrors of the Tapu. But it is very worthy of note that European residents carefully avoid trespassing on places that natives regard with fear and awe on account of an ancestral Tapu.

Discretion is the better part of valour.

Rev. Harry V. C. Reynolds, of the Melanesian Mission, Siota, B.S.I., spent furlough in New Zealand in December and early January.

Colonel H. W. Laws, C.M.G., D.S.O., was expected to arrive in Wau, New Guinea, in January, on a visit to his brother, Mr. R. A. Laws.

Captain N. P. H. Neal, formerly of Wau, New Guinea, has been appointed adjutant to Colonel Norrie, at a military camp near Sydney. Captain H. T. Allan, also of Wau, is in charge of a unit at another camp, near Sydney. Both officers expect to get away overseas with the A.I.F. before long.

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CUTTER FOR LEPER STATION

A NEW cutter, named the "Makogai", for use at the Makogai leper station, was launched in Suva on December 27 by Dr. H. S. Evans (Acting Director of Medical Services).

The "Makogai" is 50 ft. in length overall, stoutly constructed of Fiji kauri, beam 16 ft. 3 ins., depth 6 ft. 8 in., and is ketch-rigged, with a mainmast of 50 ft., and an aftermast of 40 ft. She is sheathed with naval brass.

The Makogai leper station is situated on Makogai Island, about half-way between the two main islands of the Fiji Group, and there are over 600 patients of various nationalities being treated there.

New Law Under Fire
Twin Wheels on Fiji Lorries

From Our Own Correspondent

SUVA, Jan. 10. NEW motor traffic regulations were gazetted in Fiji recently. They were made by the Governor-in-Council, and are a further example of "government by ordinance", which has been objected to strongly by the public.

The Motor Traffic Ordinance of 1939 was submitted to the local agency of the Automobile Association, Auckland, for comment and advice, and the Association made a number of suggestions, which were welcomed by the Traffic Department.

Unfortunately, this Ordinance, following a custom which is becoming all too

common in the Colony, contains the following clause: "The Governor-in-Council may make regulations generally for the purpose of carrying this Ordinance into effect."

When the regulations were gazetted they contained the following clause: "No motor vehicle or trailer shall have any wheel fitted with twin tyres, or with more than one tyre, or have twin wheels, or more than two wheels in line transversely in contact with the ground."

As about 75 per cent. of the lorries in use in Fiji are equipped with twin wheels (particularly lorries belonging to the Government and the Town Board!) the matter was taken up immediately by the Suva Chamber of Commerce. The clause appeared to conflict with another one which provided for vehicles of a certain weight having from four to eight driven wheels in contact with the ground.

Following the protest, the Police Department claimed that in other Crown Colonies twin wheels had been found to damage the roads, but stated that no objection would be raised by that Department to the deletion of the clause if the Public Works Department did not object.

The Chamber of Commerce then asked for the regulation to be deleted, and it is hoped that this will be done. In the meantime, the Traffic Department is disregarding this section.

Too many Fiji laws are based on laws in other Crown Colonies, without any regard to the similarity of conditions. It is obviously absurd to draft regulations for Fiji which are modelled on laws applying in West Africa or the Falkland Islands.

THE GOLD WAS THERE!

SUVA, Jan. 10.

AN Indian named Tuli was charged in the police court, Suva, on December 11, with false pretences, in that he sold a pair of bangles to an Indian woman as gold, which the police alleged were composed of base metal.

The bangles were made of copper, with a thin gold coating, apparently applied by electrolysis, and Mr. S. Hasan, who defended, offered to prove in court that the gold in the bangles was worth the sum charged for them. He produced an expert goldsmith, who was prepared to make the test, and the bangles were broken in halves, one part being given to the goldsmith and the other to the Government analyst (Mr. Blackie).

The goldsmith carried out his test in court, and produced gold worth 6/-. and Mr. Blackie took his portion to his laboratory, where he extracted gold worth 6/3.

As the value of gold produced was approximately the sum charged for the goods, the prosecution was abandoned.

Mr. Ernest Fearson Walker, overseer, of Morris, Hedstrom Ltd.'s Ardmore plantation at Taveuni, Fiji, died early in January, aged 46. He was a member of the firm of Arthur Joske Ltd., which amalgamated with Morris, Hedstrom Ltd. in 1910, and served with the latter until the outbreak of war in 1914 when he enlisted in the First Fiji Contingent. Returning to Fiji after the Armistice, he rejoined Morris, Hedstrom Ltd.

Sister P. Talbot, of the Melanesian Mission hospital at Fauabu, Solomon Islands, arrived in New Zealand recently by the "Southern Cross" to spend leave at her home in Timaru.

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SCUTTLED

Suva Sees the End of a Familiar Barque

THE old "Woodburn," which was towed to sea and sunk on October 31, had been moored in Suva harbour for 12 years, and used as a coal hulk.

Originally, she was one of Shackland's ships; a steel barque, built by Russell and Company, Glasgow, for the "Burn" Line. That was about 45 years ago. Termed by seamen a "bald-header", like most of Shackland's vessels, she was the smallest of their fleet. When, eventually, the fleet was sold in 1904, the "Woodburn" went to the Germans, and sailed under their flag for many years. With no published records, or anything outstanding in any of her passages, the "Woodburn" was just a typical, flat-bottomed cargo-carrier.

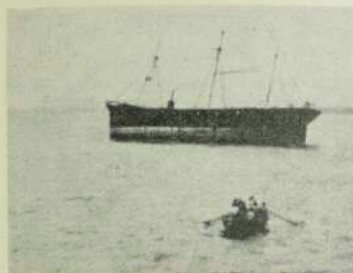
On the morning that she was towed to sea, a Suva engineering firm, Messrs. Bish Ltd., cut several holes in the ship's sides, around the water-line, and temporary plates were attached to each one. More holes were cut higher up, and these were left open.

At 1 p.m. all preparations were complete. The tow-boat was the "Matafele" (B.P.'s new island motor vessel).

Once clear of the harbour, the old barque felt the heave of the sea again, and rose gracefully to the swell. But no yards crossed the fore and main masts, no spanker was hauled out on the mizen, no sails unfurled up aloft, no mate yelled "Lee fore brace!". The ship was stripped, from stem to stern, except for the very rusty lighthouse towers and capstan

on the fore-castle head. On the main deck, the iron frame of the galley and of the halfdeck (where the apprentices were housed) still remained.

Manning the ship for the burial ceremony were two officers and five Fijians. Chief Officer J. Hills was on the fore-castle-head, keeping an eye on the tow-line and watching for signals from the



The sinking "Woodburn" heels over slowly, and drifts on to the reef, while the "grave-diggers" row back to the "Matafele."

tow-boat. Hulk-master C. Lees was aft, in charge of the steering. One Fijian was at the wheel, and two engineer-boys were ready to unscrew the plates at the water-line.

When a mile out at sea, and 15 miles to go, the beam wind freshened, and the large hull of the sailing ship began to toss about. The "Woodburn's" grave was meant to be near the island of Beqa, clear of submarine cables.

But the fore-derrick guy ropes carried away, and the great boom swung wildly out to leeward, listing the light ship considerably. A few minutes later the after-derrick followed suit. The tow-boat plugged away, however. Then, three miles out, the tow-line parted, and the old "Woodburn", helplessly adrift, began to roll alarmingly. The wind was blowing her onto the reef.

The two engineer-boys hopped down into the hold and had all temporary plates unscrewed in double-quick time. In treble-quick time they climbed the ladders again! No job on shore was ever done with such alacrity. Gushing into the "Woodburn's" empty hold were great streams of green water. All hands got clear away in their boat.

Cruising, quite close, passengers and crew on the "Matafele" saw the "Woodburn" gradually fill and drift onto the reef, where she settled down on an even keel.

Looking like a three-masted fore and aft schooner, her white spars were clearly visible from Suva port for some days. Then they, too, disappeared.

The "Woodburn" proved to those who watched her the extraordinary stability of a sailing ship. She simply would not capsize. On board the "Matafele", one and another kept saying, "She is going this time!" But she never went. On the contrary, her last dying movement was to stand upright on the reef.—H.C.L.

Miss N. Armstrong, of the Melanesian Mission's school at Torgil, New Hebrides, spent furlough at her home in Cambridge, New Zealand, in December and January.



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New Launch for U.S.S. Co., Fiji

A NEW launch, which has been named the "Ranadi", has arrived in Suva. She will replace the Union Company's "Hinemoa", which has been in use for some years.

The "Ranadi", of attractive appearance, is 38 ft. long, with beam 10 ft. 6 in., and a moulded depth of 4 ft. 3 in. She is designed for passenger and towing work, and has a speed of 10 knots. She is powered with a 45 h.p. Ailsa Craig diesel engine, and has modern electrical equipment.

Dr. Phyllis Kaberry, who has been carrying out anthropological work at Maprik, Sepik District, New Guinea, will return to Australia in April.

Travellers' Twaddle**Soliloquy Induced by a Book About Tahiti**

IN the pages of an English review we discover still another book about Tahiti—this one written by Mr. Cecil Lewis.

The review quotes some of the author's most rhapsodic paragraphs, about bathing in coral lagoons and floating, face up, in the crystal water, his soul enraptured by the ineffable splendour of tropical sunsets.

He was a very fortunate gentleman.

Prudent people do not float about, face up, in coral lagoons admiring sunsets. There are too many alarming

things under the waters to distract their attention. The stealthy nohu, which biteth like a serpent and stingeth like an adder, and is almost as dangerous as a cobra-da-capella; the tatara-i-hau, a fish even more to be avoided than the nohu; the dreaded tarama, a thorny and venomous star-fish; the aavere, a needle-snouted garfish that skims the surface of the waters at eventide with the speed of a bolt from a cross-bow; great conger-eels, as fearsome and truculent as the jabberwock; octopi, that lurk in shadowy caverns of reefs and snatch sharks, and sting-rays and ribbon-like horrors that wrap themselves around the limbs with the tenacity and torture of the garment of Nessus; and the coral itself, a cut or abrasion from which infects the blood with violent poison.

The average European sojourner is contemptuous of counsel or warning. He sees Tahitians swimming and diving about the lagoons and in the open sea, and believes he can do likewise, with equal immunity. He does not reflect that the Polynesian has wisdom concerning the ways of the sea and of the things under the sea, inherited from experience gathered since the dawn of time.

We have a friend whose domicile overlooks a lovely bay, whose scattered reefs serve little to impede the waves from the ocean as they sweep in, to break on the palm-shaded sands of the shore.

It was once his custom to swim out far from land and to float, face up, enrapturing his soul with the ineffable splendours of tropical sunsets.

The natives thereabout were alarmed for his safety. "Beware" they counselled. "There is no barrier reef and ma'o (shark) and ono (barriacuda) and other dangerous fish of the deep sea wander in here, and one day you will not return to shore".

Our friend thanked them for their advice, but continued his offshore contemplation of glorious sunsets.

One day, when he was floating about 200 yards from land, he was startled by a bump as from a heavy body. Thinking he had collided with some half submerged piece of flotsam, he turned over to examine it. A second bump against his chest made him aware that the assailant was not a water-logged spar, but a living monster of the deep.

Our friend did not tarry. Those who witnessed that race for the beach affirm a new all-world speed record would have been made, had the electrical apparatus, used to time speeding juggernauts on the alkali flats of Utah, been available. The water behind the swimmer boiled and foamed like the wake of a motor launch, and frequent bumps in his midriff—reminding him that the monster was keeping pace—added high octane to the fuel of his energy.

Our friend still bathes in the waters of the bay; but in ankle-deep shallows refreshed by the foaming debris of waves breaking on the foreshore.

The reviewer informs us that Author Lewis made expeditions into "The Wonderland of Wine, Women and Song". We hope he emerged thence with equal immunity, as from the lagoons; for there abide there dangers vastly more perilous than those of the shimmering coral seas about Tahiti.

—A.C.R.

Dr. W. Worger, District Medical Officer in Fiji, is at present absent from the Colony on six months' leave.

Mr. C. Harlen, Surveyor in the Fiji Civil Service, arrived in Australia last month on long leave.

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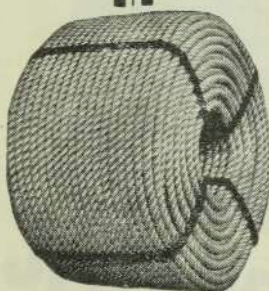
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A BITING REPLY

Mr. Cowley and "The Tongan Mind"

Letter to the Editor

IT is regrettable that, in displaying his biting wit and superior knowledge, and his wrathful indignation against those half-truths which Tennyson tells us "are ever the basest of lies", Mr. Cowley should have allowed his enthusiasm to run away with him, and to cast aspersions on the "Tongan mind" and the "educated Tongan" in his letter in your November issue.

The tone of the letter, to say the least about it, was most offensive from the Tongan point of view. However, such an outburst would "surely emanate" from Mr. Cowley's type of mind.

Mr. Cowley could have put his case quite effectively and forcefully without having to be offensive about it. His attitude shows that either he is prejudiced against Tongans, or he is one of those gentlemen who cannot help being nasty when they have a point to argue. Happily his kind is rare.

With his vast background of centuries of civilisation and cultural development, it is queer that Mr. Cowley lacks tolerance and restraint which are the true hallmarks of civilised instincts. His "utter failure" to appreciate the fact that the "educated Tongan" has just passed the century mark of civilisation shows that Pope's aphorism, "a little knowledge is a dangerous thing", has lost none of its pungency.

However, it is fortunate that Tonga is not afflicted with race prejudice—at least not on the part of Tongans. But such attitude as shown in Mr. Cowley's letter would surely create antagonism in the "Tongan mind" against Europeans

I am, etc.,
MALIMALI LOTO.

Nukualofa, 10/1/40.

Editorial Confession

A FEW months ago, when writing about the Russian Government, I made use of a verse—common about 1926—as follows:—

Satan, wishing to debase humanity,
Crossed Lust with Greed, and Hate with Vanity,
Mated their offspring, and thus brought to birth
The Bolshevik-Communist, the foulest breed on earth.

Some time later, to my astonishment, I received from a resident of Polynesia a letter in which he describes the rhyme as "bawdy", and violently cancelled his subscription to the "P.I.M." He indicated, in no uncertain terms, that in his opinion I was a Fascist turncoat and a despicable monster.

I replied softly—I claim, in the face of whatever opposition there may be, that I am of a kind and gentle nature—and I now have a further letter from my friend in Polynesia. He sends with his letter a copy of what he describes as "the skeleton in my cupboard". To my amazement, I find myself looking at a copy of a pamphlet published by the Communist Party of Great Britain; and the title of the pamphlet, plastered across the front cover is: "What Is The Communist Party?—by R. W. Robson—One Penny".

I have travelled a good deal, and especially have I visited with the Robson tribe in Cumberland, England—I believe

that, for centuries, in the Middle Ages, they were notorious cattle-thieves, operating on the border between England and Scotland—but the only R. W. Robsons I ever met, apart from the gentleman who glares at me every morning in the shaving mirror, are my father (a resident of Christchurch, N.Z.) and a nephew, also a resident of New Zealand.

Therefore, for the benefit of readers who may be somewhat set in their political ideas, I desire to state personally and definitely and categorically that I am not a Communist; that I never have been associated in any way with the Communist Party of Great Britain; and that I am certainly not the writer of the pamphlet referred to.—R. W. ROBSON.

Mr. C. McCorkindale has replaced Mr. M. Maginnity at the Apia branch of the Bank of New Zealand, Western Samoa.

Miss June Ewen, of the New Guinea Administration staff, returned to Rabaul in January after a 12 months' world tour.

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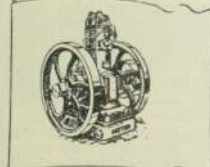


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SEVEN TO ELEVEN MARKET STREET, SYDNEY.

Captain M. L. Singleton, master of the R.C.S. "Nimanoa" (headquarters vessel of the Gilbert and Ellice Islands Colony) recently retired from the service of the Western Pacific High Commission. He has been succeeded by Mr. E. W. Har-ness, formerly Chief Officer of the same vessel.

Mr. Albert J. Batchelor, travelling secretary of the Australian Board of Mis-sions in Victoria, returned to Melbourne in January after an extended visit to Papua.

IN MIDDLE-AGE— KIDNEYS OFTEN NEED THIS HELP

Many people going into middle age note a slowing down of the healthy bladder action of youth. While this is to be expected to a degree, if passage is frequent and scanty, accompanied by burning and smarting, Nature may be warn-ing that there is something wrong with your kidneys or bladder.

The kidneys are Nature's chief way of taking the excess acids and waste out of the blood. Most people pass about 3 pints a day or about 3 pounds of waste.

An excess of acids or poisons in your blood, when due to functional kidney disorders, may be the cause of nagging backache, rheumatic pains, leg pains, loss of pep and energy, getting up nights, swelling, puffiness under the eyes, headaches and dizziness.

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How Rev. McKean Was Killed

Light on a Point of Tahitian History

BY W. W. BOLTON, M.A.

"SHOT at his door during the fight at Point Venus, June 30, 1844"—so runs the legend on the tombstone of Rev. T. S. McKean, of Tahiti.

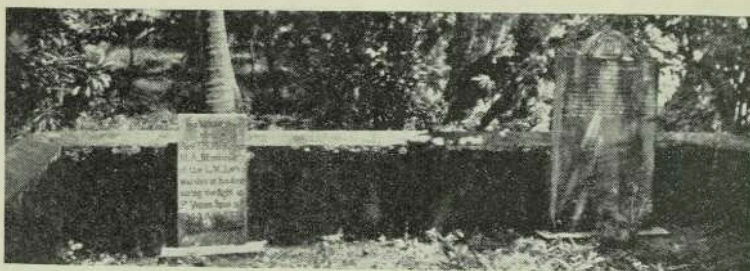
For years, the reason for this untoward happening puzzled the writer. Was it a pure accident, or done of purpose? Was it a French bullet or a Tahitian that ended his short career?—for he was but 37. Was he an impediment to the

both sides, made a gallant though in-effective effort to bring about peace two years after the tragedy now dealt with, going to the patriots' camp at Papenoo and arguing for settlement.

He was an Englishman to the core (his birthplace Ealing, Middlesex), and he saw the hopelessness of the situation. He and his Tahitian wife, Mary, now sleep their long sleep, side by side, in Pa Uranie, Papeete's picturesque cemetery, their graves the first to be met with as one enters the lofty iron gates, and passes to the right hand, an English surgeon, lying hard by.

Under the date, 1844, the long-sought information was clear, and the incident is vividly described as follows:—

"The French Governor had marched to



The gravestones of Rev. T. S. McKean, M.A., Tahiti. The story of the removal and recovery wall, was told in the "P.I.M." of January, 1938.—Photo by Simpson.

French, by a determined backing up of the patriots, or was he, like his fellow missionary, the accomplished but erratic Orsmund, considered a traitor to their own cause?

There was none locally, of to-day, who could throw light upon the matter.

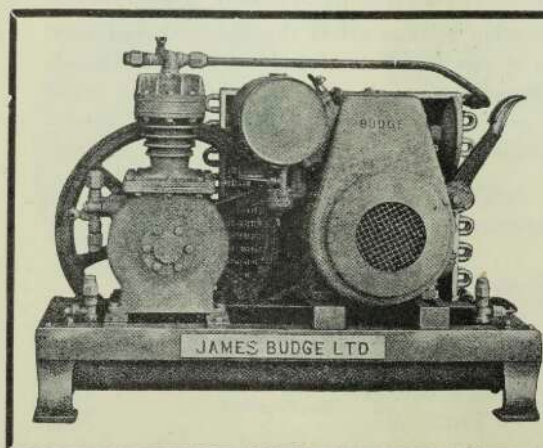
There was a running fight amid the heavily timbered promontory, and a stray bullet from an unknown source found its billet on an onlooker who should have been elsewhere when bullets were flying—this was the only comment obtainable.

Then, haply, one day, there came into the writer's hands a book with an engaging title, "Rovings in the Pacific", its date 1851, written by one who refers to himself as "a merchant long resident on Tahiti", but who was clearly Edward Lucett, by much unmistakable evidence therein. It was he who, respected by

Point Venus, intelligence having been given by a renegade native that his countrymen were assembling in that quarter. The Governor proceeded to the house of the Rev. Mr. McKean, and remained some time conversing with him and another of the missionaries who happened to be present, endeavouring to persuade them to take charge of a drunken French soldier who could neither walk nor keep his seat on horseback.

"A boat was in readiness to convey the reverend gentlemen to Papeete, and the Governor urged them to take his man with them, saying 'he knew that the natives would kill him if he was left behind and he would be no trouble to them as he was drunk. He would lie in the bottom of the boat like a log'.

"The missionaries gave their consent, and, the noise of firing being heard, the



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Governor mounted his horse to join his party; but, ere doing so, he rode to the fence and again called out to Mr. McKean, repeating his instructions respecting the care of the man. With eager politeness, Mr. McKean hastened to the end of the verandah and raised his hat in acknowledgment.

"As the Governor rode off, and Mr. McKean was in the act of re-entering his house, a musket ball struck him in the back of the head, behind the ear. He expired without uttering a syllable. The ball lodged below the socket of the eye. It is acknowledged that it was fired by a native, although no one grieves more for the unhappy occurrence than the natives."

Lucett goes on to say that McKean's house was converted into a hospital and barracks for the French soldiers "with the destruction of his stock and appropriation of any convenient articles of property". He accompanied sailors of the British ketch, the "Basilik", which was then in Papeete Harbour, who conveyed the body in their boat across Matavai Bay to bury it "shrouded in its bloody vestments", alongside Nott, who had died the month before.

There seems no reason to doubt that the sharpshooter took aim at Bruat who, on horseback, would be on a level with McKean on his verandah, and that the natives placed Bruat and his party as the cause of the tragedy.

This latter point seems evident from an incident, little known even locally, but recorded by the French historian, Caillot as occurring that same day. With the French soldiers eight miles away to the north, the patriots, hovering on the south of Papeete, saw their chance and entered the little town. Ill news ever travels fast. That afternoon and night, revenge for all and sundry wrongs was had by committing to the flames the entire Catholic Mission buildings in its centre. Everything went up in smoke—altars and vestments, furniture and clothing, books and Mss. This latter was indeed a loss, for the then ailing Father Caret (he, with Father Laval, being the cause of all the trouble) had compiled dictionaries of both the Marquesan and Tahitian languages in his heyday, and his death was evidently not far off. He died in October of that year, aged 42. Those were strenuous days on Tahiti.

PAPUAN'S FORTITUDE

From Our Own Correspondent

SAMARAI, Jan. 4.

WHEN diving for trochus shell, out on the barrier reef, near Malagill, a native boy was attacked by a shark. His leg was cut to the bone, above the knee, and it was three days after the accident before he arrived, for treatment, in Samarai. Although suffering intense pain, the boy was still conscious when he reached hospital. The medical officer reported later that, although it would take some time, the patient eventually would recover, without losing the use of his limb.

Mrs. H. B. Lange, wife of Dr. Lange of the Government Hospital at Apia, Western Samoa, died recently following a sudden collapse. She had suffered for some time from facial paralysis.

Rev. Dr. James Hannan, Director of Catholic Missions in the South Seas, whose headquarters are in Melbourne, recently was involved in a car accident and suffered a broken nose.

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One day, the container in his foundry burst, and the molten metal spread over the floor. When it was cold, Mr. Ransome proceeded to break it up, to re-melt it. He noticed that certain of the iron, which had cooled while in contact with iron already cold, was much harder than the rest. Thus, practically by accident, he came upon the secret of chilled steel. In 1805, he took out patents for his famous chilled steel plough-share.

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The firm already was big when war broke out in 1914. Within two years, 2,000 of its employees had gone to fight and been replaced by women, and the firm was turning out military aeroplanes, lorries, and parts of big guns. The firm had been supplying agricultural machinery on a huge scale to Russia. When the Bolsheviks took charge in 1917 and repudiated the country's liabilities, the firm's losses were enormous.

But after the war it was re-built. Skilled salesmen penetrated every continent. When war came again in 1939 the business Ransomes, Sims

and Jefferies in South America and South Africa, India and Australia and the Pacific Islands probably was bigger than that of any similar British firm. It will come again. Of such stuff is the heart of England made.

LOOSE AGAIN

From Our Own Correspondent

APIA, Jan. 15.

A DANGEROUS criminal, the Samoan Samuelu, serving a sentence for rape, who has many times previously escaped from custody, has once again made a successful break from Tafaigata prison, and is at present at large.

Some time ago the local newspaper remarked that, like the Canadian Mounties, the Samoan police "always get their man". It seems, however, that there is a slight difference in Samoa—they cannot hold their man, after they get him.

N.G. Native Labour Problem

Commission at Work on Difficult Task

From Our Own Correspondent

RABAU, Feb. 3.

THE Commission, consisting of two officials and two non-officials, with the Director of District Services as chairman, still is busily engaged in collecting evidence from all sections of the community. Answers to the questionnaires are being received from all over the Territory, and the response is said to be good.

There appears to be a majority in favour of the establishment of a government-controlled labour bureau, which will supply all labour and supervise its repatriation.

A bureau, free from the usual official red-tape, is suggested, staffed with officials who will have the prestige of "Government" in the eyes of the natives, but without the severe handicap of being subject to the usual departmental delays.

CORPORAL PUNISHMENT

Although the questionnaire contained no reference to the introduction of corporal punishment in any form, the matter has been brought up by various witnesses. It is interesting to note that several missionaries of long residence support the suggestion that corporal punishment, similar to that enforced in European schools, should be introduced for the punishment of minor offences, thus obviating the loss of the servants' time to the employers involved in going to court, and meting out summary punishment on similar lines as is given to children at school or in the home.

The Commission recently made a trip to Kavieng, where important evidence was tendered by planters, business people and missionaries.

Editorial Note

THE Government labour bureau plan has many advocates, but it should be approached with the greatest caution.

Already there are too many suggestions of "forced labour" in connection with New Guinea. If the Government, demanding the 10/- annual head-tax in the primitive villages, is at the same time seeking recruits for its labour bureau, the conclusion certainly will be formed in native minds—and maybe in minds other than native—that the two things are connected—that is, that the Government, failing to collect its head-tax, demands as an alternative that the young men shall be indentured for general labour and that their "hand money" (deposit left by recruiter with recruit's relations as evidence of good faith) shall be used for payment of head-taxes.

The old recruiting method, while it has its critics, at least has this outstanding thing in its favour—that none can say that recruits, so procured, have "made paper" under official pressure.

This whole matter of enlisting native labour in New Guinea is so beset with difficulties and dangers that it is to be hoped that the Commission, before making its report, will examine very carefully the possibility of using indentured Asiatic labour.

However, it is unlikely that any far-reaching changes will be made until the war ends, and the future government of New Guinea is permanently arranged.

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MALIETOA

Royal Title Awarded in Western Samoa

From Our Own Correspondent

APIA, Feb. 1.
AFTER a lengthy hearing, the Land and Title Court, sitting at Mulinu'u, awarded the Malletoa title to Ati, the 26-years-old son of the late High Chief Tanu Malletoa.

The second claimant was Sergeant Fitsemanu, of the Samoan Police, a member of a side branch of the Malletoa family, who is at present in charge of the Samoan exhibit at the N.Z. Centennial Exhibition in Wellington.

The new Malletoa (in whose favour the younger brother Joane, at first elected by the Malletoa family, had withdrawn his claim) returned to Samoa after the death of his father a few months ago. From 1930 to 1931 and from 1934-1939, he was educated at St. Stephen's and at the Wesleyan College, Auckland, and passed the intermediate examination. He is a keen sportsman and distinguished himself as a member of the football and cricket teams and at swimming and athletic sports at his school.

"Ernie" Dover Dead

Pioneer of Morobe Goldfields

From Our Own Correspondent

WAU, Feb. 1.
ERNEST Dover, a very well-known identity of the Goldfields, died from Japanese River fever on Sunday, January 28, at the Wau Hospital.

"Ernie", born in London, was among the very first pioneers of the Morobe Goldfields, being associated with "Shark-Eye" Park, Nettleton and others, in 1924. When the rush from the Kulolo to Kaindi occurred in 1926, Ernest Dover was among the first to reach the new Eldorado, with Bill Royal.

Knowing Dover's slight physique, one wonders at his hardihood in those wild days. For a long time he travelled the formidable road, from the coast to Kulolo, with supplies.

Ernest Dover served during the last war, but one seldom, if ever, heard him speak of his war services. He had not an enemy in the world, was always charitable and courteous, and he is missed by the many who had known him for long years on the Goldfields.

Mr. Dover originally came to New Guinea with the A.N. & M.E.F. and transferred to the Department of Agriculture. He saw service with this department in the Kokopo and Kavieng districts, ultimately resigning and joining up with the Expropriation Board. Finally, about 1924, he went prospecting for gold. He always missed fortune "by a whisker", as he said himself. At one time he owned the rich Koranga claim, which he sold to Messrs. Pryke and Joubert.

Mrs. T. and Miss E. Warburton, well-known residents of Ba, Fiji, where Mr. Warburton is manager of the B.P. (S.S.) branch, are at present on furlough in Sydney. They arrived in Australia several weeks ago, and proceeded to Brisbane where they spent some time before returning to Sydney by the "Macdhui", early in February.

Workers' Compensation Law for N. Guinea

A LAW to provide compensation for workers injured in the course of their employment is to be enacted in New Guinea—following upon long-continued agitation for something of the kind.

The measure is to follow generally along the lines of Australian legislation; but some difficulty apparently is being found in defining a "worker"—that is, as between a European worker, an Asiatic worker and a native worker. Until these

little problems are worked out it is impossible to indicate probable rates of insurance. As soon as the compensation law comes into operation in New Guinea, it will become necessary for all employers to insure against the usual risks.

Incidentally, it looks as if there is good business waiting here for some bright and enterprising insurance agent.

Mr. R. Speedie, a well-known planter in Eastern Papua, arrived in Sydney by the "Macdhui" recently. He was formerly in the Government Service but resigned some two years ago to take up rubber planting.

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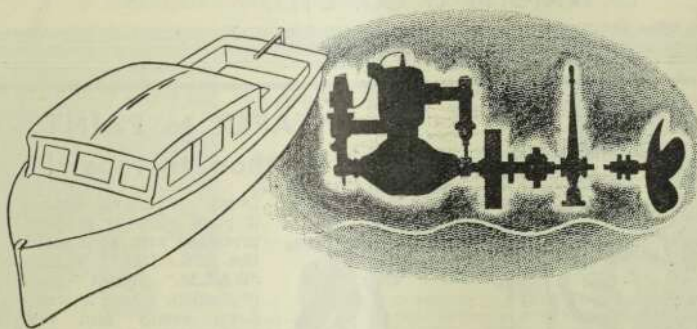
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Captain D. McClymont, Harbourmaster at Apia, Western Samoa, arrived in New Zealand by the January "Maui Pomare" on furlough. Captain O. Anderson is acting Harbourmaster and Pilot during his absence.

CINNAMOLIA

The hot weather is now approaching with its dysentery, diarrhoea, and other seasonal infectious diseases of the alimentary canal. EVERY tropical home should have on hand a bottle of the above remedy—in case—so as to be ready to attack the germs as soon as the first symptoms of disease appear.

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A TRADER'S TALE

BY "BORNEO"

I WAS in West Australia in the first flush of the boom. Gold was easily got and for a mate, I had an old Cornish miner, Jimmy Acton.

I was only 25, and my mate gave me a straight tip, right away, as to hospitality and the big heart. This was his creed: Never let a man pass your tent without asking him in and giving him a feed—damn the expense!—and if a man is sick, lend a willing hand.

Acton died of fever, in Cue. This hospitality came back to me, shortly after his death, a thousand fold. What does the Holy Book say: Cast your bread upon the waters, etc.? Well, I found it, all right.

I had just come off Lake Austin, had finished my claim, and was sleeping alongside a well, 40 miles away. In the early morning, I was shaken out of my sleep by a red-headed Irishman (whom I had nursed through a bout of fever 12 months before out at Lawler's).

"Hello, Jim", said he. "Come with me".

We went 100 yards or so away from the well and the company. "What do you think of this?" he said, showing me a great, red handkerchief, full of coarse

quartz gold. There must have been 60 to 100 ounces.

I opened my eyes wide and questioned him where he got the gold. "Mum's the word. I have struck it rich, a great alluvial patch. You can come with me. It's three days' travel from here, and you can peg out the next claim to mine".

I got, right away, into the nearest township, and stocked up flour and bully beef. We set out on our hike, and I got in next claim but one.

The first run out of my shaker, I got a 2oz. piece. My first day's work was 118 oz. of pure, solid gold. That night, I shifted my pegs backwards—that was the rule with men on the ground—and, in three weeks' work, this friend of mine put me into the way of making £1,860. That was the actual money I got for this melted gold in the city of Perth, besides paying my way.

I was unable to do more than three weeks' work, as the find got abroad, and in no time there were 350 to 400 men on the field, and all the available ground was taken up. The money soon ran through my young fingers.

AFTER that, I made another nice little bit of money—partly wages, after prospecting on my own, working in one or two fairly rich mines—one mine, in particular, named "Star of the East". She was a dandy reef, 11 ft. wide and, on the hanging wall, a white buck quartz, 2 ft. wide, with a band of gold 4 inches wide running through from the shaft to the fourth and fifth stope.

My work was in one of the stopes. It was a real, heavy, tiring job. All the men who worked on the gold had to strip naked in the changing house at the end of the day, and walk into another shed to get their ordinary clothes to go home in.

I HAD had my fill of mining, so after getting well away with my bit of savings, I started work on a farm, thinking that would be the best way of leaving underground work alone, and so live the open-air life. But working out-doors in three shifts is a real corker, a bit of slavery. No sleep in the day. Too many damned flies and, when Saturday comes to an end, a man is all in.

Anyhow, I did four months on a West Australian farm, milking cows, looking after 17 windmills, 60 pigs, 500 fowls and 1,700 sheep, doing also a bit of cooking, and all without a woman mate.

I told the boss: "I've had enough, I'm going into Perth".

Said he: "All right, but don't leave me. Go and have a fly, then come back". I sure went on the fly.

I got to Perth, and not long after I saw an advertisement in the paper:—"Wanted: A married couple for a station". Here was my chance.

I applied for the job, and got it. I had no woman, but that did not bother me. I made up my mind that the first woman I could get hold of I would take, and we would go as man and wife.

I got the job on a Monday, and the agent told me I would have to go off to the "station" by Thursday morning's train, leaving at 8 a.m. I said: "All right—I'll be there".

He also said I looked a likely looking man, "but how about your wife?" He would like to see her. Was she a good cook and laundry woman? I said: "Top notch, A1". The only thing was that she

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was at the moment working in the city, while I had been away on a farm. But he need not worry about her—we would be off on Thursday.

He sent a wire, and a buggy was to meet the train at 10 o'clock Thursday night, the "station" being 14 miles from the railroad.

ALL was settled. I had the job to go to, but no "wife" to keep me company.

Monday, no luck. Tuesday, no luck. On Wednesday, I met my fate. I was walking along Murray Street, and a woman, passing along, smiled at me. We shook hands, and I asked her to come and have a drink. After a drink we strolled down the street to a restaurant, and had a good meal. The girl, aged about 25, was evidently hungry, and did full justice to the meal.

We went into the park, facing the Swan River, and, after a good talk, I asked her would she like to go with me to a job on a station.

"Well", said she, "you look a decent sort, and I'll trust you. I'll go".

I told her "50-50". The wage was £3 a week.

She roomed in North Perth. Getting a spring cart, I loaded her boxes and my own, and off we went and booked ourselves in a big boarding-house in William Street, as Mr. and Mrs. Johnston.

We caught the train. No plans for the future—just off to a station to work and save money. We arrived at the small township at 10.30, found the boss waiting for us, and arrived at the station in the wee hours.

At 5 a.m., there was a knock at the door, and the missus told me where the cows were. We got along fine and suited well our respective jobs. Mine was cow-boy; kill two sheep a week; chop wood; and general—no real hard work and plenty of good food. Annie (that was her name) was a real good cook. It was funny at first; not knowing one another. She would ask me how I liked my chops? I think the missus heard her asking me about my tastes. Anyway, we were married to our job, and that kind of marriage suited us fine.

Everything went along well for awhile, and then Annie found she was to become a mother. I took her down to a nursing home in Perth. Annie died in the nursing home.

I told her I would marry her, but she said, time and again, "No". She would wait till she got through her trouble. But I think she had a presentiment that this would be her end, and there was no need of any ceremony and swearing to hold together.

That's nigh 40 years ago. Since then, I wandered far and wide before settling down in the Islands, but I have lived my life alone. No other woman ever shared my life like my chance find in Perth.

COPRA PRICE IN PAPUA

From a Special Correspondent

SAMARAI, Jan. 2.

THE following figures show the average price received in Samarai for copra over the last three years:—

	Hot Air.	Smoked.
1937	£14 5 9	£13 2 5
1938	6 17 7	5 15 2
1939	6 17 5	5 13 10

"STAMP RACKET"

New Issue For Norfolk Is.

EVER since Australia took over Norfolk Island, Norfolk Island has used Australian postage stamps; and there have been no complaints about the efficiency of Norfolk Island postage under this arrangement.

It is now announced, however, that about April Norfolk Island will have its own postage stamps. Designs for the first issue—showing portions of the island and the adjacent Phillip Island—have been completed and printing is under way.

At first glance, it appears a useless waste of public money. Actually it is a highly profitable proceeding. These

Islands territories usually show a profit of from £10,000 to £20,000 in the postage account in the year following the issue of a new lot of stamps—the result, of course, of philatelists all over the world rushing in, with their ears back, to buy up the new issue. It has become a regular "racket" among the small administrations throughout the Pacific—one way of raising revenue when all else seems to have failed. The philatelists seem to like it—so why should anyone else worry!

The engagement was announced in January of Miss Fay Brown, only daughter of Mr. and Mrs. L. Brown, of Bulolo, New Guinea, to Mr. Bruno Kroening, eldest son of Dr. and Mrs. B. Kroening, of Tabori Estate, Kieta, New Guinea.

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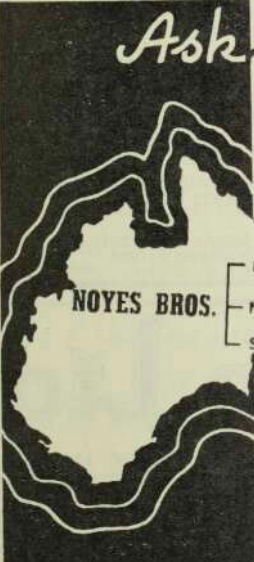
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Miss Phoebe Mary Currie, 21-years-old daughter of Mr. and Mrs. J. E. Currie, of Sogi, Western Samoa, died in Apia Hospital recently from the effects of ptomaine poisoning.

Mr. Launcelot Owen, who is in charge of operations in Papua for Papuan Apinai Petroleum Co., Ltd., arrived in Sydney by the February "Macdhui" on a business visit. He was accompanied by his wife.

BOB BOYD PASSES ON Story of a Pioneer

MR. Robert Boyd, who died in the Samarai Hospital on December 27 (see page 40), was born in Temple Parish, County Antrim, Ireland, on January 23, 1857. With his parents he sailed in the "Lady Jocelyn" for New Zealand, in 1878. The family took up land at Katikati, but the soil was poor and farming was not a success.

Young Bob turned to mining and gained experience in New Zealand and Broken Hill. In 1900, he was managing a mine in Charters Towers, Queensland, when he heard of rich alluvial finds on Woodlark Island. He sailed for Woodlark, and found that the alluvial was better than reported. His young wife died in Queensland in 1903.

That year, as the alluvial had been well worked over at Woodlark, Mr. Boyd decided to try Misima Island. There he married Miss Isabella Johnson, of Cooktown. Mr. and Mrs. Boyd had a tent (6 ft. x 8 ft.) for a home. The ground was sodden (the rainfall on Misima averages about 150 inches). Mrs. Boyd often laughed over her experiences of those early days, when she tried to bake bread in an oven made of empty tins. Fortunately, they both had a broad sense of humour, and a contented outlook on life.

Mr. Boyd was the actual discoverer on Misima of the Umuna lode, on which Cuthbert's mine, the richest in the Territory, is now situated.

Some years ago, Mr. Boyd wrote a brief account of the work he had done on Misima. The following extracts show some of the disappointments he met, owing to lack of equipment; and how the Umuna lode was traced and proved.

"... Up to this time (1904) no lodes or reefs had been found (on Misima), it all being alluvial, but after prospecting, I found that there were large bodies of ore—in fact, the biggest I have seen anywhere. There were very large bodies of

low-grade ore. I went to Woodlark, and there formed a small syndicate to put in some drives and tunnels, and on my return proceeded with this work. This proved the lode in the Massive to be 80 to 85 feet wide, and samples taken over 40 feet of this width were sent to Charters Towers for assay. They returned



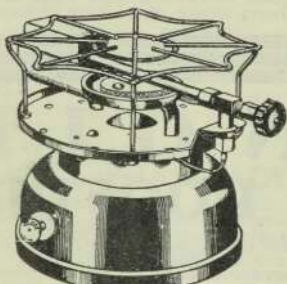
Bob Boyd "on the job" at Misima.

17 dwt. 23 grs. to the ton, the other portion of the lode being 2 to 3 dwt. The gold was remarkably fine and very hard to save, either by sluicing or amalgamation.

"A start was made to sluice the faces, and, for this purpose, water races were brought in, and an attempt was made to catch the gold in coconut matting, bath towels and ordinary bagging. This was continued for six years and, during that time, 1050 oz. of gold were obtained, the value of the gold being £3 to £3/1/- per ounce.

"I knew that very little of the gold was being saved and I was losing nine-tenths of it. The whole face was being sluiced. The lode formed a spur and was easily attacked, as the creek cut through it... In 1911, a 5 ft. Huntington Mill was sent up. This was followed by another mill, and a suction-gas plant. Their results were unsatisfactory, and only 1 dwt. out of 8 dwts. were saved. There was no assay plant, and there was some doubt

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as to the value of the ore, until later, when an assay plant arrived and the tailings were assayed. Then cyaniding was tried, by one small vat, on ore direct from the mine, without crushing, and in this way 80 to 87 per cent. of the gold was obtained. . . .

Later, Mr. and Mrs. Boyd took up an agricultural lease at Tauahik. From here, the surrounding hills were prospected and what is now known as Quartz Mountain was found. In 1915, the couple had their last holiday together in Australia. Mr. Boyd had been down South only once since then.

"Bella" as Mrs. Boyd was affectionately known, died recently, and "Bob" followed at the close of the year. So two more of the pioneers have passed on.

"Be straight, and have no regrets, is my idea of life," said Bob; and those who knew him know that he lived up to his motto.—H.K.B.

New Bishop Rules in Morobe, T.N.G.

From Our Own Correspondent

WAU, Feb. 4.
THE visit to Wau of the Bishop of New Guinea (Papua) marks another step in the life of the Morobe parish and its administration. The Bishop (Rt. Rev. P. N. W. Strong, M.A.), who arrived in Wau on January 17, assumed jurisdiction of Morobe, including all the main island of the Mandate from the Dutch border to the Papuan-Territory border, from July 1, 1939.

The actual legal transfer of Morobe to the New Guinea Diocese has to await confirmation by General Synod in 1942. The working arrangement agreed to by the Queensland Provincial Synod enables the transfer to be effective now, for all practical purposes.

Hitherto, the whole of the Mandated Territory formed part of the Diocese of Melanesia, with headquarters at Tulagi, B.S.I. under the ecclesiastical control of the Bishop of Melanesia (Rt. Rev. W. H. Baddeley, M.A., D.S.O., M.C.).

The first service at Edie Creek, in the early vigorous days of the Goldfields, was held by Rev. Bishop in 1927, on a log, practically all the miners being present. In 1932, a permanent church was established in Wau. The first Rector was Rev. G. Bradley. Rev. V. H. Sherwin has had charge of the growing parish since 1934. Wau, Edie Creek, Salamaua, Lae, Bulolo and Bulwa, with the outlying districts of Watut, Bitoi, and Sunshine, are included in the parish.

Mr. J. M. Reilly, who has been in charge of the Melanesian Mission's vessel "Patteson" in the New Hebrides, is at present spending furlough in Wellington, New Zealand.

Mr. J. Einsiedel arrived in Papua from Melbourne in January to relieve Mr. L. Morris as accountant of the Australasian Petroleum Co. at Port Moresby, while the latter is on three months' leave.

Mr. Kevin S. Sheeky has replaced Mr. Robert M. Cameron as clerk of the Legislative Council in New Guinea.

Mr. C. A. M. Adelskold, of the Hotel Wau, New Guinea, arrived in Australia by plane from Morobe in January to spend his first furlough in five years. During his absence, Mr. B. Bald is in charge at the Goldfields hotel.

GOOD SHOOTING IN FIJI

THE Colony of Fiji maintains its high reputation in rifle-shooting. In the Inter-Colonial shooting competition in October, 1939, Fiji secured second place.

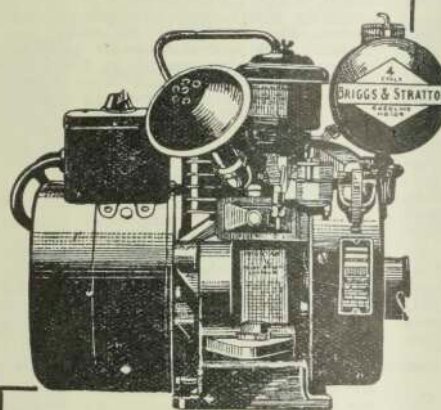
The Fiji Shooting Club got first place in the Dominions Club Match. This is regarded as a very fine achievement.

The following is from the "Fiji Times" of January 17:—

This competition is fired at 25 yards range by six competitors from each club. Each competitor is allowed ten shots and all scores count; possible being 600. In the 1939 shoot, four members of the Fiji team (Messrs. W. Wilder, A. G. Sahu Khan, Misses F. Wilder and L. Wilder) all secured possibles, while Miss E. Wilder and A. R. Sahu Khan scored 99 and 98 respectively, producing a total of 597. The club, by securing first place in the Empire,

thus wins the Dominion Silver Cup and six silver medals. It is interesting to note that in 1938 a team from the same club, consisting of Messrs. W. Wilder, N. Hiramatsu, A. G. Sahu Khan, H. Wilder, Misses L. Wilder and F. Wilder, secured third place in the same competition with a score of 595.

The Burns, Philp liner, "Merkur," 5,952 tons, when on her way from Darwin to Sydney in very thick weather, with 70 passengers, ran aground on a coral reef off the coast of the Northern Territory. The passengers were taken back to Darwin; but a couple of days later the "Merkur" was successfully pulled off the reef and returned to Darwin, apparently unharmed, and picked up her passengers.



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Bananas—Profitable and Otherwise

What New Zealand is Doing in Central Pacific Trade

A SHIP which has for years been as "a pain in the neck" to planters of the Central Pacific staged her usual tricks about mid-January, with the result that 7,000 cases of bananas, out of 9,000 cases which had been loaded at Niue and Western Samoa, were thrown overboard. The refrigeration had failed and the bananas became over-ripe.

At the same time, there was a banana famine in New Zealand. If those cases had reached New Zealand ports they would have realised at least £1 per case.

The growers do not lose. The Internal Marketing Division—created by the Labour Government in New Zealand for the buying of fruit in the Pacific Islands and its marketing in New Zealand—had bought and paid for the 7,000 cases of bananas f.o.b., Apia. The Department would have made big profits upon the bananas if they had reached the market—as it is, it will make a heavy loss.

There will be no tears shed in the Islands, however—no one has any sympathy with a Government which persistently runs an old steamer that breaks down so frequently that it is a menace both to commerce and the passenger trade.

But the N.Z. Government will not do so badly, after all. For some time, now, it has been making substantial profits out of this banana trade. The banana grower in Fiji, Samoa, Tonga and Niue

(according to Mr. J. F. Hutchison, a retired planter of Vavau, Tonga, who has been visiting Auckland) gets only 5/- per case, net, for his bananas, while the New Zealand Government sells the fruit wholesale to retailers at from £1 to £1 2/6 per case, ex wharf. After allowing 4/- per case, for freight, and 1/6 for the case, it appears that the Government "Division" is doing very nicely indeed.

One would suppose that the least a socialistic government, such as that in New Zealand, would do would be either to divide its profits 50-50 with the banana-growers; or, on the other hand, see that the New Zealand consumers of bananas were given the benefit of the cheap product. But, as has been proved again and again, a government can be just as greedy as any private firm when it comes to grabbing profits.

BIG PROFIT ON 26,000 CASES

Nearly 26,000 cases of bananas from Samoa, Fiji and Tonga, for which New Zealand had paid growers 5/- per case, reached a famine market in New Zealand on January 22, and were immediately sold at a profit, over all charges, of £10,000. The N.Z. Government gets the whole of this—there is none for the Polynesian grower.

NEW ZEALAND'S REPLY

On January 29, the New Zealand Minister for Marketing (Mr. Nash) made a sharp reply to Mr. Hutchison. He flatly contradicted the statement by Mr. Hutchison that the Tongan grower got only 5/- per case. He said that the New Zealand Government paid 9/- per packed case of bananas to the grower in Tonga; pays freight and other charges

amounting to 4/10½ per case; pays commission, overhead costs, and various charges; so that it is necessary to sell the bananas for 15/7½ per case ex wharf in order to cover all charges. Mr. Nash apparently denied the statement that the New Zealand Government is making substantial profits out of the banana trade.

BASEBALL IN N. GUINEA

THE United States continue to conquer the world.

We who stay at home imagine that the game of baseball is something peculiarly American. Actually, it has spread in recent years to Australia, South Africa and New Guinea.

Baseball was taken to Rabaul, in New Guinea, a few years ago, by Mr. R. M. Youlden, a former player in Victoria, and now the Rabaul Baseball Association has half-a-dozen keen baseball teams, and a season which extends from October to March. Anyone who likes to see the spectacular game keenly played can always find entertainment in Rabaul in the evenings and week-ends, not far from the leading hotel.

It is expected that New Guinea baseball players will take part in an international series of games that is being arranged.

Mrs. Feldt, wife of Lieut.-Commander Eric Feldt, R.A.N., recently arrived in Port Moresby to join her husband. Lieut.-Commander Feldt and Mrs. Feldt were formerly well known residents of the Mandated Territory of New Guinea.

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Native Schooner Pulled Off Reef and Taken to Suva

From Our Own Correspondent

SUVA, Jan. 20.

THE auxiliary schooner "Kadavulevu," as a result of a sudden gale on the night of December 27, was thrown on to the rocks at Naikorokoro, on the morning of the 28th, and was extensively damaged.

No lives were lost, but several natives were injured.

The engine was kept running throughout the night and two anchors put out; but, owing to the strength and unexpectedness of the



—Photos. by Caine.

TOP: The schooner "Kadavulevu" loading copra from a small boat the day before she ran aground in a strong gale on the coast of Kadavu.

LOWER: Natives pulling the "Kadavulevu" on to the shore, where temporary repairs was effected.

gale, these were insufficient to hold the vessel off the fringing reef.

Several days later, the schooner was successfully refloated, and was towed back to Suva by a P.W.D. vessel on January 12. Oil drums were tied extensively round the vessel, to ensure buoyancy. She was taken to the Public Works Department's slip at Walu Bay, where she is undergoing repairs.

The "Kadavulevu" is an auxiliary schooner of wooden construction, 57 feet long, and is owned by the natives of the Province of Kadavu. She was built in Suva in 1920.

MOROBÉ'S YOUNG AIRMEN IN THE R.A.F.

From Our Own Correspondent

WAU, Feb. 2.

SERVING with the Royal Air Force are two young men who left Wau some three years ago.

They are Moresby Gofton, the only son of Mrs. F. S. Stewart, and Stanley Baldie, son of Mrs. Baldie (now Mrs. Carl Humbert, who is resident in Germany) and a nephew of Mrs. Stewart. Both always have been keen athletes, and they left New Guinea for the Olympic Games in 1936. They both joined the Royal Air Force, while in England, and both appear to be in the thick of things now.

Gofton was employed for some time in flying bombers from England to Egypt, and he had the unique experience of being in Turkey when war broke out.

Baldie, who is in the fighters, left for the Western Front soon after war broke out.

The Goldfields community is very proud of its two young representatives in this important arm of the service.

Mr. J. Knox, who recently resigned from the staff of Burns Philp (S.S.) Co. Ltd., Apia, arrived in New Zealand from Western Samoa by the January "Matua".

Mr. R. Towner, of Cable and Wireless Ltd., Suva, Fiji, has been spending leave in Australia.

Mr. J. W. Cox, who previously was stationed in the Namatanal district in New Guinea as roadmaster, has rejoined the Public Works Department and has gone to the Salamaua district.



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The A.M.S. "Mariposa" when she passed through Suva on January 11, made her 100th visit to that port. She commenced the Melbourne-San Francisco run in 1932, and has been continually in service since that date, running with clock-like regularity.



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PROSPECTOR

BY JACK O'NEILL

RAYNOR swore feelingly; anger, rather than fear, the overpowering emotion. No, he wasn't afraid to die—no more than the next man, anyway—but to die now! That was what hurt. Everything he'd ever wanted was within his grasp, except life to enjoy it.

He crouched in the head of a little gully in the shade of a stunted bush. By his side, a native lay on his belly, snatching breaths with difficulty; blood was oozing from a wound in his back.

Raynor glanced at the "boy". "He'll die, anyway", he thought.

Why shouldn't he leave, and save himself? There was a good chance of his getting away, alone. Self-preservation was the first law, wasn't it?

As if he felt the suggestion, the native moved, twisting his head with difficulty. Unable to bear the scrutiny of those appealing eyes, Raynor resumed his anxious vigil on the ridge bounding the little valley. Any time, now, their hunters should top the rise. They'd see the tracks—those fellows didn't miss anything.

But no dreaded silhouette broke the clean skyline, and gradually the watcher relaxed. Like a leech, the thought of self-preservation fastened again on to his mind. A voice in his brain whispered in-

sidiously: "Go while you can. Put the poor bloody boy out of his misery—he'll linger on for days if you don't—and get out. You can come back with your mates and get the gold."

But this boy, Yadu, had battled through with him, had stood by his side and fought the carriers off when, frightened to go on, they had decided to kill him and go back.

No, he couldn't leave Yadu. Any other boy in the line, perhaps; but not this one.

HIS thoughts slipped away over the events of the past few months—the most momentous months of his life—and probably the last. His return to New Guinea, and the renewal of old acquaintanceships on the boat—he could feel the sticky heat of the old tub, even now; investing his few remaining pounds in boys and gear, only to find that a multitude of new regulations and restrictions made it impossible for him to "go bush"; his determination to slip away without a permit, despite the warnings of his old prospecting friends.

"They'll make a proper job of you, Hardy; you'll be the first to do a break, and if you have any trouble with the kanakas they'll give you clink, whether the kanakas went you first or not."

That trip through the mountains to the Tauri watershed had been the worst he'd ever had. All the things the bushman dreads had happened with vindictive regularity. He'd tried to cheer himself up by ticking off the things that hadn't happened, at the end of each day. Rain, night and day, left him with saturated blankets for days at a time, and spoiled the small reserve of rice they carried; incessant malaria sapped his energy and all but undermined his courage; on top of that, and most serious, was the trouble with his boys.

Yadu and he had to do allnight watches as they toiled through the hostile Kuku-kuku country. Those devils almost made him turn back, too; that last treacherous attack had almost succeeded and left him with two wounded boys on his hands. If they died, it would have meant a manslaughter charge when he got back to the beach. God, he'd have to answer for ten lives now, if he got out of this lot. Blast the black swine! He hadn't wanted trouble; now he'd get it in the neck whichever way things went.

AH! But it had been worth it all—or, at least, he thought so that day when, haggard and wet, he and his scarecrow line had burst out of the dank, dripping jungle and stood amazed at the glory of far-reaching, grass-covered valley and plateau, dotted here and there with native hamlets, the smoke of many fires forming blue streamers in the chill morning air. As far as the eye could see, tree-bordered streams cut the rolling plateau, flowing south. He was over the divide at last!

Followed days of contentment; of food and shelter, sun and wind; hordes of natives who sometimes blackened the hill-tops as they fought out their tribal quarrels—and what fighters they were! Then more trouble with his "boys", as they realised their complete helplessness against such numbers.

But the natives, at beginning, were wonderfully friendly, helping with the camp work, carrying the little cargo that remained. They even brought him women—but that meant trouble, sooner or later.

Then, there was the gold. Only a trace at first, but it led him on and on, with increasing promise, till the day when, clambering up the mountain-side, they found it; not another "Edie", but the

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nearest thing yet. He'd never forget the first wonderful prospect as the swirling water swept the covering black sand off; a glowing yellow crescent that took his breath away. Shake and swirl, shake and swirl; he must have done that for an hour—day dreaming.

Then followed months of hard work and real anxiety; but the contentment, the promise of things to come, laughter and women, wine and good food, with music to go with it, made up for that and all the lesser hardships—the continual diet of native food, lack of tobacco, and the hunger for the sight of one of his own race.

GRADUALLY a change had come in the attitude of the natives. They no longer treated him with awe; they saw that he was a man—one of themselves. He had now to make himself an influence in the community. How he juggled and schemed; friendly with the old, influential men, but discovering the young bucks jealous of his power, greedy for his trade, and itching for trouble.

They began thieving. His decision to leave brought things to a head. He explained to the old men that his trade was almost finished, that soon he would be unable to pay them for their food. They wanted him to stay, willy-nilly. They clasped him round the knees on the morning of his departure—with a shock, he realised that it was only yesterday—and cried, refusing to let him go; the "marys" set up a mournful wailing. But the young men were nowhere to be seen.

That morning, just before the dawn, they rushed the camp and butchered his boys before they were properly awake; only he and Yadu had had a chance to put up a fight. Shotgun and rifle checked the attackers, drove them to temporary cover in the tall grass, while the two survivors slipped away quickly before the dawn could show them up.

When it came they were well away; but Yadu was done. An arrow in the ribs had pricked his lung, and the long hard break for the timber had finished him. Well, the young bucks would be along again as soon as the camp was sacked. They'd be at it like crows on a carcass.

RAYNOR looked down on the boy, now breathing jerkily, lying flat on his belly. God, what hard luck—for both of them. How much he owed that lad. If he could only get him out. But the thing was impossible; Yadu was as good as dead. He plucked a handful of grass and covered the long, bubbling puncture in the boy's side, round which the flies were already buzzing.

What if they had really got clear—by some chance, eluded the murdering swine? What then? He couldn't take the boy. For pity's sake, he'd have to put him out. After all, one wouldn't deny even an animal a painless death.

Raynor tried to think rationally. Was there any chance for the boy? Wouldn't it be the sensible, the humane thing, to help him out quickly and then save his own life? Two lives lost would help no one.

The facts faced him like a wall; no way round. He knew that in other circumstances he would have no hesitation in leaving the boy; in giving him the mercy shot. Yadu seemed in a coma; blood was on his lips. Raynor drew his revolver stealthily, then thrust it back with a groan. It was the right thing to do, but he just couldn't do it; too much like desertion in the face of danger. Lack of guts it was; he knew he would never forget it—if he lived.

A SINGLE, fierce yell behind him, followed by a concerted savage roar,

spun him round to see his pursuers massing on the ridge-top; they had cut him off. His first thought was one of immense relief—the decision was out of his hands now.

The natives circled round the head of the little valley, chanting and jeering. "We'll eat your guts, white pig."

Ye Gods! They must have brought out every fighting man in the valley. Arrows began to "plop" into the grass near him; from the hilltop, they flung them hundreds of yards. The white man flattened himself further into the slight protection of the gully, his one hope now to save himself till his enemies were close—and kill, kill, kill.

Now, they swarmed down the slope in a forbidding black wave, the bamboo bowstrings thrumming like the beats of a kundu drum. Peering over the edge of the depression, Raynor watched with fierce intensity. He was in a world apart;

no sound in all the uproar reached his brain; his whole being held in reserve for the supreme moment.

Closer now; just a little more. His breath came faster in the excitement of the approaching climax. Instinctively he bunched his feet under him. An arrow burned his back. Now was the time.

He came erect, rifle roaring, a snarl twisting his lips. One moment they paused, silenced by the sudden thunder.

Then they closed in.

Mr. B. Taylor, provincial headmaster in the Fiji Education Department, returned to Suva in January after visiting England. He was accompanied by his wife.

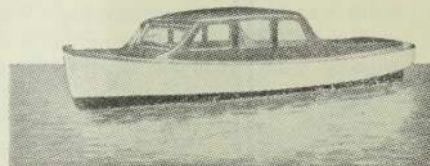
Sister N. Winterbottom recently resigned from the Melanesian Mission in the Solomon Islands. She has returned to Australia.

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NEW CINEMA THEATRE IN BA, FIJI

THE Fiji towns continue to grow and prosper.

On January 16, Mr. Hugh Ragg, M.L.C., formally declared open the new cinema theatre at Ba, on the northern part of Viti Levu, which has been built by Mr. Grant.

The picture house is lofty and spacious,

with modern ventilation and lighting systems. It has seating accommodation for about 600, and it can be readily converted into a stadium. The theatre possesses its own cafe, and is centrally situated in the new Government township area.

Mr. D. G. Absolon, of Brisbane, Queensland, has joined the staff of the Rabaul Printing Works in New Guinea.

TAX PAPUA!

New War-Horror in Contemplation

Letter to the Editor

THERE are alarming reports that Canberra officials have expressed an opinion that residents of Papua should be taxed up to the level of those living in Australia, in view of war conditions.

The fact that residents of Papua have escaped numerous taxes imposed in Australia has often been commented upon; and the general, but superficial, view is that Papuan people have an unencumbered existence—a care-free life of romantic ease. Actually, Papuan residents have been for many years staggering under a load far heavier and more unwieldy than their envious neighbours in Australia.

Papua is entirely dependent on outside sources for food, clothing and general provisions, and all imports are subject to a 10 per cent. customs tariff. The cost of goods generally is at least 50 per cent. above Australia.

To the 10 per cent. tariff must be added direct taxation, resulting from the Commonwealth Shipping Subsidy; which in the past years has developed merely into a tax-collecting instrument, to preserve Australian trade and a monopoly at the expense of the Papuan settler.

The subsidy was helpful in the early years, when there was insufficient trade in the country to attract shipping. It fostered Australian trade with low costs and freight, and helped to compensate the shipping company. But it shut out competition and created a monopoly which, becoming strengthened by the Navigation Act 1921/26, has since become so firmly entrenched that the object and need of the subsidy are immaterial and have become lost in a mere custom of conferring it; with the result that, owing to lack of competition, prices of foodstuffs, fares and freights, and commodities in general, have reached oppressive levels and which, with the 10 per cent. customs tariff, constitute as heavy a burden as any community should be called upon to carry.

To these instances must be added the natural taxation on life in this country—enervating climate, inferior food, isolation; the costly education of children; and the heavy expense of furlough in Australia.

It is an old-established democratic principle that there must be no taxation without representation. Representation would mean an elected Executive Council, and a Papuan representative in the Federal Parliament.

Already, we have all the burdens that we fairly can carry.

I am, etc.,

PAPUAN FOR 20 YEARS.

Port Moresby,
4/2/1940.

Officers of the Polynesian Society of New Zealand elected for 1940 are: President, Hon. Sir. Apirana Ngata; Council, Messrs. H. R. H. Balneavis, J. M. A. Ilott, J. C. Anderson, L. Moncrieff-Nutt, D. Foster, A. Morris Jones, and Drs. E. Beaglehole and W. R. B. Oliver; Secretary, Mr. C. R. H. Taylor; Treasurer, Mr. A. G. Bagnall; Editor of the Society's "Journal", Mr. Johannes C. Andersen.

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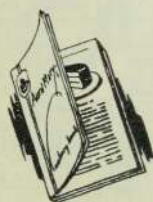
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DEATH OF FRENCH OCEANIA DELEGATE

From Our Own Correspondent

PAPEETE, Jan. 4.
THE passing of Monsieur Louis de Chappedelaine has removed from the Government of France one of its



Monsieur Louis de Chappedelaine.

most distinguished personalities. He was born at Saint-Just, France, on June 21, 1876.

He became a lawyer, represented the Cotes-du-Nord in the Chamber of Deputies, and nine times had served as a Minister. He was Minister of Merchant Marine in the Cabinet of Monsieur Daladier until ill-health compelled his retirement.

In February, 1938, Monsieur Chappedelaine was chosen by the electors of French Oceania, by an overwhelming majority, as Delegate for the French settlements in Oceania, in the Superior Council of France Overseas.

In the "Journal Officiel" of the Colony, in December, after formal announcement of the death, this appears:—

"The Governor expresses to the family and to the collaborators of Monsieur Chappedelaine the sentiments of respectful condolence and of the deep sympathy of the Colony."

Banners For New Guinea Defence Force

From Our Own Correspondent

WAU, Jan. 24.
MEMBERS of "B" Company and No. 13 Machine Gun Platoon assembled in force (under the command of Lieut. Harold Taylour) in Wau, on January 19, to receive two flags presented by the Wau Branch of the R.S.S.I.L.A.

A happy choice was made by the Returned Soldiers in Major C. B. Ayris, to make the presentation. Major Ayris, a keen soldier with a fine record of service in the South African War and the Great War, made a short, impressive speech.

"Your elder brothers of the Returned Soldiers' League present to you two banners, as a token of their manly affection and deep respect for you who have taken up arms at your country's call in this second inferno within twenty-five years," he said. "I am not unmindful that some of you here on parade to-night are re-

turned soldiers. Should you be called upon to defend this, your country of adoption, or be called to fields of battle in other parts of the world, we returned soldiers will know that you will give a good account of yourselves.

"These banners are redolent of tradition, through every strand which weaves their pattern. The Union Jack—which, thank God, is incorporated in every banner throughout this Commonwealth of Empire—has stood through the centuries for right and justice.

"Lieutenant Taylour, into your worthy and trusted keeping I now place these two banners, on behalf of the Returned Soldiers' League, being well assured that that trust will never be betrayed or tarnished."

A black marlin, better known as a swordfish, attracted interest in the fish market in Suva recently. The nearest habitat of these fish is Russell, Bay of Islands, N.Z., and it is unusual to find them in the warmer tropic waters. Swordfish are sometimes seen off Navua, especially in very rough weather, but they do not reach the dimensions of those caught in New Zealand. The one caught in Fiji was 9 ft. 6 ins. in length, and weighed 170 lbs., the sword being over 18 inches long.

Hot?

Heat often makes you slack and irritable and with little appetite. Take a sparkling, refreshing glass of Eno's "Fruit Salt" every morning, and as a thirst quencher during the day. Eno will regulate your system, cool your blood and keep you energetic in spite of the heat.

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M.V. "LAKATOI," OF SAMARAI

A RESIDENT of Samarai who remains anonymous, and the vigour of whose sentiments makes up for the paucity of his English, writes at length to complain of the service provided for passengers on the motor vessel "Lakatoi", which runs between Samarai and the outlying islands. Our correspondent, who has travelled on the boat recently, described at length his unhappy experience. He declares that the food supplied to passengers was limited in quantity and poor in quality, and that travellers who know something of the conditions usually provide themselves with a food supply before they leave. "The vessel is beautifully fitted up," says our correspondent, "and the comfort of the passengers has been studied carefully by the builders; but the actual treatment of the passengers once they are aboard the vessel is very bad indeed."

Mr. R. Vance arrived in Sydney from Malaita, British Solomon Islands, by the last "Morinda" and continued on to New Zealand where he will spend furlough. He is a mission worker with the South Sea Evangelical organisation and is stationed at Makwanu on Malaita.

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NEW BOOKS

THE PATIENCE OF MAIGRET, by Georges Simenon. (Our copy from Angus and Robertson, Ltd., Sydney. 7/6.)

Simenon is the Edgar Wallace of France; his crime and mystery stories, light and clever and gripping, have a tremendous vogue. Not having seen the original, we do not know how much, in this book, Simenon owes to his translator; but we can most heartily recommend the book to the British reading public—it is as good as the best of our "thrillers", and far better than most. The plots are constructed with cunning, the tales are unfolded skilfully and entertainingly, and the average reader of thrillers will be delighted with the main character, Inspector Maigret—grim, silent, unorthodox, merciful, always smoking his foul pipe, and always getting his man.

Some priceless material relating to the origin of the Polynesians and the early history of Hawaii has been gathered by Edwin H. Bryan, Jr., Curator of Collections at the Bishop Museum in Honolulu, for his book "ANCIENT HAWAIIAN LIFE", which recently was published by the Advertiser, Publishing Company, of Honolulu (retail price, postage paid, 2 dollars; or in larger quantities for schools, 1 dollar 75 cents).

In a most interesting chapter, entitled "Whence the Polynesians?", Mr. Bryan examines all the evidence available as to the origin and migration of this interesting people. "One of the strong lines of evidence as to the origin of the Polynesians is found in their food and other economic plants and their domestic animals", he says. "The taro, banana, breadfruit, coconut, tapa, mulberry, and many other useful plants originated in the Indo-Malay region. The pig, the dog and the fowl which accompanied the Polynesians on their wanderings had their origin in this same region. Only the sweet potato came from the east, and this is thought to indicate that Polynesians voyaged as far as the coast of South America and returned with a new food."

He also says this: "From all this and other data, too voluminous to mention here, we might conclude that the Polynesians originated as a Caucasian-like tribe in South-Eastern Asia. Driven out by wars, economic depression or religious oppression, they migrated into the Malay region. Here they lived for a time, acquiring Mongoloid blood by intermixture with the inhabitants. About the beginning of the Christian era they travelled eastward again, probably passing in waves through the Micronesian Islands."

A Tropical Interlude in Port Moresby

BY JUNE LETT

CROAK! Croak! Croak!

Then silence reigned in the lounge, as two brown garden frogs hopped from behind a black-framed picture (depicting a woodland winter scene in the south of England!) onto the near side of the piano, and blinked at the electric light.

They hopped to the other end of the piano and blinked again. Then one, two, three hops to the door, and three large hops again right across the verandah, into the centre of a large cactus in the garden.

Croak! Croak!

Outside, the sky was covered with heavy black clouds, the early afternoon breeze had abated, and the air was dead. The day had been very hot, and now, in the evening, humans, birds and animals, exhausted and exasperated, were waiting for something to happen.

Even the owls had ceased to call. Port Moresby became very silent. Motor cars ceased to rattle to and fro along the beach road. All were waiting.

Bang! Bang-bang! Something, at last, had happened. Two heavy clouds had met, and crash followed crash of thunder, and vivid lightning flashed across the sky.

And then came a blinding sheet of pouring rain. Water began to pour down the hillsides in large streams, bringing twigs, pebbles and empty tins with it. Treasured seedlings were flattened, leaves of delicate plants torn to threads, and fowls and birds crept about, looking like half-drowned rats.

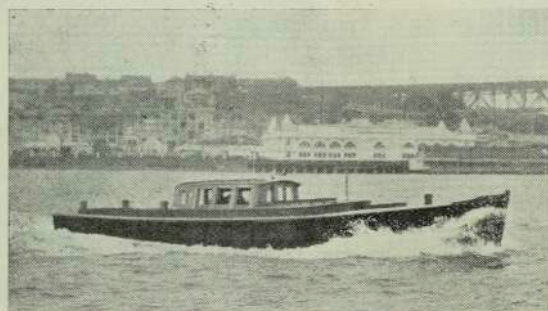
Two hours passed before the first ray of moonlight broke through the cloudy sky. The rain stopped, and the cars resumed their rattle along the beach road. Roosters, shut in their pens, crowed freely, and the same old owl resumed his lugubrious, nightlong call.

The two brown garden frogs jumped out of the cactus onto the verandah, and croaked on their way to the lounge, up onto the piano, blinked again at the piercing light, and jumped back to their home behind the picture frame.

"Croak! Croak!" they said. "That was refreshing."

The heavy, tropical night shut down again.

A daughter, Anne Barbara, was born to Mr. and Mrs. C. Thurlow, of Napa Napa, Papua, on January 12.



One of three tugs recently built by W. L. Holmes & Co., Sydney, for use at Burrenjack Dam, N.S.W. Each is fitted with 2 in. diam. Monel shafting.

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PRIMITIVE CURRENCY SYSTEMS

Curious Native Coinage

BY JOHN BACCHUS

THE natives of Torres Strait and the Pacific Islands, in order to possess a common means of exchange, have devised many types of coinage or currency, mostly consisting of shells and the like. But there are other forms which are more curious and unusual.

The most noteworthy of these is vauvau, the feather money of the Santa Cruz Islands, which, among its other advantages, is much more attractive to the hand and eye than the often-dirty paper stuff most civilised peoples use to-day. The tiny feathers are bright red, and are taken from the breast of a rare honey-eater, which possesses only a few of them. They are carefully woven into a fibrous cloth, made from the inner bark of the hibiscus, and this again is backed by a strip of paper bark. As it is made, the strip is rolled up, being added to bit by bit as opportunity serves. Similarly, lengths are cut off as purchases are made.

The making of the feather coinage, like that of the feather cloaks of Hawaii, was the jealously-guarded privilege of a few people. In Hawaii, not only have the makers of the feather cloaks vanished forever, but also the two varieties of birds which supplied the feathers for dusky artisans to work into beautifully-coloured articles of apparel. Only two of the cloaks are known to be in existence to-day. Of the Santa Cruz money-makers, there is only one remaining. When he dies his mystery will go with him, and the vauvau will become a thing of the past.

ANOTHER remarkable coinage is fei, the stone coins of Yap, an island in the Caroline Group, now under Japanese mandate. These numismatic oddities are made from limestone, are circular in shape, with a hole in the middle, and may attain a diameter of twelve feet and a weight of several hundred pounds. Smaller one, one to two feet in diameter, are very common, but the larger one are rare.

The coins, actually, were not "minted" on Yap, but were made and shaped on the island of Bebelthup, in the Palau

Group, which is situated several hundred miles south of Yap, canoes or rafts having been employed to carry them from the island of their origin. Naturally the greater the size of the stone the higher its value as a medium of exchange or barter. Again, however, to secure the highest value, the limestone must be fine and white and of close grain.

The hole in the centre was made to allow the insertion of a pole for carrying. Possession of this coinage marked the importance of a native in the eyes of his fellow-villagers, and one who possessed a great number of fei had considerable influence in the administrative affairs of his tribe.

An extraordinary and interesting feature of the fei currency of Yap, and also one which stands as a monument to the honesty of the natives, is that the owner need not actually take possession of the "coin". When a transaction involves the changing hands of a fei too large to be conveniently moved, the new owner is quite satisfied to accept the mere acknowledgment of his proprietorship, and the coin will be allowed to remain outside the door of the previous owner's hut.

During the German control of Yap it was found that the roads and pathways of the island were in a neglected state. As the natives were very unwilling to work, the Government was at a loss what to do, for a time. Finally, the officials decided on a plan to induce the natives to work. Government representatives painted large black crosses on the largest and most valuable of the fei to indicate that they were now the property of the Government. Reduced to a state of poverty, the natives set to work to repair the roads, and when the work was satisfactorily completed, the crosses were removed from the fei, the coins becoming once more the property of the natives.

Thirty years and more ago traders visited the island of Bebelthup, in the Palaus, and quarried limestone coins, which they took to Yap and traded for copra and beche-de-mer, being careful, however, not to inflate the currency too much, and thus upset the natives' currency standard.

The natives of Yap also use carefully-trimmed, flat pearl shells as a medium of exchange where transactions involve small values only, and in this respect their coinage is similar to that of the inhabitants of most other Pacific Islands.

ON Rossel Island, at the eastern end of Papua, there is a currency in use amongst a primitive people whose social organisation is based on the fundamental principles of Communism. From time immemorial, these Rossel Island natives have used as a medium of exchange tokens which are minted from some sea shell. The generic name for these tokens is darb, but whence they came, how the issue is controlled, and how varying values are distinguished, are things which are not yet known.

A native with twenty darb is considered a "big" man on Rossel. This explains, perhaps, why some Rossel men possess two, three and even four and five wives, whilst others have none at all. If a native possesses a couple of darb, it appears, he can equip himself with a wife—"off the big", so to speak. But should he possess ten darb he can have the pick of the bunch. A Rossel woman may, however, buy herself out of an unsatisfactory alliance—provided she possesses the necessary amount of darb. Failing which, she

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During its career the firm of Holmes & Co. has built hundreds of boats of all types. One of the largest in the islands is the "Stella Maris" (110 feet) now engaged in Mission work. Others include vessels built for Messrs. Julius Owen, The Papuan Co., Mouton, S. H. Howard & Rev. Woodward, New Guinea Administration, Croker Island Industries, South Sea Trading Co., Pierre Jeandell, Pacific Phosphate Co., Dr. Deck, Capt. Kondahl, Nat Wells, Steamships Trading Co., Cogswell, New Guinea Oil Co., Atkinson, John E. LeFeuvre, Mrs. Scott and Miss Young.

has the alternative of hoping for widowhood in the near future.

FEW Europeans who have seen a Papuan tola or arm-shell realise the part it plays in native trading, or how far from its place of origin it travels in the process. A few small ones are made on various parts of the coast, but they are inferior in material and design, and are little sought after. The best specimens are elaborately carved and coloured. The best quality tolas, and the most beautiful and valuable, come from the D'Entrecasteaux Group.

The D'Entrecasteaux natives trade them to the Dahumians for pottery, and this tribe sells them to the Mailukoluan for sago and other such commodities. The

Mailukoluan, in turn, pay with them the Aromans for pigs (which, in many parts of Papua, are used as currency and form the basis of trading values) dogs, canoes and other merchandise. Thence the tolas go to the Hood Bay natives as reimbursement for birds and plumes. The Hood Bay tribe with them buy sago ("retail") from the Motuans and Motu-motuans, and these carry them to the far west and trade them to the Elemaites for sago in bulk.

Thence the tolas begin the return journey as payment for the goods specialised in by the various tribes en route.

It is not so long ago that Papua went off the "fish-hook standard". The defection was due, not to a dearth of fish-hooks, but to over-supply. Not so many years ago, the heart of the most intractable Papuan, male or female, could be won by a fish-hook, while a present of half a dozen made a life friend of the recipient, who became an object of respect and envy in his village. Fish-hooks were valued even above tomahawks. That was in the coastal districts.

In the inland parts, where hooks only occasionally percolated through in the course of trading, murder has been done for them, and they even displaced the once-supreme tola as a basis for cur-

rency for a time. At the zenith of its currency career, a fish-hook was worth eleven tolas.

The invasion of prospectors and others, a few years ago, all with huge packages of fish-hooks, caused a financial debacle and the return to the tola standard.

KILLED—AND ALIVE AGAIN

IT was reported, in all the Australian papers on February 5, that Patrol Officer George Greathead had been injured and Patrol Officer G. C. O'Donnell, had been killed when their party was attacked by natives on the Rai coast, in the Madang district of New Guinea, on February 3. The news apparently was brought from New Guinea to Townsville by the mail plane.

A couple of days later it was officially announced from Canberra that there was no truth in the story and, so far as Rabaul knew, both patrol officers were well and uninjured.

COST OF A NEW CAPITAL

IT is not surprising that the Australian authorities were glad to accept the excuse created by the war to leave the Administrative headquarters of New Guinea in Rabaul.

The cost of removal of the capital site to Lae was estimated by the Griffiths' Committee at £248,000, and the Amalgamation Committee estimates that that estimate was "more likely to prove to be below the amount required than above it". In fact, the committee placed the figure at £280,000, and after going into further figures, added another £90,000 for removals and so forth.

NORFOLK ISLAND'S TRADE

THE following table shows the Norfolk Island customs returns for the six months ended December 31, 1939 (figures for 1938 given for comparison):—

Imports				
	From Australia.	From New Zealand.	From Pacific Islands.	
1938	£13,891	—	£72	
1939	£12,714	—	£140	
Exports				
	To Australia.	To New Zealand.	To Pacific Islands.	
1938	£4,824	£452	£152	
1939	£2,818	£252	£21	

A son was born to Mr. and Mrs. P. Maguire, of Kavieng, New Guinea, on January 10.

Having made a special health inspection of the 40,000 natives who inhabit the Gilbert and Ellice Islands, Dr. V. W. T. McGusty, Director of Medical Services in Fiji, arrived in Auckland lately. He informed the newspapers that he found the Gilbert and Ellice people in excellent health. Their chief article of food is fish.

Mrs. Ina Pryke, widow of the late Mr. Frank Pryke, returned to Sydney in January after spending some weeks, very ill, in the hospital in Wau, New Guinea. During her sojourn there her daughter, Mrs. Blander, entered the hospital and gave birth to a daughter there, on December 31.

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.

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ISLANDS MINING NEWS From Fiji

EMPEROR MINES, LTD.

DIRECTORS of Emperor Mines, Ltd., have declared a sixth dividend amounting to 6d. a share, payable February 29. Books closed on February 9. Since the Co. announced its initial dividend of 1/- a share in November, 1938, subsequent payments of 6d. a share have brought the total paid to 3/6 for each 10/- share—dividends totalling £332,500 (paid capital being £950,000).

Production for the past four periods is shown in the following table:—

	Four weeks ended			
	Nov. 1.	Nov. 29.	Dec. 27.	*Jan. 24.
Ore treated, tons . . .	13,386	12,400	10,563	13,132
Head value, dwt. . . .	7.2	7.1	7.25	6.37
Gold, oz., fine	4,312	3,963	3,433	4,049
Residues, dwt.	0.70	0.70	0.70	0.50

*In addition, recovered 33 oz. fine gold from concentrates. Total production, 4,082 oz.

It is reported that the extension of plant for treating semi-oxidised and sulphide ore is progressing satisfactorily, and that several tanks have already been installed. Portion of the flotation equipment has arrived on the field and the balance has been shipped from U.S.A.

LOLOMA (FIJI) GOLD MINES, N.L.

Directors of Loloma (Fiji) Gold Mines, N.L., have declared a dividend of 1/- a share, plus a bonus of 6d. a share (unchanged) payable on March 8. Books close on February 19. This dividend is the eighth paid by the Co. since it commenced operations at Tavua, Viti Levu, in September, 1937, and brings total payments to £371,250. The two companies, Loloma and Emperor, have now paid a total of £703,750 in dividends.

Speaking at the annual meeting recently, the managing director (Mr. E. G. Theodore), said that the companies were giving substantial aid and co-operation to the British Empire in producing gold at a time when gold was so essential in the struggle in which Britain is engaged.

The gold each year from Emperor and Loloma provided about 4,000,000 dollars of credit to enable Britain to make purchases in U.S.A.

The geological structure of these two mines, according to expert report, is unlike any mine in Australia, but approximates closely to the same class of rock found in the Cresson Mine, Cripple Creek, Colorado, U.S.A., where the same class of country rock, basalts and andesites obtain, and there is a similarity of lode structures.

Loloma shares reached a new high for more than a year on Australian Stock Exchanges early in February as a result of the increased price of gold and the receipt of the following report from the mine manager:—"Resumed driving No. 3 level. North drive from 120 ft. to 144 ft. 23.7 dwt. a ton over 32 inches. From 144 ft. to 161 ft., 28 dwt. a ton over 64 inches. Lode strong and regular. South drive, from 139 ft. to 174 ft., 5.9 dwt. a ton over 18 inches, lode formation this heading appears to be widening, expect values increase going south". On January 15 Loloma shares were quoted in Sydney at 33/1½, and on February 8 at 36/-—a rise of 2/10½.

Loloma production for the past four months compares as follows:—

	Four weeks ended			
	Nov. 1.	Nov. 29.	*Dec. 27.	*Jan. 24.
Tons treated	2,532	2,520	2,220	2,522
Gold, oz., fine	3,330	3,780	3,357	3,821
Residue, dwt.	1.2	1.5	1.36	1.43

*Head value, 31.73 dwt. Retreatment of residues temporarily suspended.

From Papua

MANDATED ALLUVIALS, N.L.

THE directors of Mandated Alluvials, N.L., in their report just issued for the year ended July 31, 1939, state that the smelter plant ran for 112 days and produced 376 tons of copper-gold matte containing 3,544 oz. fine gold, 8,212 oz. silver, and 131.5 tons copper. The total value was £37,606 from 6,216 tons of oxidised ore, and 3,396 tons of sulphide ore.

Considerable development work is in progress, the report states. The Laloki property contains more than 400,000 tons of sulphide ore. Increased plant will be required. Interim dividend of 3d. a share was paid on September 26, and £1,325 was written off mine development account in respect of certain abandoned options.

A progress report from the Co. late in January said that assays of No. 19 shipment of matte, 44 tons, showed the contents to be 267 oz. of fine gold, 661 oz. of silver, and 14 tons of copper. The net value exceeded £3,250. A further shipment, No. 20, of 46 tons had been received, and preliminary assays indicated a net value of approximately £3,500. Substantial quantities of sulphide ore from the Laloki mine were being obtained, and treatment in larger proportions was giving satisfactory results.

CUTHBERT'S MISIMA GOLD MINE, LTD.

Figures for the January clean-up from Cuthbert's mine on Misima Island, Eastern Papua, compare with the two previous yields as follows:—

	Nov. 1.	Nov. 29.	*Dec. 27.	*Jan. 24.
Mill treated, tons . . .	3,260	3,300	2,928	
Bullion, oz.	2,714	3,265	3,285	
Gold, fine oz.	824	832	751	
Silver, fine oz.	2,030	2,370	2,457	
Estimated value	£6,710	£6,775	£6,145	
Value per ton of ore . .	41/2	41/1	41/11	

*Plant shut down four days at Christmas.

OIL SEARCH, LTD.

Following a statement by the Prime Minister (Mr. Menzies) on January 18 that the Commonwealth Government had decided to discontinue advances under the Petroleum Oil Search Acts, the directors of Oil Search, Ltd., announced that the Government's decision will not affect the Co.'s present activities in Papua and New Guinea—it has never been subsidised.

PAPUAN APINAIFI PETROLEUM CO., LTD.

Mr. E. A. Kodyen, the Commonwealth Drilling Inspector, returned to Australia from a visit to

the Co.'s area in Papua in January, after advising regarding the layout of the major drilling plant. The erection of the plant is proceeding satisfactorily, and it is hoped to commence deep drilling operations in the near future.

(Continued overleaf)

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Therefore for your complete and lasting satisfaction, you are advised to transact all your precious metals business through the house of Garrett & Davidson.

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REGENT AND GEORGE STS., SYDNEY.

The Co. has entered into an agreement with the Commonwealth Government for advances to be paid to the Company under the Petroleum Search Acts of 1936, part of which has already been received, further amounts being payable from time to time as the work proceeds.

A further report from the directors in mid-February stated that the boilers for use with the major drilling plant hired to the company by the Commonwealth Government, have been placed in position. The foundations of the derrick have been completed, and the erection of the 136 ft. derrick commenced.

From New Guinea

BULOLO GOLD DREDGING, LTD.

DECEMBER production figures of Bulolo Gold Dredging, Ltd., New Guinea, are compared with the two previous months in the following table:—

	Oct.	Nov.	*Dec.
Cubic yards	1,646,000	1,619,000	1,543,000
Bullion, oz.	23,215	24,684	19,996
Gold, fine, oz.	16,018	17,032	13,797

Estimated working profit for December, 8,148 ounces of fine gold.

*No. 3 dredge was closed throughout December for alterations to the gold-saving equipment.

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Ltd., reported in February that the clean-up for January yielded

362 ounces of gold. This compares with 364 ounces in December and 201 ounces in November.

SANDY CREEK GOLD SLUICING, LTD.

The directors of Sandy Creek Gold Sluicing, Ltd., declared a dividend of 2d. per share on February 8.

January production figures are compared with the three previous months in the following table:—

	Oct.	Nov.	Dec.	Jan.
Cubic yards	24,238	18,920	14,267	21,214
Gold, oz.	255	243	240	203
Per cubic yard ..	1/7	1/11	2/6½	1/6½
Working cost	/11	1/-	—	1/1½

NEW GUINEA GOLDFIELDS, LTD.

A progress report issued on January 22 by the Mining Trust, Ltd., consulting engineers to New Guinea Goldfields, Limited, compared the production and profit for October, November and December as follows:—

	Oct.	Nov.	Dec.
Eddie Creek mill:—			
Ore, tons	3,009	2,703	2,981
Gold, oz., fine ..	891	748	789
Silver, oz., fine ..	7,321	6,108	5,369
Alluvial:—			
Gold, oz., fine ..	1,734	1,763	1,341
Silver, oz., fine ..	1,224	1,216	950
Golden Ridges mill:—			
Tons treated	2,326	2,500	2,268
Gold, oz., fine ..	971	1,186	1,108
Silver, oz., fine ..	1,070	1,363	1,235
Operating profit:—			
Eddie Creek, £ ..	1,226	*144	132
Alluvial, £	5,788	5,236	4,191
Golden Ridges, £ ..	1,644	3,440	3,123
Loss,			

For the quarter ended December 31 the estimated operating profit from Koranga Alluvials was £3,432. The work done was mainly the removal of over-burden.

Quotations For Islands Mining Shares

FIJI

Mid-Aug. Mid-Nov. Mid-Feb.

Emperor Mines ..	b9/11	b10/10	b16/-
Loloma	s25/6	b25/3	b36/-
Mt. Kasi	b2/9	b3/-	b4/6

NEW GUINEA

Bulolo G.D.	b£6/4/-	b£6/11/-	b£6/12/6
Enterprise of N.G.	b27/6	b12/6	b17/6
Guinea Gold	b13/3	b14/3	b14/3
N.G.G., Ltd.	b1/10	b2/9	b2/-
Oil Search	s3/11	b3/11	b5/1
Placer Dev.	b£3/8/6	s£3/14/6	b£3/18/6
Sandy Creek	b1/5	b1/3	b1/-
Sunshine Gold ..	b6/5	b9/-	b7/4

PAPUA

Cuthbert's	s16/6	b18/-	b17/-
G.M. of Papua ..	b6d	b4½d	s3d
Mandated All.	b3/8	b3/8	s4/-
Oriomo Oil	b5/-	b4/6	b8/-
Papuan Apinaipi ..	b4/11	b5/6	b5/3
Yodda Goldfields ..	b1/3	b1/4	b1/7

A WINE TRAGEDY IN TAHITI

BY "OPOA"

WINES are of many qualities, and exhibit as many personalities as do those who drink them.

There are the coarse, plebeian wines that have the robust body and the ribald humour of the labourer in the fields. There are bourgeois wines, that mingle in their substance the turmoil of the market-place with the flavour of ambition.

Finally, there are those wines of rare delicacy and subtle fineness, which distinguish them as true patricians.

In a class by themselves are a small company of wines of virtues so exalted, of flavour so exquisite that they rank as princes of the vineyards. One of these is a golden wine of France. In it have been distilled the gentle poetry of the troubadours, the nectar of the faeries, the attar of the roses of Languedoc.

A small supply of this wine (of a very good year) was once brought to Papeete, and some of it came into the hands of an acquaintance of the writer.

This man knew the virtues of his possession. Only on the most especial occasions, and for appreciative palates, was a bottle brought to the table. One such occasion was the celebration of the birthday of a very dear member of his family.

Many were there whom the host knew to be far from critical judges of wine; but he was convinced that the flavour of this matchless vintage would captivate the most indifferent palate.

Reverently the golden liquid was decanted into each wine glass. One after another each guest raised his glass to his lips and savoured its contents.

The sigh of ecstasy the host awaited was never breathed. Instead, a hand reached for a bottle of cognac which stood on the table. The bottle was uncorked and passed from hand to hand. The host stared, incredulous.

Tonnerre! They were pouring cognac into that princely wine!

Our acquaintance has since given many a dinner with the same guests about his tables; for they are cherished and valued friends.

The wine which accompanies the meat is brought from obscure vineyards in vast demijohns, and is of the quality which "biteth like a serpent and stingeth like an adder." The host beams over a board where contentment reigns, and sights of appreciation delight his ears.

His reputation as a connoisseur of wine—so grievously eclipsed at that memorable birthday dinner—is now re-established on unshakable foundations.

PRICE OF GOLD

(Australian Official Quotations)

	Fine oz.	Standard oz.
October 2, 1939 ..	£10/11/-	£9/13/5
November 6	£10/11/-	£9/12/5
December 4	£10/12/6	£9/14/9½
December 11	£10/12/6	£9/14/9½
December 18	£10/12/6	£9/14/9½
December 25	£10/12/6	£9/14/9½
January 1, 1940 ..	£10/12/6	£9/14/9½
January 8	£10/12/6	£9/14/9½
January 15	£10/12/9	£9/15/0¼
January 22	£10/12/9	£9/15/0¼
January 29	£10/12/9	£9/15/0¼
February 5	£10/12/9	£9/15/0¼
February 12	£10/13/3	£9/15/5¾

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RIDDLE OF THE PACIFIC

Another Man "Solves" Easter Island

A STATEMENT was broadcast by the press associations early in February, to the effect that an anthropologist named Heyerdahl claimed that he had solved the riddle of Easter Island. He indicated that he definitely links the Polynesians with the Haida Indians of Vancouver Island (in Western Canada).

This will be received with scepticism by the majority of people who are interested in this subject—especially because Mr. Heyerdahl is not an anthropologist who is very well-known, and also because he is adopting the ruse (well-known in publicity) of "with-holding the details for three months".

Mr. Heyerdahl evidently is going to support the theory that there is a clear-cut connection between the Polynesian peoples—concerning whose origin there has been a good deal of speculation—and the Indian tribes of America.

All the evidence is against him. A great mass of facts, and the greater part of the anthropological argument, make it clear, almost beyond doubt, that the Polynesian people have their origin in southern Asia, where they were related to Caucasians, Negroids and Mongols—and that they came into the Pacific in a series of waves or migrations. Certain facts indicate that there was some later connection between the Polynesians of the far eastern islands (French Oceania probably) and South America, but it was only a slight connection—the introduction of one or two plants—and it definitely did not affect the racial history of the Polynesians.

So far as Easter Island is concerned, the more one reads the books of the savants, the greater becomes the riddle. For instance, in front of this writer, at this moment, there is not only the cuttings referring to Mr. Heyerdahl, but there are also the following:—

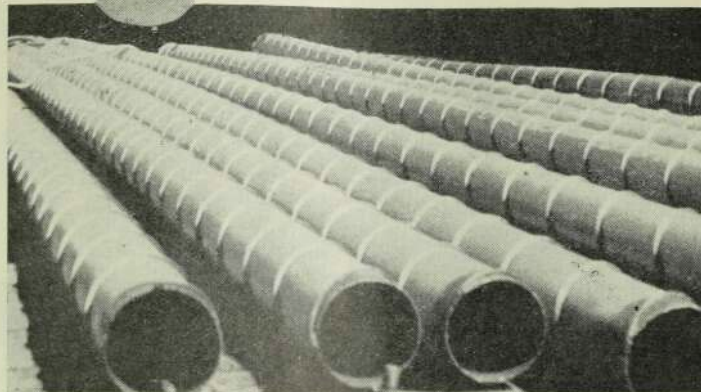
An article in the mid-1939 issue of the Journal of the Polynesian Society, in which Senor J. Imbelloni, of the Argentine Museum of National History, traces a close relationship between the ancient writings of the Indus and the mysterious script carved on the rocks of Easter Island.

A series of newspaper cuttings of 1938, in which Professor C. Tauber, of Zurich, described as a distinguished author and anthropologist, stated that he had made a close study of the script on Easter Island, and had been successful in reading the inscriptions on most of the tablets, and he was satisfied that the latter had a Melanesian origin. He said that within a few months he would officially announce the fact that he had solved the mystery of the Easter Island script—but nothing has been heard of him since.

In "L'Océanie Française" (which is the monthly bulletin of the Committee of French Oceania, published in Paris) of January, 1938, page 10, there is an article in which Dr. Werner Wolf, a young German scientist, declares that he also has read the Easter Island inscriptions, and he finds a singular resemblance between the latter and ancient Egyptian hieroglyphs.

So, among the lot of them, what is a poor journalist to do? The simplest plan is to leave Easter Island as a subject of speculation and mystery, and still give it the heading, "The Riddle of the Pacific".

SAVINGS



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Because Goodweld pipe is light in comparison with other pipes designed to carry similar pressures, very considerable savings in shipping freights and land haulage charges are possible.

Saving No. 3. LONGER LIFE IN SERVICE.

Goodweld Steel Pipe resists corrosion and possesses great strength due to the reinforcing spiral rib providing it with longitudinal stiffness and great resistance to crushing under external load. Longer life means less maintenance and fewer renewals.

IN ADDITION the lighter weight of Goodweld pipe reduces field handling and laying costs besides speeding up the work as Goodweld is exceptionally easy to instal even in close quarters.

Compare with other piping and you will find Goodweld costs less per foot to buy, to ship and to haul, less to handle and less to maintain.

Four types available covering light and heavy duty service. Diameters from 5 in. upwards in dead straight 30 ft. lengths. Joints—supplied with prepared ends ready for field welding; with flanges or with spigots and faucets for joining with lead or push-in rubber rings. Protective coatings and linings include: Galvanising inside or out or both; concrete lined or ready for lining; Bituminous coated or lined to any specification.

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No. 2, with Heavier Type Morse Key: 30/6. Pendograph Bug Key: 70/6. Adjustable Key (only), 12/6. High Pitched Buzzers, 4/6, 7/6, 12/6.

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RADIO ACCUMULATORS.

2 Volt, 110 Amp.	16/6
2 " 150 " "	19/6
4 " 65 " "	29/6
4 " 90 " "	21/9
6 " 90 " "	26/6
6 " 110 " "	45/6
6 " 130 " "	52/6
6 " 150 " "	58/3
6 " 170 " "	67/6

AUTO ACCUMULATORS.

6 Volt, 9 Plate 60 Amp.	31/9
6 " 13 " 90 " "	40/6
6 " 13 " 103 " "	44/6
6 " 17 " 116 " "	51/6
12 " 7 " 50 " "	49/3
12 " 9 " 60 " "	65/9

HOME LIGHTING ACCUMULATORS.

2 Volt, 120 Amps.	19/6
2 " 210 " "	35/3
2 " 200 " "	40/6

Morse Code High Pitched Tone Buzzer, 1/9. Bakelite Case. British.

Sandown Spinning Wheel Race Game with Betting Cloth and Handsome Carrying Cabinet, £5/5/6. Full Directions.

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Dart Boards, 4/6, 8/6, 10/6, 15/6. Brass Competition Darts, Set of 3, 4/11, 4/6, 5/6. Monopoly, 10/6. Totopoly, 10/6. Buccaneer, 10/6. 3 of the World's Most Popular Games. Chinese Checkers, 3/6, 4/6, 8/6. Tripoly Card Game, 5/6. De Luxe Model Game, 10/6. Poker Rummy, 1/6. Pot-Lux, 1/6. Playing Card Lotto, 1/6. We Stock All Kinds of Indoor Games. Send for Booklet.

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Belgian Lightning Arrestor Switch, 5/6. COWBOY REVOLVERS. Like the Real Thing, 5/9. Flash Handies.

BOOKS! BOOKS! BOOKS! The Beginners' Book of Radio. The Radio Beginners' Dictionary, 2/- the 2. The Wireless Constructor's Encyclopedia. Giant size, 7/6. Newnes "Everyman's" Wireless Book, 5/6. The Book of Practical Radio, also The Book of Practical Television, 8/6 each. Foulsham's Giant "Party and Fun Book", 1/6. Humorous Stories and Recitations, 3/9. Card and Conjuring Tricks, 3/9. Tea-Cup Fortune Telling, 3/9. 100 Party Games for Old and Young, 1/9. Popular Magic and Amateur Conjurer, 1/9. 50 Best Party Games, 1/6. Tricks with Cards, 1/6.

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0 to 30 milli amps. Valve and Circuit Tester, 6 to 6. 0 to 240 volts. "EMICOL" Bench Type Meter, 30/6. Complete with leads, 0 to 30 milli amps., to 60 to 150 volts. Reads obmages. French make.

2 to 3 Extendable Focussing Torch, Nickel Case, 10/6, with Dimmer. Day Light Globes and Reserve Globe with Holder in Base of Torch Case. Fitted Belt or Finger Grip. Worth 21/6. Now 10/6.

1,500 ft. Beam Nickel Focussing Torch, 6/6.

48/6

Just arrived from the maker in London, "Cosmograph" De Luxe Crystal Pick-up, with Built-in Vol. Control, 48/6. Write for List of Pick-ups.

Gramophone Pick-up Heads. Goldring English Pick-up Heads. Suit and Fit all Gramophone Tone Arms. Type 44/4 Pick-up Head with Built-in Volume Control: 19/6. Type 44/5 Pick-up Head, 21/6. Type 33/3 Pick-up Head, with Volume Control attached: with Highly Polished Nickel Finish: 18/6. Bakelite Cased Pick-up Head: 19/6.

Play, Talk, Sing, Joke through your Radio. Great Fun. Batteryless type Microphone for Hand Holding or Hanging, 22/6. Complete with lead, fixed in a second. Others, 12/6, 15/6, 17/6, 25/6, 28/6, 32/6. All plus 1/9 for Battery and 1/6 for 20 ft. Cord. Write for full detailed list.

B.G.E. Table Type Microphone. Highly recommended for Amateur or Professional use. Built-in Transformer and Battery with Volume Control incorporated. Just plug into pick-up terminals of any set. 39/6.

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Australian Short Wave Broadcast

A NATIONAL Short Wave Programme is broadcast daily from Lyndhurst, near Melbourne, Victoria, for listeners in the Western Pacific. Call signs: Before 5.15 p.m. VLR3; after 5.30 p.m. VLR. Wave lengths: Before 5.15 p.m. 25.25 metres; after 5.30 p.m. 31.32 metres. Frequencies: Before 5.15 p.m. 11850 Kcs.; after 5.30 p.m. 9580 Kcs. Power: 2 Kilowatts.

DAILY — WEEK DAYS

(Subject to Alteration Without Notice.)

a.m.
6.30 Market Reports.
6.50 News Bulletin.
7.05 Physical Exercises.
7.15 Music.
7.45 News.
8.00 Music.
9.30 Story.
10.00 Daily Devotional Service.
10.15 Close.
12.00 Time Signal & Broadcast to Schools.
p.m.
12.20 Wheat and Grain Report.
12.25 Stock Exchange Reports.
12.40 Commentary by "The Watchman."
12.55 Overseas News.
1.00 Australian News.
1.30 News.
1.35 Afternoon Musical Programme.
4.15 Overseas News.
5.15 Close.
5.30 Children's Session.
6.15 Dinner Service.
7.00 News.
7.15 News Commentary.
7.45 Talk ("The Watchman"—Tuesdays).
9.30 Overseas News.
11.00 Music.
11.50 Late News.
12.00 Dept. of Information Service.
12.30 Close.

EVERY SATURDAY

1.40—5.30 Description of current sporting and athletic events, interspersed with music.
12.00 Close.

EVERY SUNDAY

a.m.
6.45 Music.
6.50 News.
7.00 Music.
8.30 Brass Band Music.
9.00 News.
9.10 Sporting Session.
9.30 "In Quires and Places Where They Sing".
10.00 Light Ensemble.
10.15 Book Reviews.
10.30 New Releases (Recorded).
11.00 Divine Service.
p.m.
12.15 Great Pianists.
12.55 News Session.
1.00 Luncheon Music.
1.30 Close.
3.00 Re-open—Classical Compositions.
7.00 News.
7.15 Talk on "International Affairs".
9.30 News Service.
10.50 Late News.
11.00 Close.
12.00 Dept. of Information Service.
12.30 Close.

MARCH 1 TO 31

Mar. 1 (Fri.)—8 p.m. Light Orchestral Programme; 8.30 Tasmanian Wireless Chorus; 8.45 "Other Men's Jobs"; 9 Jim Davidson's Band; 10 Play—"The Drovers".
Mar. 2 (Sat.)—1.35 p.m. Sydney & Melbourne Races; 7.50 "Music Hall Memories"; 9.15 Orchestra & Vocalist; 11 Recorded Celebrities.
Mar. 3 (Sun.)—7.30 p.m. Ballad Music; 8 Play—"Pursuit"; 9 Isadore Goodman Ensemble; 10 Choral Praise.
Mar. 4 (Mon.)—1.35 p.m. Ascot Races; 8 Radio Serial; 9 A.B.C. Dance Band; 9.45 Light Ensemble; 10.15 The Mastersingers.
Mar. 5 (Tues.)—1.35 p.m. Flemington Races; 8 Opera; 9.45 Brass Band Recital; 11 Harry Bloom's Band.
Mar. 6 (Wed.)—8 p.m. Feature—"Gentlemen Be Seated"; 8.30 Play; 9.45 Austral Trio; 10.15 Story; 11 Famous Dance Bands.

Mar. 7 (Thurs.)—1.35 p.m. Flemington Races; 8 A.B.C. Concert Hour; 9 "Emma & Erbert"; 9.10 "Colour Canvas"—Musical Feature; 9.45 Vocal Recital; 10 Modern Composers; 11 Jim Davidson.
Mar. 8 (Fri.)—8 p.m. National Military Band; 8.30 Sefton Daley (Pianist); 9 "These were Hits"—Jim Davidson; 10 Revue.
Mar. 9 (Sat.)—1.35 p.m. Sydney & Melbourne Races; 7.50 "Music Hall Memories"; 8.15 Adolph Mann (Pianist); 8.30 Talk; 8.45 Orchestral Concert; 11 Dance Music.
Mar. 10 (Sun.)—8 p.m. Play—"Alcestis of Euripides"; 10 Choral Praise.
Mar. 11 (Mon.)—8 p.m. Serial; 9 Jim Davidson; 9.45 Australian Composers.
Mar. 12 (Tues.)—1.35 p.m. Ballarat Miners Races; 8 Opera; 10 Light Ensemble.
Mar. 13 (Wed.)—1.35 p.m. Kyneton Races; 8 "Gentlemen Be Seated"; 8.30 Play; 9.45 Sydney String Quartet; 11 Jim Davidson's Band.
Mar. 14 (Thurs.)—1.35 p.m. Yarraglen Races; 8 A.B.C. Concert Hour; 9 "Emma & Erbert"; 9.10 Colour Canvas; 9.45 Vocal Recital; 10 Modern Composers; 11 A.B.C. Dance Band.
Mar. 15 (Fri.)—8.30 p.m. Ballad Recital; 8.40 Brass Band; 9 Jim Davidson; 10 Two Piano Recitals; 11 Light Ensemble.
Mar. 16 (Sat.)—1.35 p.m. Race Descriptions; 7.50 Music Hall Memories; 8.15 Sydney Symphony Orchestra, conducted by Georg Schneevoigt; 9.45 Harold Williams (Baritone); 11 Dance Music.
Mar. 17 (Sun.)—8 p.m. Play—"There's Always Juliet"; Austral Trio; 9.20 Male Quartet; 10.25 Piano Recital.
Mar. 18 (Mon.)—1.35 p.m. Ascot Races; 8 Radio Serial; 8.30 National Military Band; 9 Jim Davidson.
Mar. 19 (Tues.)—1.35 p.m. Seymour Races; 8 Opera; 10 "Sarabande and Serenade".
Mar. 20 (Wed.)—1.35 p.m. Ascot Races; 8 "Gentlemen Be Seated"; 8.30 Play—"Red Sky at Morning"; 9.45 Harold Williams (Baritone) and Dorcas McLean (Violinist); 10.20 Talk; 11 Jim Davidson's Dance Band.
Mar. 21 (Thurs.)—8 p.m. Recital by William Thomas (Baritone); 8.15 Sydney Symphony Orchestra (Georg Schneevoigt); 9.45 Orchestral Concert; 10.15 Talk.
Mar. 22 (Fri.)—5 p.m. Nora Coalstad (Pianist) & Alice Mallon (Soprano); 6.45 Pianoforte Re-

cital; 7.30 Light Ensemble; 7.45 Play; 8.15 "Elijah".

Mar. 23 (Sat.)—1.35 p.m. Races and Description of Stawell Gift Athletic Heats; 7.45 "Misadventures of Mo"; 7.50 "Music Hall Memories"; 9.45 Adelaide Flute Quartet; 10 "Music by Candlelight"; 11 Recorded Celebrities.

Mar. 24 (Sun.)—8 p.m. Play—"The Informer"; 10 Choral Praise.

Mar. 25 (Mon.)—1.35 p.m. Race & Athletic Descriptions; 8 Radio Serial; 8.30 National Military Band; 9 Jim Davidson; 10 String Ensemble.

Mar. 26 (Tues.)—1.35 p.m. Epsom Races; 8 Wilfred Thomas (Baritone); 8.15 Georg Schneevoigt & Sydney Symphony Orchestra.

Mar. 27 (Wed.)—1.35 p.m. Moonee Valley & Randwick Races; 8 "Women and Song"; 8.30 Play—"Spinney Under the Rain"; 9.45 Light Ensemble; 10.15 Story; 11 Jim Davidson's Band.

Mar. 28 (Thurs.)—8 p.m. A.B.C. Concert Hour; 9 "Emma & Erbert"; 9.10 Musical Feature—"Colour Canvas"; 9.45 Vocal Recital; 10 Modern Composers; 11 Harry Bloom's Band.

Mar. 29 (Fri.)—8 p.m. Military Band; 8.30 Violin Recital; 8.45 Wilfred Thomas (Baritone); 9 "These were Hits"—Jim Davidson; 10 Orchestral Programme; 11 Dance Music.

Mar. 30 (Sat.)—1.35 p.m. Race Descriptions; 7.45 "Misadventures of Mo"; 7.50 Music Hall Memories; 8.15 Recital by Maria Markan; 9.20 Apollo Quartet; 9.45 Revue; 11 Dance Music.

Mar. 31 (Sun.)—8 p.m. Play—"To the Public Danger"; 9 Vocal & Violinist Recital; 9.45 "In the Public Eye".

Mr. A. H. Wilson, Commissioner of Lands for the Solomon Islands Administration, returned to the Territory by the "Malaita" recently after three weeks in Sydney. He was appointed Commissioner in October last, after 21 years in the Administration.

Mr. P. H. Nightingale, District Commissioner in Fiji, sailed from Suva with Mrs. Nightingale, for England, in January.

Generate your own Electricity with a JOHNSON IRON HORSE GENERATOR

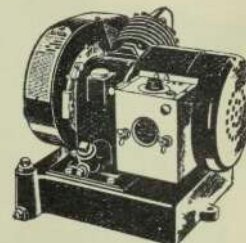
- Electricity for LIGHTING.
- Power for RADIO.
- Power for Battery Charging.
- 300 WATTS ● 12 VOLTS

Lights 12 25-Watt Globes.

Don't be any longer without the boon of to-day's civilisation—Electric Light, which is now available to everyone with the low-priced dependable generator. Charging operates immediately the electric starting button is pressed, and by turning a knob the output is controlled from nothing to 300 watts. Electric Light (with the Johnson Generator) costs you less than the messy, dangerous, old-fashioned lamps—you can use 3 lights for 3½ hours every night at a cost of approximately 1/- per week.

Here are some of the more important features:

300 watts—12 volts—lights 12-25 watt globes—electric starting—full range control—special built-in generator powered by a Johnson Iron Horse 4-cycle petrol engine—automatic cut out disconnects when not running—quiet operation—minimum vibration—shielded ignition—suction carburettor.



Cash ex Unit
Price bond Only

£19/5/-

With Batteries, £24/10/-.
Approx. Cost per Point
for Material only 15/6.
Weight when packed
100 lb.

Write for illustrated
leaflet giving complete
details.

NOCK & KIRBY Ltd.

BOX 4250Y G.P.O., SYDNEY.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in mid-February:—

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.
£ s. d.	£ s. d.	
Telegraphic transfer	110 15 0	112 0 0
On demand	110 12 6	111 17 6

NEW CALEDONIA—THROUGH FRENCH BANK

Drafts, Sydney-Noumea and Noumea-Sydney, are on basis of current rate of exchange on Paris, less 3/4 per cent. (approx.) either way. As quoted by the Comptoir National d'Escompte de Paris, in Sydney, and the Banque de l'Indo-Chine, Noumea. On February 12, when the Australian £ was nominally worth 139.75 francs, £100 Australian would purchase a draft in Noumea of 13,800. (Subject to Exchange Control Regulations.)

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.

	Francs to £
Average for week ended 22/1/40	137.99
Average for week ended 29/1/40	138.29
Average for week ended 5/2/40	138.49
Average for week ended 12/2/40	138.49

Australia on Noumea

	Francs to £
Average for week ended 22/1/40	137.44

Average for week ended 29/1/40	137.74
Average for week ended 5/2/40	137.94
Average for week ended 12/2/40	137.94

The above are nominal only—no business has been transacted on that basis.

WESTERN SAMOA—THROUGH BANK OF N.S.W.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying, £A99/12/6; selling, £A100/2/6.

Exchange, Samoa on London, basis £100 in London:—

	Buying.	Selling.
£ s. d.	£ s. d.	
Telegraphic transfer	123 10 0	125 7 6
On Demand	122 18 9	125 2 6
30 days	122 8 9	124 17 6
60 days	121 18 9	124 12 6
90 days	121 8 9	—
120 days	120 18 9	—

NEW GUINEA AND PAPUA—THROUGH BANK OF N.S.W.

Australia on Port Moresby and Samarai, Papua, 10/- per cent. premium each way, equivalent to commission of 10/- per cent.; Australia on Rabaul, 10/- per cent. premium. All other places 20/- per cent.

Papua and New Guinea on London: Same as Australia on London and vice versa.

THROUGH COMMONWEALTH BANK

From Australia, Port Moresby and Samarai, 10/- per cent.; on Rabaul, 10/- per cent.—Other Papua and New Guinea districts, £1 per cent. From Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

The output of dry rubber from Kaitaki Para Rubber Estates Ltd., Papua, for January was 43,621 lb., compared with 43,080 lb. for the previous month.

ISLANDS PRODUCE

THE following quotations were obtained in Sydney in mid-February:—

Coffee

Robusta, f.a.d., imported from Java on firm conversion of exchange, c.i.f., prompt shipment. Sydney: Quote No. 1: 19/3/- per cwt. Quote No. 2 (based on 12 guilders to £): 21/6/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. Quote No. 1: Grade "A", 65/-; grade "B", 63/-; grade "C", 57/-; Triage, 52/6-. Quote No. 2: Grade "B", 64/-; grade "C", 52/-.

Mysore, f.a.q., c.i.f., Sydney, per cwt. No. 1 quotations: Grade "A", 76/-; grade "B", 74/-; Triage, 67/- No. 2 quotations: Jan-Mar. shipment, Grade "A", 73/-; grade "B", 66/-; grade "C", 62/6-; Triage, 61/-.

Arabian (Aden) Hodeidah, f.a.q., c.i.f., Sydney. No. 1 quotation, 79/- stg. per cwt. No. 2 quotation, 78/- per cwt.

Purely nominal as sterling rates of exchange have been fluctuating.

*Extra freight and war risk for buyer's account.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. prices for kapok in mid-February were:—Average Java, 5 3/16d. per lb., and Prime Japara, 5 15/32d. per lb.

Ivory Nuts

No. 1 quotation: £7 per ton, f.o.b.
No. 2 quotation: £7 per ton, f.o.b., Sydney.
Quotations nominal.

Cocoa

New Guinea Cocoa: Quote No. 1: £40 per ton. Quote No. 2: £39 per ton.

Accra, good fermented: £31 stg.

Rice

Rangoon rice, packed in 100 lb. bags, £16 per ton; 200 lb. sacks, £15/15/- per ton.

Australian table rice, packed in 56 lb. bags, £20 per ton.

Trochus Shell

Owing to Japan's restrictions on overseas credits, there have been no sales for some time.

The following are nominal quotations from three Sydney sources:—

	£	£	£
No. 1 grade	76	77	80
No. 2 grade	65	66½	70
No. 3 grade	52	52	56

All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell

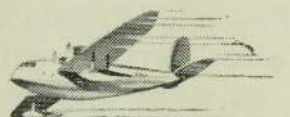
Sydney agents report that since the outbreak of war, no public sales of Mother of Pearl shell have been held in London. Last ruling prices were:—Torres Strait shell, from 110/- per cwt. B Stout medium to 15/- per cwt. for EE rejections; Black Edged Tahiti, no market; Black Edged Fiji, 20/- for small to bold and 5/- for defective and broken.

Green Snail Shell

Green snail shell, quoted nominally by Sydney buyers:—Quote No. 1: £40; No. 2: £50.

Miss J. Flint arrived in Western Samoa from New Zealand in January to take over the duties of Matron at the Apia Government Hospital, replacing Miss A. M. Becker, whose term of service has expired. Miss B. Lindop has also joined the nursing staff, taking the place of Miss V. L. Brown, who returned to N.Z. by the January "Maui Pomare".

INSIDE AND OUTSIDE AUSTRALIA



CARRY

BANK OF NEW SOUTH WALES

TRAVELLERS' CHEQUES

Market Quotations

Copra

London Price on—	South Sea, Sun-dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton c.i.f.
January 1, 1932	£14 0 0	£14 15 0
June 17	£13 2 6	£13 5 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
June 15	£8 0 0	£8 12 6
September 7	£7 12 6	£8 15 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
June 7	£11 15 0	£12 7 6
September 6	£9 17 6	£10 17 6
December 6	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to Genoa Per ton, c.i.f.	South Sea, Sun-Dried Hot-air Dried, to London Per ton, c.i.f.	Plantation, Rabaul Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£14 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
June 5	£11 10 0	£12 0 0	£12 17 6
Sept. 4	£13 2 6	£13 10 0	£14 12 6
Dec. 4	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6

Mar. 5	£19 0 0	£19 5 0	£20 0 0
June 4	£15 15 0	£15 12 6	£16 12 6
Sept. 3	£13 5 0	£13 5 0	£14 0 0
Dec. 3	£12 10 0	£12 12 6	£13 7 6
Jan. 7, '38	£12 12 6	£12 15 0	£13 12 6
Feb. 4	£11 2 6	£11 10 0	£12 7 6
Mar. 4	£10 17 6	£11 0 0	£12 0 0
Apr. 1	£10 10 0	£10 12 6	£11 10 0
May 6	£10 17 6	£10 17 6	£11 17 6
June 3	£9 15 0	£9 15 0	£10 12 6
July 1	£9 17 6	£9 17 6	£10 17 6
Aug. 5	£9 15 0	£9 15 0	£10 15 0
Sept. 2	£9 10 0	£9 10 0	£10 10 0
Oct. 7	£9 2 6	£9 2 6	£10 2 6
Nov. 4	£8 12 6	£8 12 6	£9 10 0
Dec. 2	£9 5 0	£9 5 0	£10 2 6
Jan. 6, '39	£9 12 6	£9 15 0	£10 10 0
Jan. 27	£9 7 6	£9 10 0	£10 5 0
Feb. 3	£9 10 0	£9 12 6	£10 10 0
Feb. 24	£9 17 6	£10 2 6	£11 0 0
Mar. 3	£10 0 0	£10 2 6	£11 0 0
Mar. 17	£9 15 0	£9 17 6	£10 17 6
Mar. 24	£9 15 0	£9 17 6	£10 17 6
Mar. 31	£9 12 6	£9 15 0	£10 15 0
April 6	£9 12 6	£9 15 0	£10 15 0
April 14	£9 10 0	£9 12 6	£10 12 6
April 21	£9 10 0	£9 12 6	£10 12 6
April 28	£9 17 6	£10 0 0	£11 0 0
May 5	£10 0 0	£10 5 0	£11 0 0
May 12	£10 5 0	£10 10 0	£11 5 0
May 19	£10 5 0	£10 7 6	£11 2 6
May 26	£10 7 6	£10 10 0	£11 7 6
June 2	£10 7 6	£10 10 0	£11 7 6
June 9	£10 5 0	£10 10 0	£11 7 6
June 16	£9 15 0	£10 0 0	£10 17 6
June 23	£9 10 0	£9 15 0	£10 15 0
June 30	£9 5 0	£9 7 6	£10 7 6
July 7	£9 2 6	£9 7 6	£10 5 0
July 14	£9 0 0	£9 5 0	£10 0 0
July 21	£8 15 0	£8 17 6	£9 12 6
July 28	£9 0 0	£9 2 6	£10 0 0
Aug. 4	£9 2 6	£9 5 0	£10 5 0

Aug. 11	£9 2 6	£9 5 0	£10 5 0
Aug. 18	£9 0 0	£9 2 6	£10 5 0
Aug. 25	£9 5 0	£9 7 6	£10 7 6
Sept. 1	£9 10 0	£9 12 6	£10 12 6
Sept. 8	Not quoted—outbreak of war.		
Sept. 15	[not quoted]		
Sept. 19	[not quoted]		
Sept. 22	[not quoted]		
Oct. 6	£11 15 0	[unquoted]	£12 15 0
Oct. 12	Fixed price based on £12/7/6 per ton, c.i.f. London, for plantation hot-air dried.		
Jan. 8, '40	Fixed price, until further notice, based on £13/5/- per ton, c.i.f. London, for plantation hot-air dried.		

Rubber

London Price on—	Para, per lb.	Plantation Smoked, per lb.
January 6, 1933	4½d	2.43d
July 7	5½d	3.71d
December 8	4½d	4.0½d
January 5, 1934	4½d	4.28d
July 6	5½d	7.06d
December 28	5d	6½d
January 4, 1935	5d	6½d
July 5	5d	7½d
December 6	6½d	6½d
January 3, 1936	6½d	6½d
June 5	9d	7½d
December 4	1/-	9 1-16d
January 8, 1937	1/2	10½d
June 4	11d	9 5-8d
December 3	7½d	7½d
January 7, 1938	7½d	7d
July 1	8½d	7½d
December 2	7½d	8d
January 6, 1939	7d	8½d

(CONTINUED OVERLEAF)

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FOR THE ISLANDS TRADE

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March 3	7½d	8 5-16d
April 6	7d	8d
May 5	7½d	7 15-16d
June 2	7½d	8 5-16d
July 7	7½d	8½d
August 4	7½d	8½d
September 1	[not quoted]	
September 8	9½d	9½d-10d
September 15	[not quoted]	
September 29	11d	9½d
October 6	11d	9 9-16d
October 13	11d	10½d
October 20	11d	10½d
October 27	11d	10 13-16d
November 3	11d	10½d
November 10	11½d	11 3-16d
November 17	11½d	10.03½d
November 24	11½d	11.5½d
December 1	12d	11½d
December 8	13d	11½d
December 15	13d	11.9½d
December 22	13d	11.8½d
December 29	13d	11.65½d
January 5, 1940	13d	11.6%
January 12	13d	11.8½d
January 19	13d	12d
January 26	13d	11.9½d
February 2	13d	11½d
February 9	13d	12½d

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Springwood Ladies' College

Est. 1897. Kindergarten to Leaving Certificate. Tennis, Riding, Swimming, Team Games. Unequalled climate. Pure Jersey Milk. Senior and Junior Houses. Open-air sleeping. Inclusive fees. Special vacation arrangements for Island pupils.
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FASHIONS OF POLYNESIA

Memory of Halley's Comet

BY A. C. ROWLAND

WHEN we old residents of the South Pacific see photographs of our Islands beauties arrayed in the latest creations of the Rue de la Paix and Queen Street, Auckland, it is borne upon our minds how—during recent years—civilisation has infiltrated into our once primitive paradise, seized upon our Islands womenfolk, and reduced them to that standardised dead-level where the Colonel's Lady and Judy O'Grady can be distinguished only by their escorts.

We do not think our Tahitian women are improved by this change of fashion. Their old costumes were distinctive, and they had rare good taste in the choice of colours, that blended with and set off to advantage the golden beauty of their complexions.

This encomium cannot, however, be bestowed on the apparel of Islands groups more or less distant from the Society Archipelago.

Many years ago, when we were sojourning at Raiatea, a princess of one of these distant islands, with a numerous retinue, came on a state visit to the high chiefs of the Leeward Group.

Solomon in all his glory, the bird of paradise of the New Guinea forests, the drum major of the Guards' band, would have become dim, drab shadows beside this royal lady and her handmaidens as they landed, in the full glare of the mid-day sun, arrayed in green, yellow and purple of shades, which caused retina shock followed by flashes of fire before the vision, lasting for hours.

This dazzling display was the sunset glory of an ancient custom. True, there have been other royal visits. But never since that time have the Islands witnessed the ceremony and ritual, the gaiety and carnival which attended a royal progress of the olden time.

Mingling with the crowds gathered to see the stately ceremonies of reception and exchange of gifts; the joyous abandon of the native dances; and to hear singing by the massed choirs; the writer gained his first perception of the immaculate cleanliness of the Tahitians. Vivid memories of miscellaneous assemblages in his native land, generously leavened with the Great Unwashed, caused in him an uneasy expectation of olfactory discomfort when he entered that closely-packed company of Raiateans on a hot tropical night. To his surprise and delight the air was sweet with the fragrance of Island gardenia, the native pua blossom, and nothing else.

Civilisation has since introduced the nauseous, synthetic perfumes derived from coal tar elements, and one now needs a gas mask in a massed assembly. But at Raiatea, when the princess was there, one seemed to be in the Garden of Allah.

The singing on that occasion surpassed anything we have ever heard in the Islands; both in the perfect blending of the voices and the melodic substance of the music. The majestic, original leit-motif woven and interwoven through the fabric of polyphonic harmonies have long been forgotten.

Once only have we heard singing in the Islands which matched the perfection of that festival at Raiatea.

It was at the time Halley's Comet was at the maximum of its brilliance. The night before it passed around the sun, those who were in the Southern Hemisphere at the time will remember the splendour of that spectacle—the broad band of the comet's train, arching the zenith from the eastern to the western horizons; an appearance not unlike, perhaps, the celestial aspect of the rings of Saturn viewed by a watcher on that unique planet.

Some ghoul of a scientist had alarmed the world by broadcasting the statement that the world was about to pass through the train of the comet and the deadly lethal gases of its composition would so poison the atmosphere that our planet would emerge from the transit as a vast mausoleum. This egregious nonsense had penetrated to Tahiti.

The average Polynesian does not fear death. He looks upon it with the same composure as he contemplates the miracle of birth, the marvel of sleep and the mystery of dreams. But this impending destruction, rushing in from the outer void like a Day of Judgment, stirred within him a profound awe and religious ecstasy. There was no panic. Quietly, the natives assembled at their meeting-houses.

Some of us went to Mamao—the assembly place of our district, where we spread mats on the lawn and lay—reflecting on the age-old history of that portent in the heavens and listening to singing by massed choirs, whose rapturous excitement so coloured their voices that they sounded like companies of archangels—until the angry red nucleus of the comet glaring in the eastern sky heralded the rising of the sun.

Then through the silence which fell as everyone watched the comet fade before the glory of the dawn, came a high, cracked voice from a region of fire and smoke far in the background: "E haere mai e iuu i te taofe" (Come and drink the coffee). Someone laughed. The tension evaporated and the world was normal again.

HOW TO DEAL WITH SILVERFISH

SILVERFISH have been causing havoc in the National Library at Canberra, and leading scientists were called in, and they succeeded in wiping out the pest with a poison paste which they compounded. The recipe is now made public. Here it is:—

First spray with fly-spray.

Then make a poison paste, comprising a mixture of 4 oz. flour and 6 oz. sugar in 40 oz. (1 quart) of warm water, adding and stirring in 5oz. barium fluosilicate.

Spread the poisoned paste with a paint brush on large sheets of thin cardboard, painting the paste on both sides. When dry, cut the cardboard into pieces about 2 in. by 3 in.

In an average room between 10 and 20 baits should be set in places where the silverfish abound—but out of reach of children. Leave undisturbed for some time.

Barium fluosilicate is a poison, and should be handled with care.

Mr. H. Hulek, of the Lands, Mines and Survey Department in Fiji, left Suva in January on six months' furlough.

SHIPPING SERVICES IN THE PACIFIC

THE shipping timetables which, presented in these pages, have been a feature of the "Pacific Islands Monthly" for nearly 10 years, may not, for obvious reasons, be published while Britain and France are at war. We regret the inconvenience to Islands residents; but war-time regulations must be complied with. Publication of the timetables will be resumed as soon as it is possible and practicable.

SYDNEY-PAPUA-NEW GUINEA

The motor-ships "Macdhui" and "Malaita", owned and operated by Burns, Philp and Co., Ltd., 7 Bridge St., Sydney, maintain a regular service.

PAPUA INTER-ISLAND SERVICES

The M.V. "Nusa" (Steamships Trading Co., Ltd., Port Moresby, Papua) and the M.V. "Lakato" (Burns, Philp and Co., Ltd.) carry on coastal and inter-island services.

NEW GUINEA INTER-ISLAND SERVICES

The S.S. "Malwara" and M.V. "Mullama" (Burns, Philp and Co. Ltd.) and the S.S. "Coombar", M.V. "Desikoko", M.V. "Duranbah", and S.S. "Mako" (W. R. Carpenter and Co. Ltd., 19 O'Connell St., Sydney) maintain inter-island services in the Mandated Territory.

HONG KONG—NEW GUINEA

The M.V. "Yunnan", operating for Colyer, Watson (New Guinea) Ltd., of Rabaul, carries on a regular service between Hong Kong and New Guinea. At Hong Kong, the vessel connects with the Blue Funnel liners running to Europe and the United Kingdom.

SYDNEY-PAPUA-N.G.-HONG KONG

The M.V. "Neptuna", owned and operated by Burns, Philp and Co., carries on a service.

SYDNEY-T.L.-DARWIN-SINGAPORE

The vessels "Marella" and "Merkur", owned and operated by Burns, Philp and Co. Ltd., carry on a regular service.

SYDNEY-PORT MORESBY-DARWIN

S.S. "Montoro" and M.V. "Tulagi" run regular services between Sydney and Darwin, via Port Moresby. Burns Philp & Co., Ltd., Agents.

SAIGON-JAVA-SOUTH SEAS-N.Z.-SYDNEY

The Dutch vessels "Maetsuycker" and "Tasman", owned and operated by the Royal Packet Navigation Co. Ltd., 255 George Street, Sydney, maintain a regular service.

SYDNEY-RABAU-HONG KONG

The vessels "Nellore", "Tanda", and "Nankin", owned and operated by the E. and A. Steamship Co. Ltd., 37 Pitt St., Sydney, carry on a regular service.

SYDNEY-PAPUA-B.S.I.-NEW GUINEA

The M.V. "Malaita", owned and operated by Burns, Philp and Co. Ltd., maintains a regular service.

SOLOMON ISLANDS INTER-ISLAND SERVICE

The A.S. "Mamutu" (Burns Philp (South Sea)

Co. Ltd.) operates among the Islands of the Group, on a regular schedule.

SYDNEY-LORD HOWE IS.-NORFOLK IS.-NEW HEBRIDES-B.S.I.

The S.S. "Morinda", owned and operated by Burns, Philp and Co. Ltd., carries on a regular service.

NEW HEBRIDES INTER-ISLAND SERVICES

The S.S. "Mirani" (Burns Philp (South Sea) Co. Ltd.) and M.V. "Polynesian" (Messageries Maritimes Co., 36 Grosvenor St., Sydney) carry on services among the islands of the Group.

SYDNEY-NOUMEA-NEW HEBRIDES-INDOCHINA

The French vessel "Pierre Loti", owned and operated by Messageries Maritimes Co., maintains a service.

NOUMEA-AUSTRALIA

The S.S. "Neo Hebrida" (Societe Maritime et Miniere Hagen, Noumea, New Caledonia) and the "Cap Tarifa", "Capitaine Illiaquer", and "Notou" (Societe Le Nickel, Noumea, New Caledonia), carry on services.

NEW CALEDONIA INTER-ISLAND SERVICES

The M.V. "La Phoque" (Societe des Iles Loyalty, Noumea, New Caledonia) maintains connection with the coastal ports of New Caledonia and with the islands of the Loyalty Group.

GILBERT AND ELLICE INTER-ISLAND SERVICES

The M.V. "Moamoa" (Burns Philp (South Sea) Co. Ltd.) and M.V. "John Bolton" (W. R. Carpenter and Co. Ltd.) connect with all islands in the Group.

SYDNEY-N.Z.-FIJI-SAMOA-HAWAII

The American liners "Mariposa" and "Monterey", owned and operated by the Matson Navigation Co., 12 Bridge Street, Sydney, maintain a service.

SYDNEY-N.Z.-FIJI-HAWAII

The liners "Aorangi" and "Niagara", owned and operated by the Union Steam Ship Co. of N.Z. Ltd., 247 George St., Sydney, maintain a service.

FIJI INTER-ISLAND SERVICES

The M.V. "Matafele" and M.V. "Yanawai" (Burns Philp (South Sea) Co. Ltd.) and the M.V. "Tui Cakau", M.S. "Adi Rewa", and M.S. "Tui Kauvaru" (Morris, Hedstrom Ltd., Suva, Fiji) carry on services among the islands of the Group.

CENTRAL PACIFIC SERVICES

The M.V. "Matua", owned and operated by the Union Steam Ship Co. of N.Z., Ltd., maintains a service between New Zealand, Cook Is.,

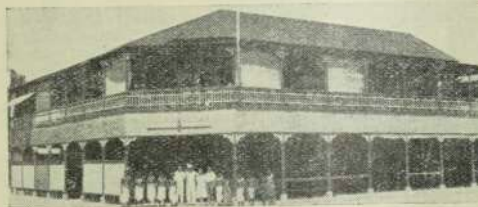
Stop Kidney Poisoning To-day

If you suffer from Rheumatism, Get up Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by removing cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Ask your chemist for Cystex today.

Cystex

GUARANTEED for Kidneys, Bladder, Rheumatism

COSMOPOLITAN HOTEL SAMARAI.



FIRST-CLASS ACCOMMODATION For

Tourists & Commercial
Electric Light,
Ballroom — Billiards
Freezing Works,
Cold Store.
Best Brands of Liquors
MODERATE TARIFF.
Fishing Trips and
Launch Excursions
Arranged.

WHERE TO STAY IN PORT MORESBY

HOTEL MORESBY



NEAR THE WHARF

MODERN
ACCOMMODATION
ONLY THE BEST
BRANDS OF
WINES, SPIRITS
AND BEERS
IN STOCK.

LICENSEE:

Hotel Moresby
Ltd.

The PAPUA HOTEL

Catering specially for
Tourists and Travellers.



Licensee: Papua Hotel, Ltd.

First-class Accommodation. Parties Arranged.
Situated on high ground overlooking both
coasts, its Spacious Lounges are always Cool
and comfortable. . . Cars meet all Steamers.

Tonga, Samoa, and Fiji. The Co. also runs a cargo service from Sydney to Nih. America, via Fiji and Tahiti.

NEW ZEALAND-SAMOA-NIUE

The M.V. "Maui Pomare", owned and operated by the New Zealand Government, maintains a service. Apply for details to the Department of External Affairs, Wellington, N.Z.

AUSTRALIA-NAURU-OCEAN ISLAND

Vessels are despatched fairly regularly from Australia and from New Zealand to Nauru and Ocean Island by the British Phosphate Commission, Henty House, Little Collins St., Melbourne.

SYDNEY-NOUMEA-TAHITI

A service between Sydney and Tahiti is maintained by Messageries Maritimes Co., passengers connecting with the M.M. liners "Eridan", "Sagittaire", "Ville d'Amiens", and "Commissaire Hamel" at Noumea (New Caledonia) per the "Pierre Loti" from Sydney (see Sydney-Noumea-New Hebrides service). The big M.M. liners carry on a service between France and New Caledonia.

FRENCH OCEANIA INTER-ISLAND SERVICE

The small vessel "Hiro" maintains a service between Tahiti and the Leeward Group.

SAMOAAN INTER-ISLAND SERVICES

The Apia customs launch connects regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago (American Samoa).

EUROPE-SUVA-N.Z.-SYDNEY-NEW GUINEA

The M.V. "Rabaul", M.V. "Salamaua", and S.S. "Suva", owned and operated by W. R. Carpenter and Co. Ltd., carry on services between Europe and Australia, via South Sea Islands.

U.S.A.-SOUTH SEAS

A service between the Pacific coast of America and the main South Sea Islands is maintained by the Pacific Transport Line (U.S.A.), using the motor-ships "Thor I" and "Velox". Timetables are obtainable from the Australasian agents, Birt & Co. Ltd., 4 Bridge Street, Sydney, or any of their branch offices.

JAPAN-N.G.-NOUMEA-NEW ZEALAND

The M.V. "Canberra Maru", M.V. "Sydney Maru", and M.V. "Tokyo Maru" (Osaka Shosen Kaisha Line, Osaka, Japan) and the S.S. "Naniwa Maru" and S.S. "Muko Maru" (Yamashita Kisen Kaisha Line, Osaka, Japan) maintain regular services from Japan to New Zealand and Australia, via Pacific Islands ports. Timetable particulars are available on personal application to the Australasian agents, Birt and Co. Ltd., 4 Bridge St., Sydney, or any of their branch offices and agents.

CAROLINES-WESTERN AND CENTRAL PACIFIC

The M.V. "Takachio Maru" (Nanyo Boyeki Kaisha Line, of Japan) makes a voyage twice a year throughout the Western and Central Pacific Groups from the Caroline Islands (Japanese Mandated Territory).

SYDNEY-PAPUA-N.G. AIR SERVICE

Regular air mail services between Australia and Papua and New Guinea are maintained by W.R.C. Airlines Ltd., 19 O'Connell St., Sydney, with De Havilland airliners. Timetable details can be obtained from any branch of the firm.

N.G. GOLDFIELDS AIR SERVICES

Aeroplane services between Salamaua and Lae (the N.G. mainland ports) and Wau and other centres on the Morobe Goldfield are conducted by Guinea Airways Ltd., Mandated Airlines Ltd., and other aerial transport companies. The aerial services are the only means of communication.

WAU-PORT MORESBY AIR SERVICE

Aeroplane services between the New Guinea goldfields (Morobe, etc.) and Port Moresby, Papua, are maintained by Guinea Airways Ltd., of Lae, and Mandated Airlines Ltd., of Salamaua. Schedule details available on personal application to any branch of the firms, from the pursers of the Burns, Philp mail steamers, or branches of W. R. Carpenter and Co. Ltd.

Pacific Travellers

(CONTINUED FROM PAGE 3)

PER "MALAITA" FROM PAPUA, N.G. & B.S.I. PORTS: Messrs. Gage, Rappenecker, Cambridge, Mason, Widdup, Quintall, Artingstall, Everett, Pascoe, Batchelor, Moline, Woodward, Bos, Bosgard, Davidson, Gibson, Hawkes, Jones, Martin, McArdie, Phillips, Ringers, Saunders, Smith, Vos, Wallin. Rt. Rev. Baddeley. Mesdames Cambridge, Widdup, Baddeley, Beggs, Woodward, Davidson, Dockray, Hawkes, Shelton-O'Reilly. Misses Inman, McMillan. Sister Melanie.

PER AIRLINER TO N.G. & PAPUA: Messrs. Richardson, McEwan.

PER AIRLINER FROM PAPUA & N.G.: Messrs. Ryan, Thomas, Gribbon. Mesdames Pryke, Parr. Miss Stewart.

PER AIRLINER TO PAPUA & N.G.: Messrs. Carlson, Barnett, Montgomery, Sutton, Brain, Brandon, Stevens.

PER AIRLINER FROM PAPUA & N.G.: Messrs. Walker, Smith (2), White, Brewster. Mesdames Walker, Brewster, Ebbage.

PER AIRLINER TO PAPUA & N.G.: Messrs. Schilling, Purcell, Robertson, Weston, Thomas, White, Dun. Miss James.

PER AIRLINER FROM PAPUA & N.G.: Messrs. Napier, Cook, Coudren. Mesdames Watson, Rowe, Coutts. Miss Stewart.

HORRORS OF PACIFIC VOYAGES

Letter to the Editor

THE author of "Luxury Liners" (in your November issue) has done little to awaken his readers to the real terrors of travel on the Pacific. He has omitted even mention of those twin horrors which darken the days of a Pacific voyage—chilled mutton and the sea-cook who does unmentionable things to this unsavory comestible.

Physically, the Pacific sea-cook resembles his brethren the world over: spiritually, he is a survivor of the barbaric age. His culinary art has been handed down as an unchanged and unchangeable heritage from that remote period. A Pacific voyage is, therefore, an expedition into primordial antiquity, that leaves the explorer shuddering when he emerges.

The voyager becomes veritably ovine in cellular structure by the time his journey is completed.

Need I go into detail? The very sight of "boiled mutton" in a bill-of-fare is for evermore devastating to the appetite of one who has sailed the world's greatest ocean.

I am, etc.,

HANEANEA.

Tahiti, 4/1/1940.

Boats for the Islands

IN the early days of the pioneering and settlement of the Pacific Islands, Australia by her natural geographical position came to be looked upon as the supplier of all commodities, goods, etc.—particularly small and large boats for transport and communication. Of the several firms which built for Islands clients in those days the name of "Holmes" stood pre-eminent; and for the past 50 years the extensive boat-building yards of Holmes and Company, at McMahon's Point, Sydney, have seen the launching of many craft whose names are familiar throughout the length and breadth of the Pacific.

The firm's patrons include Messrs. Julius Owen, the Papuan Co., Mouton, S. H. Howard, Rev. Woodward, the N.G. Administration, Croker Island Industries, South Sea Trading Co., Pierre Jeandell, Pacific Phosphate Co., Dr. Deck, Capt. Rondahl, Nat Wells, Steamships Trading Co., Cogswell, New Guinea Oil Co., Atkins, John E. Le Feuvre, and many others.

To-day, the Holmes yards are completely modernised and many of the "luxury" pleasure yachts cruising in Australian waters are "Holmes" built. Islands visitors to Sydney are cordially invited to visit the Holmes yards and inspect the boats under construction.

NOT UNDERSTOOD

NOT understood. How niggers oft enrage us:

Especially cooks—those stupid blinkin' coots.

Who iron things inside out, and earn their "wageus"

By ruinin' everything; from hats to boots—

Not understood.

Not understood. I yelled: "Hi cookee, fetchem

This razor-strop for sharp 'im razor. Quick!"

He brings, in arf a mo (and I don't stretch 'em),

A blasted rusty file, a half-inch thick.

Not understood.

Not understood. I tried to make him "cotton"

That silk pyjamas must be ironed, well,

A little damp, with iron not too hot, an'

He brings a pair in later, scorched t' hell.

Not understood.

Not understood. I says, "Now 'old yer 'orses,"

When I meets 'im, racin' in with both 'is mitts,

Abalancin' a tray of cups an' saucers.

He grins; an' trips; an' whacks the lot t' bits.

Not understood.

Not understood. By Hec, it's sumfin' awful,

There's ne'er a day goes by without its sore.

The langwidge wot I use is most unlawful,

When I finds me whisky spilt upon the floor.

Not understood.

Not understood. 'Eil's bells, I'm fit t' slam 'im

A snifter in the boko, fair an' square,

When 'e comes an' stings me for ter-bacca. Damn 'im!

And like a mug, I forks out then an' there.

I guess it ain't no wonder that I'm

Not understood.

—J. G. McI.

NEW GUINEA'S RECRUITS

NEW Guinea's quota of 60 men to join the Australian Army for service overseas has been selected, and already most of the men are in camp near Rabaul, undergoing training.

Rabaul townfolk are taking a keen interest and pride in their troops; and, already, some of the hard-bitten old soldiers are complaining that the recruits are in danger of being spoiled by "luxuries and comforts."

CHAIN OF WEATHER STATIONS

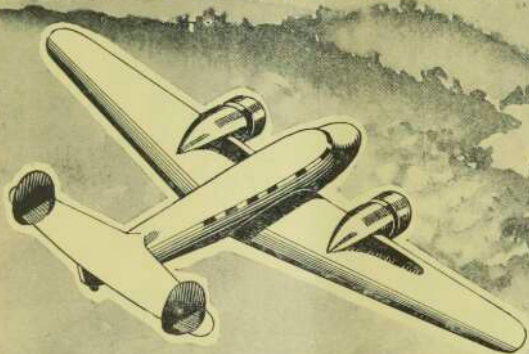
A SCHEME for the establishment of a chain of meteorological stations on islands across the Pacific Ocean was announced in Washington at the end of January.

The work of establishing the stations will be shared by U.S.A. and Britain.

Information gathered at these posts will be used to assist in the navigation of naval and merchant shipping and of aircraft on the new trans-Pacific services.

February 15, 1940—Pacific Islands Monthly

CIVILISATION "Freighted" into MOUNTAIN FASTNESSES



by air

GUINEA AIRWAYS

Freight and Passenger Service

NEW GUINEA

Guinea Airways planes depart from Port Moresby for the Goldfields after the arrival of each boat. Tickets are obtainable from the Purser or Burns, Philp & Co. Ltd., Sydney or Brisbane.

AUSTRALIA

ADELAIDE to DARWIN, Twice Weekly

ADELAIDE to KANGAROO ISLAND, daily return service, except Sun.

ADELAIDE to PT. LINCOLN, 3 times weekly, calling at Cowell & Cleve.

ADELAIDE to WHYALLA, Daily return service (except Sun.).

GUINEA AIRWAYS LINKED WITH EXPLOITATION OF NEW GUINEA'S GOLD!

There is **no road** from the coast to the Morobe Goldfields and the development of this rich area has only been made possible by aerial transport.

The air way has been the only means of transport since 1927. Guinea Airways maintain a fast regular service and have "freighted-in", without difficulty or delay, Crushing Mills, Dredges, Cyaniding Plants, Motor Vehicles, all types of machinery, thousands of passengers and all needs of the large European Community now in this section of the Mandated Territory.

Guinea Airways use 50 Aerodromes and landing grounds in New Guinea and Papua.

GUINEA AIRWAYS

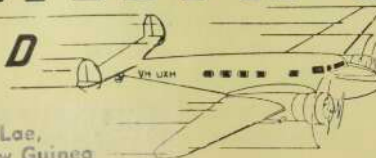
LIMITED

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 LAE—SALAMAUA—PORT MORESBY AND SYDNEY.



Pacific Islands Monthly—February 15, 1940

THE HOTTER THE WEATHER...

The more
SATISFACTION
you'll find in K.B.!

KEEP IN A COOL PLACE

TOOTH'S
KB
AUSTRALIAN
LAGER

BREWED ONLY FROM THE FINEST MALT & HOPS
TOOTH & CO. LIMITED
SYDNEY, AUSTRALIA

WHEN the sun beats down with throat-parching fierceness—when the air shimmers with the tropical heat—that's when you'll really appreciate the cooling, enjoyable qualities of K.B.; for the hotter the weather, the more real refreshment there is in a cool, satisfying glass of **TOOTH'S K.B. LAGER**.