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PACIFIC ISLANDS Monthly

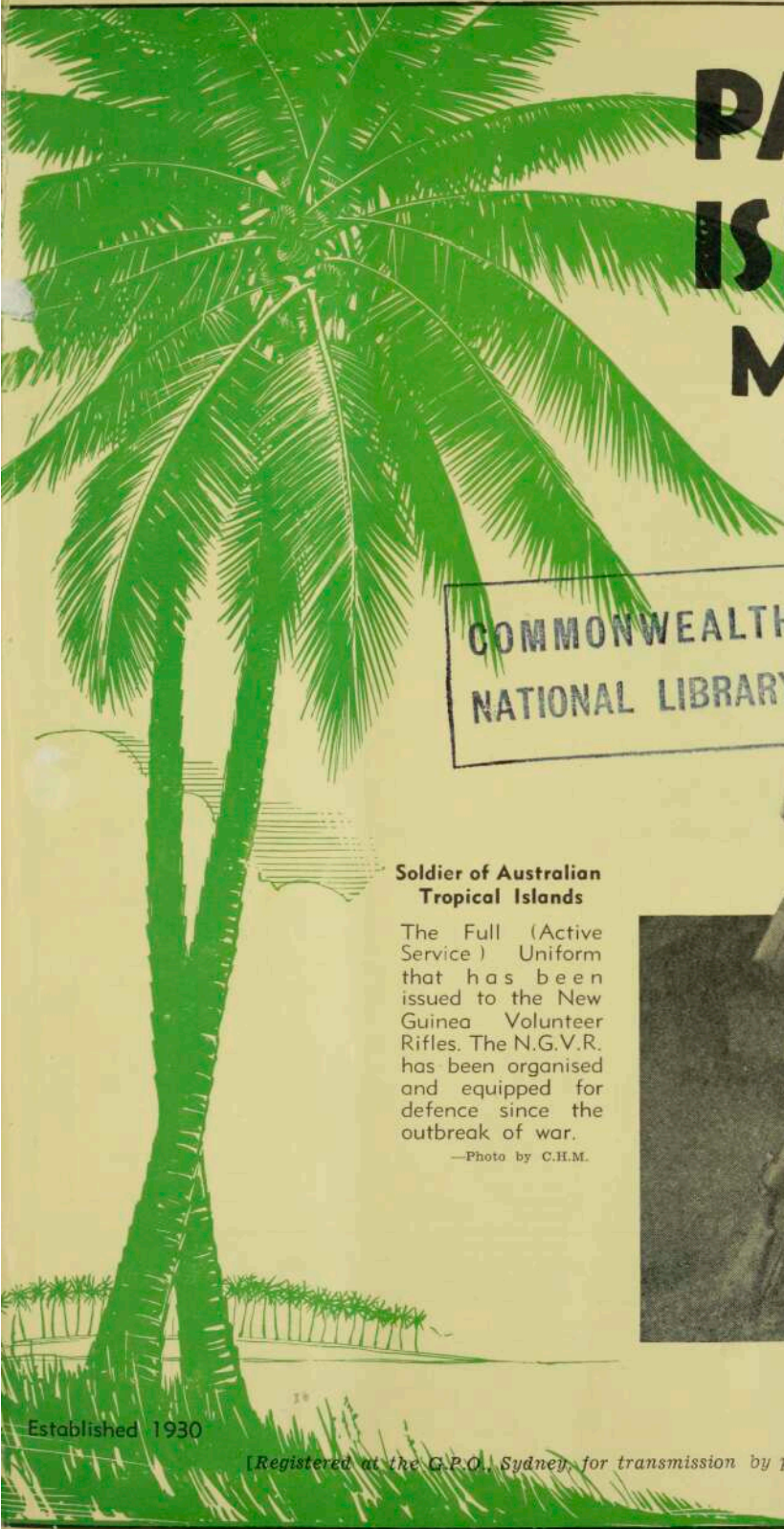
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—Photo by C.H.M.



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PACIFIC ISLANDS MONTHLY—AUGUST, 1940

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PACIFIC ISLANDS MONTHLY—AUGUST, 1940

PACIFIC NEWS-REVIEW

NOTES AND COMMENT ON
THE PROGRESS OF THE WAR
FROM JULY 14 TO AUGUST 12

July 14: First Lord of British Admiralty, broadcasting to the United States, said that Britain was threatened as she had not been threatened for centuries. She was now prepared to meet the invasion—her air force and her navy were ready.

July 14: One third of the Polish Army in France—estimated at about 80,000—escaped from France when the Petain Government capitulated. It has been re-equipped and re-organised in England.

July 14: Discussion continues on Japan's demand on Britain that she close the Burma Road against war supplies being sent in to China. Meanwhile, British women and children are being rapidly evacuated from Hongkong. Most of them are going to Australia via Manila.

The preparations which are being made by the British in the Far East clearly indicate that while every effort is being made to avoid war, the possibility of war is recognised.

July 15: Every day, R.A.F. fighters meet German raiders over the English coasts, while every night increasingly large formations of British bombers strike terrific blows at aerodromes, munition dumps, factories, railway junctions, etc., in Western Germany. All the evidence obtained through neutral channels indicates that the destruction done by the nightly R.A.F. bombing raids in Germany is very great, and demoralising.

There is a strong suggestion that the reason why the long-awaited German invasion does not materialise may be because of the damage caused to aeroplanes and equipment factories by R.A.F. raiders.

July 15: An agreement between Britain and Japan in relation to the Burma Road has been reached. Britain has agreed that for three months she will stop the transport of munitions and supplies to China—such supplies having come mostly from U.S.A. and Russia.

July 16: Because the army and navy withdrew its support, the Japanese Cabinet led by Admiral Yumai has resigned. Prince Konoye will form a new Government, which is expected to have a much stronger pro-German leaning and to favour a Southwards thrust.

This development is obviously the outcome of the Burma Road agreement. The Nazis in Tokyo are trying to counter American support to Britain by forcing Japan into belligerency in the Pacific. They do not want to see any agreement between Britain and Japan. Anti-British demonstrations will now be organised in Japan. But war between Britain and Japan should not be anticipated. There is a very strong body of middle-class opinion in Japan which will try to keep Japan out of the war.

July 16: Continued clashes between British and Italian forces on the borders of Libya, Kenya, Somaliland, etc., have mostly been inconclusive—it is apparent that the Italians have little stomach for fight. Reports coming in of insurrections in Abyssinia are probably the result of wishful thinking. The British, however, have taken the former Abyssinian Emperor, Haile Selassie, who was de-throned by Mussolini, from England to the Sudan, and it is insisted that he is going over into Abyssinia to arouse the tribesmen.

July 17: Europe tingles with rumours that Hitler will deliver an ultimatum shortly to Britain—either Britain must enter a peace conference and end the war, or be blown out of existence in a terrific German attack.

July 18: Mr. Roosevelt, by an overwhelming majority, secured the Demo-

cratic nomination for the Presidency, which will be decided in November. This is the first time that a retiring President has sought a third term of office. As Mr. Willkie, the Republican nominee, is also a strong advocate of giving the utmost possible American assistance to Britain, the future of the war is not likely to be affected by the Presidential election. Some observers, however, expect that the United States attitude towards Nazism will become stiffer after Mr. Roosevelt has been elected for a third term.

July 19: The Australian cruiser "Sydney", 6,830 tons, caught and sank the Italian cruiser "Bartolomeo Colleoni", 5,069 tons, in the Mediterranean. The two warships were evenly matched in gunpower, but the Italian was much faster. The "Sydney" beat her with more accurate gun fire. Another Italian cruiser escaped under a smoke screen.

July 19: Hitler, addressing a hastily-summoned meeting of the Reichstag, made what he called a final appeal to reason. He demanded that Britain forthwith engage in peace discussions with a Germany which he described as being stronger than ever—otherwise he would destroy the British Empire.

July 22: Commentators say there is no possibility of Britain undertaking land operations before 1942. But, in the meantime, Britain should strive to organise revolts in German-occupied nations, and should constantly attack with her navy and her air force.

July 23: Britain has formally rejected the peace conference bait dangled by Hitler. "Britain", said Lord Halifax, "will not cease fighting until freedom for ourselves and others is secure."

July 25: Rumania, having delivered herself into the hands of Germany and Italy, is now being carved up by those nations and, apparently, can do nothing about it. Germany has decided that Transylvania shall be transferred from Rumania to Hungary and that the Dobruja is to be transferred from Rumania to Bulgaria. Rumania will remain as a small inland state, without a port on the Black Sea. This, of course, means that all Rumanian oil and wheat will now go to Germany. Rumanians are "talking fight", but their position is quite hopeless. The Rumanians will receive no sympathy—in political and economic matters they always have been the scallywags of Europe.

July 25: The Germans torpedoed and sank the French ship "Meknes", of 6,000 tons, when she was carrying 1,300 French officers, soldiers and citizens back to France. She carried all her French colours and was brightly illuminated. The death roll is heavy. Such a callous act of murder has aroused world-wide indignation.

July 26: The R.A.F. fighters in their daily fight over the Channel to-day against Germans, who were attacking shipping convoys, shot down 28 German planes, for the loss of 5 British planes. This, for the moment, is a record for one day.

July 26: Great annoyance is expressed by the Petain Government at the action of British airmen in distributing over France a series of leaflets giving the French people a true account of what has happened since the French-Fascist Government surrendered to Germany.

July 26: Many newspapers sharply criticise the British Government because it only now has published the news that the British liner "Lancastria", 16,250 tons, was sunk by the enemy on June 17, when assisting the British evacuation from France. Of 5,300 refugees who were

aboard the liner, only 2,477 were picked up—although others may be in enemy hands.

July 28: Some newspapers say that a diplomatic struggle between Germany and Russia for control of the Balkans—and especially Rumania—now occupies the centre of the European stage. But well-informed observers say that there is not the slightest sign of war developing between the two dictatorships.

July 29: American war observers say that the R.A.F. is daily establishing itself as the finest fighting force in the world and that despite Germany's superiority in numbers of machines these British airmen clearly have a marked and growing moral ascendancy.

July 29: The arrest of 11 British business men in Japan has caused a great stir. This is believed to be the first move by the new Japanese pro-German Government to force war with Britain. It is reported that the British are charged with espionage.

July 29: The R.A.F. shot down 15 enemy planes over the Channel to-day. One British plane was lost.

July 30: The total number of British arrests in Japan is now 14. One, Mr. Cox, who was Reuter's agent in Japan, was killed. The Japanese say that he committed suicide. Europeans believe that he was murdered. Britain has protested, and is believed to contemplate strong action.

July 30: The Pan American conference at Havana unanimously adopted a resolution providing for collective trusteeship over the western Hemisphere possessions of conquered European nations. This is in furtherance of the Monroe doctrine, which provides that no European nation shall acquire further territory in America.

July 31: Japan's attitude towards Britain is defiant. She refuses to consider any protest from Britain regarding the arrests.

July 31: The United States announces a complete ban on the export of aviation spirit and scrap iron to Britain, Japan, Germany and Italy. The ban does not affect Britain, because her needs are already well provided for, but it is a matter of vital importance to Japan. The Japanese are reacting furiously.

Aug. 1: The new Japanese Government announces that its foreign policy is "The construction of a new order in greater Eastern Asia, having for its foundation the solidarity of a group comprising Japan, Manchukuo and China. The zone affected would include Indo-China and the Netherlands East Indies."

Aug. 1: Molotov, Russian Premier, outlining Russia's foreign policy, criticised both Germany and Britain. He re-affirmed the German-Soviet pact. He declared further that Germany would not easily win the war against Britain.

Aug. 2: Britain is still protesting to Japan against the arrest of British businessmen. Several of the latter have now been released.

Aug. 4: Britain has arrested a number of Japanese businessmen in London and elsewhere, who have been placed under interrogation. It is stated that this has not been done in retaliation for the arrests of British.

Aug. 4: The appearance of German aeroplanes at Dakar, French West Africa, show the possibilities of the Germans advancing through France, Spain and French North Africa, and thus attacking British spheres in Africa.

Aug. 6: Anglo-Japanese position is now described as "distinctly easier". British

are withdrawing 1,500 troops from Shanghai—all they have there. The temper of the Japanese press is quieter.

The position may be regarded still as extremely delicate. Clearly, Germany is trying to induce Japan to embarrass Britain in Asia, while Italy attacks Britain in the Middle East and Germany launches her grand attack on Britain herself. But Japan's extremist Government, despite itself, is being affected by Britain's firmness, by the attitude of the United States (as disclosed in the ban affecting aviation spirit) and by the steady resistance of the Japanese middle classes to the idea of an Anglo-Japanese conflict.

Aug. 6: Shiploads of British women and children, evacuated from Hongkong are now arriving in Australia, where they are being warmly welcomed and assisted economically.

Aug. 6: While reports multiply that Germany's attack on Britain will be made from Norwegian, German and French coasts, about mid-August, there are noticeable movements of Italian troops against the British territory in Egypt and East Africa. It is estimated that there are 100,000 Italian and 150,000 native troops gathered in Libya ready to march across the desert towards Egypt, while large forces of Italians are reported also on the border of British Somaliland and East Africa. British Somaliland is a small, useless, desert-like place of little importance, except that it lies directly opposite the British fortress of Aden, near the mouth of the Red Sea.

Aug. 7: Three Italian columns from Italian Somaliland are simultaneously invading British Somaliland. The only British troops in the place, a camel corps, have been withdrawn towards the coast.

Aug. 7: There is much controversy in the United States as to whether the United States should sell 50 old destroyers to Britain, where they are urgently needed. It is expected that President Roosevelt will take action and let them go.

Aug. 7: In to-day's air battles over the English coasts the R.A.F. definitely destroyed 60 German planes, for the loss of 16 British fighters. Five ships, totalling 5,000 tons, in a convoy, were sunk, and 7 other small coasters were damaged. The R.A.F. also destroyed 15 Italian planes in Northern and Eastern Africa.

Aug. 10: There are growing indications of preparations for the invasion of Britain. Air activity over the Channel is now almost continuous. Apart from fighting over the English coasts, the R.A.F. bombers, every night, penetrate deep into Germany, causing enormous damage.

Aug. 11: The Germans attacked the British coasts to-day with about 400 planes—200 being launched against the British naval station at Portland. Fighting continued all day. 60 German planes are known to have been destroyed and 26 British were shot down.

Aug. 12: The British troopship "Mohammed Kebir", 7,290 tons, was torpedoed in the Atlantic. 740 of the men aboard were saved and 120 were lost.

Aug. 12: It is reported that troops from various parts of the Empire are being assembled to resist the Italians in East Africa. An effort will probably be made to hold Berbera, in British Somaliland.

Hon. E. P. and Mrs. Holmes, who recently spent several months' holiday in Australia, have returned to Rabaul, New Guinea.

Lt-Colonel N. G. Hatton arrived in Port Moresby, Papua, in July to take up duties as Commandant of the newly-created 8th Military District of Papua and New Guinea.

N.G. GOLD

Survey of Industry Urged

From Our Own Correspondent

WAU, Aug. 3.

TO-DAY, with the Empire at war and the urgent need for gold to purchase planes, munitions and food in U.S.A., it is strange that little effort is apparently being made in the Colonies and Territories to increase their gold output. Morobe Goldfield here is the Cinderella of New Guinea—why has a committee not been formed by the Administration to inquire into every avenue that might lead to a greater production?

In the early days of the field, gold was plentiful—some mining teams gathered it by the 100 ounces a day. Nowadays, apart from the big companies, the small miner has to battle for every ounce, sometimes using costly sluicing plant and other machinery. Admittedly, gold was then worth only £2 an ounce against to-day's £11.

Experienced men say that lower grade ores abound in Morobe, but costs prohibit their working. For instance, rice (the staple diet for native labour) has advanced nearly £5 a ton within a few months and now costs over £34 a ton landed at Wau. Many prospectors find they have insufficient funds—and inducement—to go out and seek fresh fields. Should not the Government make a move in this direction?

After all, we've had commissions of inquiry looking into amalgamation, native labour, etc., but none has made a survey of the gold industry which practically has carried the Territory during the past few years.

DROP IN FIJI BANANA TRADE

THE effect of gales and floods experienced in Fiji early last year is seen in the lower banana exports for 1939. According to the Fiji "Agricultural Journal", shipments to New Zealand totalled 55,865 cases compared with 149,365 cases in 1938. Exports to Canada fell from 17,656 bunches in 1938 to 1,242 in 1939; and in February the shipments to Canada ceased altogether owing to a shortage of suitable bunches.

At the invitation of the N.Z. Government the Colonial Secretary and the Fiji Produce Inspector visited Wellington to discuss a new agreement for the sale of bananas on a free-on-board Suva basis. Under the old agreement N.Z. purchased bananas at 9/1 (Fijian) per case, f.o.b. Suva. The new arrangement came into operation in March and provided for the grading of bananas into two qualities—the first to be paid for at F9/4½ per case, and the second at F8/8½, f.o.b., Suva. No less than 82.3 per cent. of exports were "A" grade and the average return was F9/3.1 per case.

The export pool is now working satisfactorily. The Fijian Producers' Association, which shares in the pool, carried on business fairly well considering the unusual difficulties encountered during the year.

Mrs. L. Mayne Anderson, formerly of the Banks Group (and more recently of Norfolk Island) was at the July meeting of the Pacific Islands Society in Sydney. For many weeks Mrs. Anderson has been an inmate of hospital, though her health has now improved.

Mr. H. C. MacPherson has resumed duties at the Lands and Survey Office, at Rabaul, New Guinea, after furlough in Australia.

News in Brief

Papua's draft estimates for 1940-1 show: Estimated revenue, £176,809; estimated expenditure, £183,212 (£185,637 was spent in 1939-40). New taxes on gold and rubber, together with primage tax and higher 'phone charges, will bring in over £20,000. Deficiency in Superannuation Fund amounts to £9,399 (£6,264, the previous year).

Solomon Islands Development Co., Ltd., a copra-producer in which Burns, Philp and Co., Ltd. hold a subsidiary interest, reports, after providing £290 for depreciation, a loss of £779 for the year ended March 31. With no copra markets available overseas, further losses appear to be inevitable. The copra output for the year was 763 tons.

In the year ended March 31, 1940, the Southern Pacific Insurance Co., Ltd., a subsidiary of W. R. Carpenter and Co., Ltd., showed a net profit of £5,640 after making substantial provision for premium, reserve, unsettled claims, and taxation. It paid a dividend at the rate of 7 per cent. per annum and carried forward £2,272. The company has an issued capital of 25,000 £1 shares, and 75,000 10/- shares.

New offices for Burns, Philp & Co., Ltd., Rabaul, New Guinea, have been erected adjoining the Co.'s present offices in Mango Street.

Two native corporals in the Gilbert and Ellice Islands Colony Armed Constabulary—Kaintikuaba and Kekeke—have been awarded the Colonial Police and Fire Brigades Long Service Medal for long and meritorious service in the Colony.

The new Swimming Pool in Rabaul, New Guinea, was officially opened by the Administrator (Sir Walter McNicoll) on July 28.

The Indian driver of a 17-seater charabanc was killed in July when the vehicle left the road near Navesau, Fiji, and fell 81 feet into the Waimibuka River. A Fijian passenger was injured.

A slight earth tremor was felt in Port Moresby, Papua, on the evening of July 31.

It is reported from Papua that the house of Mr. William Walsh, 70, well-known trader at Kaloura, Central Division was burnt to the ground on July 28 and that he perished in the fire.

Mrs. E. H. Britten departed from Melbourne recently for Rabaul, New Guinea, where her husband is attached to the District Office staff. Mrs. Britten left the Territory after the 1937 eruption, but owing to an accident whilst in Australia was unable to return.

Crown Prince Tuboutoa will leave Sydney for Tonga in December in order to spend the Christmas holidays with his mother, Queen Salote. It is possible that he will travel as far as New Zealand by air. Just what the future holds for him, the Prince does not know. After obtaining his LL.B. at the University of Sydney, he wanted to go to Oxford to study anthropology with Professor Radcliffe-Brown. The latter, by the way, was at one time headmaster of the Government College in Tonga. A family conference will be held when the Prince returns to Nukualofa to discuss his educational future. Much will depend, of course, on the length of the present war.

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(CONTINUED ON PAGE 68)



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Axis Interest in Future of Pacific Territories

ADOLF HITLER—described succinctly in Douglas Reed's latest book as an "epileptic mongrel" and "professional perjurer"—has been issuing instructions, lately, about the future of Britain's colonial empire; and his jackal, Mussolini, has been adding a supporting yelp.

The announcement that Papua and the Mandated Territory of New Guinea had been, for defence purposes, formed into the 8th Australian Military District, with headquarters at Port Moresby, brought howls of rage from the German and Italian newspapers, who said that this was clear evidence that Australia had annexed the former German colony. It is a great pity that Australia does not annex it: but the fact is that nothing has been done other than to create a defence organisation, in the manner permitted by the terms of the mandate.

Evidently, it is assumed in Europe that the vast, rich Territory of New Guinea will be again a German colony. That pre-supposes the defeat of Britain. In course of time, the "epileptic mongrel" will discover that he cannot defeat Britain; he even may learn, as a much more able and famous personage admitted, a long time ago, that "these dogs of Englishmen don't know when they're beaten".

THE fate of many rich countries, washed by the waters of the Pacific, is being decided now in

Europe. Assuming that Australia, Canada and New Zealand, in any event, will remain independent and Anglo-Saxon, it would appear that the following Pacific and Asiatic territories are under Totalitarian observation:

In South-east Asia: British—Burma, Malaya, Borneo, Hong Kong. French—Indo-China. Dutch—East Indies. American—Philippines.

In Pacific: British—New Guinea, Solomons, Gilbert and Ellice, Fiji, Tonga, Samoa, Cook Is. French—New Caledonia, French Oceania. Anglo-French—New Hebrides.

Now that Hitler has missed his great opportunity (June-July, 1940) of over-throwing Britain, we may confidently expect that Britain and her Empire will survive. But what of the future of France's colonies?

It is impossible, at this stage, to make any forecast of their fate. A completely triumphant Britain might secure the restoration of France and France's colonies. But years may—probably will—pass before Britain gets the upper hand, and forces the Nazis out of France and Holland. Meanwhile, she can prevent the Germans, and their Italian jackals, from taking possession of French and Dutch colonies. But a different position exists in relation to Japan. The Japanese most urgently need such colonies as Indo-China and the East Indies; and Britain can do little to prevent their occupation by Japan. So it is quite possible that when

Britain, four or five years hence, begins to dictate terms to Germany, she will be faced with a *fait accompli* in South-east Asia, any revision of which would mean war with Japan.

DURING this same period of possibly four or five years, it is inevitable that the isolated French colonies of New Hebrides and New Caledonia will enter the British Commonwealth; but their ultimate fate depends upon the condition of France some years hence. Imperial France may be restored and able to take back her colonies; but we fear that, when the Huns are done with her, she will be sadly broken, and probably Communistic and anti-British.

France will rise again; but if her Imperial glory is to be temporarily obscured, we may expect to see New Caledonia and New Hebrides, at their own wish, become Australian territories. Only a German victory will change the condition of New Guinea: otherwise, New Guinea will become permanently a part of Australia. That is as it ought to be—the security of Australia demands that Australia shall control always the great chain of protective islands that runs around from New Guinea, in the north, to Norfolk Island, in the east. New Caledonia and New Hebrides are in that chain. In the hands of our strong ally, they were no danger to Australia. But if the post-war France is to be militarily weak or socially sick, it is inevitable that Australia will seek to control them. Their economic importance is small—not

worth making a fuss about—but their strategical value to Australia is very great.

Thousands will await, with interest, some indication of the probable fate of French Oceania—the most beautiful and charming of all the Pacific Islands groups, yet, on account of its comparative isolation, of little importance economically. If it does not remain in the French Empire, whence will it go? To Britain, by entering the group of South Pacific territories controlled by New Zealand? Or to the United States, as a valuable outlier of the Panama Canal? Japan might be interested, but would have difficulty in formulating a claim, as Tahitian interests are predominantly French, British and American. In the centuries to come, these islands may gain new value from the fact that they can provide important stations on the direct air-route between Australia and South America and (if it were desired to avoid the route via North America) between Asia and South America.

COUNCILLORS ELECTED IN FIJI

AN election of a European member to represent the Southern Division in the Fiji Legislative Council, held on July 20, resulted:—

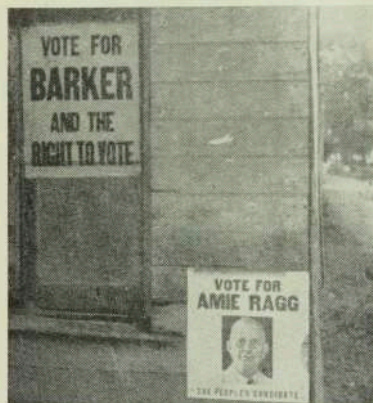
Alport Barker 320 votes
A. A. Ragg 185

Mr. Barker was the retiring member.

On the same day, an Indian member for the Southern Division was elected, as follows:—

Vishnu Deo 783
K. B. Singh 366

Mr. Vishnu Deo was the retiring mem-



An Election Poster in Suva

ber Mr. Singh formerly was one of the Indian nominated members.

Mr. H. H. Ragg, who was returned unopposed for the Western Division, donated his election deposit of £25 to the Fiji Bomber Fund.

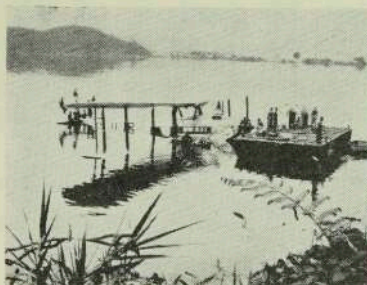
The election of an Indian member for the North-western Division resulted:—

Brahma Dass Lakshman . . . 1,010
Sada Nand Maharaj 447

In this poll, no less than 293 votes were informal, spoilt or "unaccountable".

Mr. A. H. Cresswell, of Lila-na-kaia Plantations, New Guinea, arrived in Australia recently, and has joined the A.I.F.

AEROPLANE MISHAPS



This biplane of the Stevens Company, when it arrived over Salamaua, New Guinea, on the morning of July 28, found the aerodrome and coast blotted out under thick rain-clouds. It flew around for three hours; and then, fuel exhausted, the pilot came down safely in the water at a point near Chinatown. The photograph, taken from the mainland, shows the machine in the water, and the town and isthmus of Salamaua, on the other side of the harbour.

A LUCKY ESCAPE

On August 3, when a Gipsy Moth plane was leaving the Wau aerodrome, with W. Hargraves as pilot and Mechanic D. Muir in the front cockpit, something went wrong with the control, and the machine left the fairway and headed straight for Guinea Airways building. The pilot tried to get through between buildings, but a wing struck a bungalow, and the machine swung across the roadway and crashed straight into the Customs-house. Muir, with great presence of mind, leaped out and saved himself. The pilot was bruised and badly shaken.

CARPENTERS BUY TWO STEAMERS

THE head of W. R. Carpenter & Co. Ltd., Sir Walter Carpenter, will return to Sydney from U.S.A. on August 17.

While abroad, Sir Walter completed the purchase, from American interests, for use in Pacific freighting, of the steamers "Admiral Day" and "Admiral Chase", both of 5,000 tons, and they will arrive in Sydney shortly, to enter the service of the firm. They will be registered at Port Moresby or Samarai. They have no passenger accommodation.

This is important news for the Pacific communities. If a market can be found in U.S.A. or Mexico for our copra, these two steamers will be able to lift 8,000 to 10,000 tons of it every three or four months.

When war broke out, the Carpenter Line comprised three vessels—"Suva", "Salamaua" and "Rabaul"—and, as they had been registered in Suva, they passed automatically from Carpenter & Co. to British Department of Shipping control.

New Papuan Taxes Objected To

PORT MORESBY, August 10.

TODAY, representative merchants and planters met the Executive Council and urged rigid economy, and a thorough overhaul of and reduction in this year's estimates.

The new taxes (primage, 2½%; gold production, 3½% on gross value; rubber,

Difficulties of French Pacific Governors

M. Pelissier Criticised in New Caledonia :: Reported Resignation of M. Sautot

IT was learned in Sydney, early in August, with much regret, that M. Sautot had resigned his post as Resident Commissioner of France in the New Hebrides; and it was reported that this was a development from the action taken by M. Sautot on July 22, when he sent a lengthy radiogram to General de Gaulle, in London, pledging the support of the French community in the Condominium to the leader of the forces of Free France.

The radiogram is published in full in another column.

Officially, M. Sautot is subordinate to M. Pelissier, Governor of New Caledonia and High Commissioner for France in the Pacific, whose headquarters are in Noumea; and it is assumed that M. Sautot's action in communicating directly with General de Gaulle has been regarded with disapproval in Noumea.

M. Pelissier has been governor of New Caledonia for only a few months. He was a famous war aviator in 1914-18; and, in the course of his colonial service, he was Governor of Martinique. M. Sautot has been for many years a high administrative officer in the Pacific, where he is held in much esteem.

M. Pelissier is described as a cautious man, who is acting with much discretion in a very difficult international situation. He has established cordial relations with the British governments, but it has been noted that he has not declared for General de Gaulle. M. Sautot is a younger man, of more fiery and forthright temperament, and it is not surprising that he has announced his uncompromising support of General de Gaulle.

OBSERVERS cannot reconcile the attitude of New Caledonia's Governor with the outspoken declarations (loyalty to Britain, eagerness to continue the fight for Free France, etc., as per public resolutions on June 25 and July 22) of the New Caledonian people.

It is significant that, on August 10, Sydney "Sun" published a message from its London correspondent, reporting General de Gaulle's grateful acknowledgment of M. Sautot's New Hebrides resolution. He said "the New Hebrides is the first French Colonial Administration to range itself officially under the free French flag"; and he has cabled to M. Sautot, asking him to continue the duties of protecting French interests in the New Hebrides. The correspondent added:—

"General de Gaulle's supporters have expressed the opinion that the New Caledonians will most probably soon emulate the New Hebrides, and add that they have already disowned a vacillating Governor."

5% when the price is 8½d. Australian, or more) were discussed. The gold and rubber taxes were opposed, on the ground that they were class taxes, and were imposed actually to make good a shortage in public accounts caused by a demand for £9,000 for pensions. There were no objections to war taxation, if it were equitably imposed. It was pointed out that most of the owners of profitable rubber plantations were carrying, also, unprofitable copra plantations.

PARALYSIS OF COPRA INDUSTRY

Buyers Virtually Cease Operations :: But
Government Assistance Promised

THE copra industry of the South Pacific faces the greatest crisis of its history. The European copra market has disappeared. Great Britain has six months' supply. Even if there were markets, freighters cannot be spared from urgent war work to lift the copra from the Islands ports.

Governments are now planning to give sustenance relief to planters, in the hope that plantations somehow can be carried on until a market is available.

It should not be assumed, from this, that the Pacific Territories are "ruined". That might have been the case ten years ago. But, now, nearly all Territories have alternative industries, all of which are booming. The coconut planters are hard hit; but producers of rubber, cocoa, coffee, sugar, oranges and bananas, and all gold-mining concerns, are doing very well. Only two small territories, Solomons and Gilbert and Ellice, are now solely dependant on copra.

Hereunder is a summary of the month's events in the copra industry.

AID FOR AUSTRALIAN COCONUT PLANTERS

ON August 12 the Minister in Charge of Australia's Pacific Territories was asked by the "Pacific Islands Monthly" if he could make a statement of the position in relation to the copra industry in the Islands; and Mr. Nock made the following information available.

During the past month, the parlous condition of the copra industry in Papua and the Mandated Territory of New Guinea has been very carefully examined by the Commonwealth officials concerned, who have had the assistance of the Administrator of New Guinea, Sir Walter McNicoll (who has made a special visit to Australia) and they also have had advice by radio in relation to the situation from Papua and other places.

Mr. Nock indicated that it obviously was impossible to do anything on the basis of financing the output of copra. Copra cannot be stored indefinitely; the market overseas now was extremely limited and apparently was fully supplied at the moment; and in any event there were insufficient freighters available to lift the copra from the Islands ports for carriage overseas—all ships were needed for other purposes.

It has been decided, however, to recommend to the Commonwealth Government the adoption of a plan whereby necessitous planters in Papua and New Guinea would be tided over the present difficult period. This would be temporary financial assistance to planters, pending the formulation of a scheme whereby the industry as a whole could be assisted to carry on during the period of difficulties created by the war. The method employed would be similar to that used by the Farmers' Relief Board which operates in N.S.W. The assistance given would be in the shape of advances, which would carry interest at the rate of 4 per cent.

In reply to a comment by the "P.I.M.", that such a system merely would add to the debts and future embarrassments of the plantation owners, the Minister

said that the utmost consideration would be given individual cases, as was done by the Farmers' Relief Board of the mainland.

It was gathered in conversation with the Minister that the plan is now in process of formulation, and it is hoped to put it into operation at an early date; that it may be necessary to appoint a special committee to deal with this method of giving relief; and that, of course, some method of close co-operation between the Governmental authorities, the big firms and the individual planters would have to be devised.

The financial assistance that is being made available to Australian-Pacific planters is believed in some quarters to have been made available by London, and not by the Commonwealth Government.

It was officially announced in New Guinea on July 26 that "the Government has made arrangements to afford interim relief in the form of recoverable loans to employers, other than companies, who are engaged in planting and who notify in writing that they are unable otherwise to meet their obligations."

"Under this interim form of relief, the Administrator will advance money to pay current wages of native labourers, and to pay-off time-expired labourers, pay the cost of their sustenance pending repatriation and the cost of their repatriation."

POSITION IN PAPUA

IT is presumed that the same form of relief is being given in Papua.

In Port Moresby, in response to an inquiry from Canberra, the Acting Administrator (Mr. Champion) called a meeting of planters on July 29, to supply information and make suggestions. It was ascertained that, last year, in Papua, companies produced 5,500 tons of copra, and individuals 4,000 tons, at an average cost of £7/5/- per ton, f.o.b. port of shipment. Over 4,000 tons now are on hand, awaiting shipment, representing £29,000. Over 6,000 natives are employed in the industry. It was urged that, if production must cease, planters be assisted at the rate of £3 per ton on last year's production, which would at least allow maintenance of plantations.

IT was announced in this journal, in July, that the principal trading firms had virtually ceased to buy copra in the Solomons, New Hebrides and the Mandated Territory of New Guinea.

BARTER SYSTEM IN FIJI

HAVING bought copra to the limit of their financial capacity and their storage, the big firms operating in Fiji announced that, after July 24, they could no longer purchase copra on a cash basis. Hitherto, the firms have bought copra whenever submitted, at some price; but, now, they will accept it only on a barter basis. This means that they will take copra, at a price to be arranged, from their regular customers, in return for goods or service. But they will not accept copra from anyone, and they will not, in any circumstances, pay cash for it.

The firms say that, as it means a

continued increase in their stored and unsaleable copra, even this system will embarrass them.

The Governor of Fiji, recognising the serious position that is developing in Fiji, and other territories under his care (Solomons, Gilbert and Ellice, New Hebrides and Tonga, especially), owing to the absence of a copra market, has been actively conferring with planters and merchants, and has made an urgent appeal to London.

There is a gleam of hope in a statement made in the House of Commons on July 24 by the Under-Secretary for the Colonies, who had been asked about the present inability of the British Government to draw "a substantial portion" of its copra needs from the Pacific (especially Fiji and other territories in the Western Pacific) as it wished to do. He said the Government was urgently considering the position of the copra trade of the Colonial Empire with a view to ameliorating matters.

It was reported in Sydney on August 12 that Japanese buyers are offering £9 per ton, Suva, for Fiji copra. There is no confirmation of this report.

HOW LONG CAN COPRA BE STORED?

IN July we wrote to the Department of Agriculture, New Guinea, and asked how long copra can be held in store. Hon. George Murray, Director, replies: "This Department, in the past few years, has made three authoritative tests and has proved that well-cured copra, with not more than 5% moisture content, can be stored for 15 to 18 months."

Mr. Murray adds that New Guinea has storage capacity for 30,000 tons, and that he had been informed that Messrs. Burns, Philp & Co. Ltd. would store in bulk on their own plantations.

Another correspondent says that coconut oil, if thoroughly refined, will keep indefinitely. He urges that the Commonwealth Government should use some of New Guinea's rich gold revenues for the establishment of a big copra crushing plant in Port Moresby, where hydro-electric power presently will be available, and where there is plenty of cheap labour. Port Moresby would be a suitable collecting point for copra from all over the Western Pacific.

So far as the Australian territories are concerned, it is being urged that the situation would be saved if Britain would contract to take 50,000 tons of copra p.a. from New Guinea and Papua. It also is argued that, if Territories shippers were allowed to operate at a free exchange rate, instead of the official conversion rate, 30,000 tons of copra could be sold annually to Mexico.

Another suggestion is that U.S.A. be asked to modify the internal processing tax on oil extracted from copra, which at present gives copra from the Philippines a preference of 2 cents, a pound over copra from any other source, thus closing the U.S. market to Pacific copra.

One serious effect of the present paralysis of the copra market is the withdrawal from service of many of the small inter-island vessels, especially those run on a fairly regular schedule by the big firms. This will cause great inconvenience and hardships to European residents on the more isolated islands.

"The Morobe News", the first newspaper printed on the Morobe Goldfields, New Guinea, was published on July 20 at Wau, by Mr. John Wholey. It has six pages, each of four columns.

United States, Australia and New Zealand Now Linked by Trans-Pacific Air-Mail

Fiji Omitted From Inaugural Flights, But May Be Included Shortly

PAN American Airways' Boeing flying-boat "American Clipper", which left San Francisco on July 12, arrived in Auckland, N.Z., on July 18, just as Tasman Empire Airways flying-boat "Awarua" arrived from Sydney. Thus was inaugurated, under Anglo-American co-operation, a Trans-Pacific air-mail service that will have an incalculable effect upon the future of the Pacific nations and territories.

THE P.A.A. flying-boat, *American Clipper*, which carried out the inaugural flight, arrived in Auckland a few minutes after 3 p.m. on July 18, after having covered the following stages:—

San Francisco-Los Angeles	368
Los Angeles-Honolulu	2538
Honolulu-Canton Is.	1915
Canton Is.—Noumea	1994
Noumea-Auckland	1122

It had been decided that two trips should be made before the carriage of passengers and mails should be undertaken. The flying-boat carried, in addition to 175,000 letters (mostly philatelists' "first air-mail covers"), a crew of 10 and 25 officials of the United States Government and Pan American Airways. Captain John Tilton was in charge, with Captain R. J. Nixon as first officer. Colonel Clarence M. Young, manager of the Pacific Division of Pan American Airways, and Mr. Harold Gatty, P.A.A. manager at Auckland, were in the official party.

The flight from San Francisco to Auckland appears to have been completely uneventful. The weather was fine.



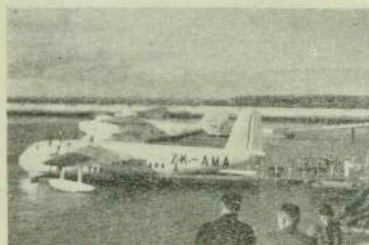
Map showing P.A.A. route from U.S.A. to New Zealand, and the connecting link with Australia by Tasman Empire Airways.

Following the award on June 12, by the United States Civil Aeronautics Authority, of the Certificate of Convenience and Necessity, to operate the 8,000-mile South Pacific air route from San Francisco and Los Angeles, via Honolulu, Canton Island and New Caledonia to New Zealand, the C.A.A., Post Office Department and Pan American Airways settled upon that date for the first mail flight.

Service for passengers and commercial express was expected to become available 30 days after the inauguration of air mail service. Los Angeles is a port of call, both inbound and outbound.

Announcement of the date for the

inaugural flight found stations along the line ready for service. The ocean bases, where construction work was undertaken more than a year ago, had been



The Tasman Empire Airways flying boat "Awarua", in foreground, and the Pan American Airways Boeing Clipper moored side by side in Auckland, Harbour (N.Z.) in July.

on an operating status for months, and had had experience in receiving and dispatching clippers on two preliminary flights to New Zealand and return, plus one as far as Canton Island.

As to flying equipment: The flying-boat fleet, for operation on both the North Pacific and South Pacific routes (three Boeing 314's, 2 Martin M-130's) was completed with arrival in San Francisco on June 21 of *American Clipper*, returning after nearly a year of service in the Atlantic Division, first on the trans-Atlantic run, and then between New York and Bermuda.

THE *American Clipper* left Auckland on July 20, and the return to San Francisco was made without incident.

The Boeing flying-boat *Honolulu Clipper*, which carried out a survey flight between San Francisco and Auckland in November, 1939, left San Francisco for Auckland on July 27, on the second flight of the new service, arrived in Auckland again on August 1, and left Auckland again for San Francisco on August 3, all according to schedule.

The third trip of the service, which commenced on August 11, and which is carrying 13 passengers and freight is being undertaken with the *California Clipper*—which was the first Boeing seen in Auckland, when she visited there on a survey flight in September, 1939.

And so at long last, after heart-breaking delays, caused at first by disputes between P.A.A. and American officialdom and, secondly, by the outbreak of war, the South Pacific air service has been commenced.

THE one disappointing factor, so far, is the non-inclusion of Suva as a port of call. Mr. Percival, "Sydney

Morning Herald" representative, cabled from Auckland on August 3 that Mr. Gatty, of P.A.A., and Captain Burgess (flight superintendent of Tasman Empire Airways) were then in Suva, and that they were trying to make arrangements for the inclusion of Suva in the service. Mr. Percival was of opinion that the inclusion of Suva, either in the P.A.A. service, or in a Tasman Empire Airways service extended from Auckland, would result in a round flying-trip of considerable interest being made available in the South Pacific, namely: Brisbane—Noumea—Suva—Auckland—Sydney.

Two Australian newspaper correspondents left Sydney early in August to travel over the P.A.A. route to the U.S.; and at the same time a party of American newspaper correspondents left San Francisco, to travel by the P.A.A. and Tasman Empire Airways route to Australia, and endeavour to give America some idea of the new world that has been opened up by the enterprise of Pan American Airways.

ACCOMMODATION FOR 40

AN inspection of the clipper at Auckland showed that two cricket pitches could be arranged on its wings with a reasonable run for bowlers, said the "Sydney Morning Herald" correspondent, on August 2. There are 40 bunks at the rear of the upper deck. There are separate rooms for mail, cargo and bullion.

The wings hold 1,200 gallons of fuel. There is an off-duty room on the flight deck for junior members of the crew, in which hammocks can be slung. Tunnels lead from the flight deck into the wings, along which the engineer can walk to attend to the engines. A new feature will be introduced on tomorrow's north-bound mail flight, when a buffet bar will be opened at which it will be possible to secure "snacks" at any hour.

PASSENGER AND POSTAGE RATES

IT is reported that the single fare, from Auckland to San Francisco, on the new service, is £200, Australian or N.Z. currency.

The postage rates on letters sent from New Zealand by the service are:—To New Caledonia, 1/- per half-ounce; to Canton Island, 1/9 per half-ounce; to Hawaii, 2/6 per half-ounce; to the United States, 4/- per half-ounce. This is inclusive of any despatch by surface transport or internal air services.

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PACIFIC PUBLICATIONS PTY. LTD.

Copra as Food For Pigs

Interesting N.Z. Experiment

MR. H. M. Rushworth, Auckland president of the N.Z. Farmers' Union, visited Fiji recently and arranged for a shipment of two tons of copra to the Dominion. He paid £8 for the two tons, but the landed cost in New Zealand was £18 7/-.

According to the "N.Z. Herald", this copra will be distributed among N.Z. pig farmers, who will experiment with it both alone and with a combination of other foodstuffs. If it proves a success as a food, the Government may be approached for facilities to deal with the commodity on a large scale. Landing costs could be substantially reduced, and exchange eliminated by importing from Western Samoa.

Mr. Rushworth said the important thing to be ascertained first was information concerning the precise food value of copra and its effect in producing bacon. He had been told by the Fiji Director of Agriculture that the protein content was very high, and might make the bacon fat and flabby unless topped off with some hardening substance, such as skim-milk.

The idea is excellent; but although copra sheds all over the Pacific are filled to capacity, copra at £4 per ton is hardly profitable for European planters—in fact, it would barely pay the cost of production and shipment to central ports.

DEATH OF FIJI PIONEER

Mr. Herbert Charles Swann

FOR a period of 70 years—from 1868 until 1938—Mr. Herbert Charles Swann was a resident of Fiji, and he saw that important group change from "The Cannibal Isles" into one of the leading Colonies of the British Empire.

He was born in New Zealand, and went to Fiji with his parents when only a few weeks old. During his life, he was engaged in coconut planting and inter-island trading, and for many years he was a member of the staff of Messrs. Burns, Philp & Co., Ltd., Levuka. It was Mr. Swann's father, the late Mr. James Butler Swann, who established the business of a retail chemist in Levuka, about 1870, and who, with members of his family, extended the business to Samoa and to Suva in later years. Although a number of generations have come and gone, Swann's big business is still in existence, and the shop is one of the landmarks of Suva to-day.

Mr. H. C. Swann, two years ago, retired from Fiji, at the age of 70, and he died in Auckland, at the residence of his son, last month. He is survived by his wife, nine children, 23 grand-children, and 4 great-grand-children.

THE "BULOLO"

THE following report by the Australian Associated Press will interest readers in Papua and New Guinea:

A Petain Government communique, issued after a Cabinet meeting, declared that the British "cruiser", "Bulolo", which had been anchored at Duala (Cameroons, West Africa) since June 24, was replaced by the "Dragon" on July 21, when armed British patrols landed and marched through the town.

Mr. A. Sherwin arrived in Madang, T.N.G., recently, to take up duties in W. R. Carpenter & Co.'s branch.

ADMINISTRATOR OF PAPUA

No Early Appointment Likely

THERE is no immediate prospect of an appointment being made to the vacant position of Administrator of Papua.

The Papua Bill, which was introduced into the Australian Parliament some months ago, and which is designed to bring the Papuan Administration somewhat into line with that of New Guinea, passed all stages on August 8.

Members took the opportunity to discuss Territory affairs with considerable vigour, and the Bill was strongly opposed by Mr. A. E. Green and others, on the ground that it tended to centralise the administrative machinery in Canberra, and make the Administrators of Papua and New Guinea complete "figureheads".

The Minister in Charge (Mr. Nock) declared that the man who would be appointed to administer Papua would

With this issue of the "P.I.M.", accompanying all copies addressed to New Caledonia, New Hebrides and French Oceania, there has been circulated a special "Supplement", in French. It contains a report of the notable address to French Colonists, made in Port Vila, New Hebrides, by M. Sautot, Resident Commissioner, on July 22, and the full text of M. Sautot's radiogram, in French, to General de Gaulle. We have been glad to publish this supplement, for the information of our many French subscribers, in the three Territories named: the statements of M. Sautot may be an encouragement to them, in the tragic hours through which their great nation is passing.

be an administrator in the fullest sense of the term, and would not be a figure-head.

It is unlikely that an appointment will be made to Papua before the Minister has had an opportunity of visiting both Territories and meeting a number of men who are interested in the appointment; and it is unlikely that the present Minister will be able to make that visit before the Commonwealth general election.

The belief held in some quarters that, as a result of Papua and New Guinea being formed into an Australian military district, with headquarters in Port Moresby, it is necessary that a high military official be appointed Administrator of Papua, is not regarded seriously in Ministerial circles.

One Minister said to the editor of the "P.I.M.": "Why should we appoint another military officer? If we want military service in connection with the newly-formed military district, we have a highly-graded military officer at Rabaul, in the person of Sir Walter McNicoll, whose services presumably would be available for the benefit of the entire military district. What is needed is a highly qualified administrator for Papua, who may be expected to assist the progress of that Territory and make it self-supporting in an economic sense."

'Vive La France Immortelle!'

French Colonies Carry on Bravely, in Association With Great Britain

FOLLOWING a period of nervousness and commercial and financial chaos—the natural result of being cut off suddenly and completely from the Mother Country—the French Colonies in the Pacific, late in July, returned to normal life, in close association with the British Colonies and Dominions.

As described in an article on page 22, Australia has helped New Caledonia to restore partially her economic situation; and a new trade between the two countries is rapidly developing.

The French community in the New Hebrides also is forming a closer commercial relationship with Australia; while French Oceania, of which Tahiti is the principal unit, is turning to Australia and New Zealand for most of its requirements. It is not known exactly what is happening in French Oceania—that important French Colony, in a shipping sense, is extremely isolated—but it is assumed that, like New Caledonia, Oceania is carrying on under its own administrative power.

In fact, if not officially, these French Colonies are under the protection of Great Britain; and recognition of the fact is seen in the warm and cordial relationship that exists at present between the French citizens in the different colonies and their British neighbours.

The Australian Government made a satisfactory arrangement with the Governor of New Caledonia for the maintenance of economic relations. Mr. B. C. Ballard, who has represented Australia in certain directions in the New Hebrides, is now official representative of Australia in Noumea.

The Governor of New Caledonia, addressing the Conseil-Generale in Noumea on July 22, expressed his gratitude to the Prime Ministers of Australia and New Zealand, and the High Commissioner for the Western Pacific (Sir Harry Luke) for assistance given him in making arrangements which would allow the French colonies in the Pacific to be carried on despite the severance of their communications with the Home Government.

In Port Vila, on July 20, a large meeting, representing most of the French people in the New Hebrides, heard an address by M. Sautot (French Resident Commissioner in the New Hebrides) in which the general situation was explained; and the meeting, practically unanimously, acclaimed the action of the Commissioner in sending to General de Gaulle, in London, leader of free Frenchmen in the French Empire, a radiogram, an English translation of the text of which is reproduced on the next page.

The two chief problems facing the three French Colonies in the South Pacific are transportation, and markets for their products. The French South Pacific Line, between France and the French Pacific colonies, via the Panama Canal, has ceased running, and the French colonies are now dependent to a large degree on the ships of other countries. New Caledonia and New Hebrides fall naturally into the Australian shipping orbit, and can be serviced; but the position of French Oceania is a little

DO YOU KNOW ?



**ROMAN EMPIRE
FELL through
DENTAL
DECAY!**

THEODOR MOMMSEN
(1817-1903) THE EXPERT ON
ROMAN TIMES, wrote THAT THE
DECAY of the ROMAN EMPIRE FOLLOWED
the DECAY of the TEETH of ROMAN
CITIZENS—IMPLYING THAT THE **SOFT**
FOOD KEPT **NEITHER THEIR TEETH—**
NOR THEIR BRAIN IN GOOD ORDER.
SOFT FOOD LEAVES PARTICLES
WEDGED BETWEEN THE CREVICES
OF THE TEETH. THESE START **DENTAL**
DECAY. **KOLYNOS** REMOVES
THESE **DANGEROUS**
PARTICLES—LEAVES
TEETH SPARKLING
WITH NEW
LOVELINESS

**DENTISTRY
CURES
BOY
CRIMINALS**

THERE ARE
CASES ON
RECORD of
BOYS WHO HAVE
DEVELOPED HABITS
of **LYING** and **STEALING**
AS A RESULT of **BAD TEETH**.
AFTER FACING the **JUVENILE**
COURT THEIR TEETH HAVE
BEEN FIXED, AND
COMPLETE MORAL
REFORM FOLLOWED.

DOCTORS SAY MANY
SERIOUS ILLNESSES
CAN BE TRACED
DIRECTLY
TO
**DENTAL
DECAY**

**KOLYNOS
DENTAL
CREAM**
1'3 and 2'.

**BACTERIAL MOUTH and END
DENTAL DECAY**

"BACTERIAL MOUTH"
starts WHEN TINY FOOD DEPOSITS
ARE **LEFT BETWEEN** THE TEETH
TO DECAY. **KOLYNOS** SWIRLS RIGHT
BETWEEN THEM, **FLOATS** THOSE
DEPOSITS AWAY AND **KILLS** DENTAL
DECAY GERMS. **KOLYNOS** CLEANS
SURGICALLY AND LEAVES TEETH
GLEAMING & GLISTENING

Remember **KOLYNOS**
LASTS TWICE AS LONG AS
ORDINARY DENTAL CREAM
1/2" ON **DRY**
BRUSH IS ENOUGH

DRY BRUSH
KOLYNOS
DENTAL
CREAM

difficult. There has been some expectation that the Matson Line (running between San Francisco and Australia) will alter its course to include Papeete, the chief town of Tahiti, but there is no indication of this, up to the present date.

There is only a limited market now for the products of the French Colonies. Australia is taking as much as possible of the New Caledonian metals, but she cannot take all. There is some demand for the cocoa and coffee of New Hebrides, and the vanilla of Tahiti; but the copra of the three Colonies, which previously had a protected market in France, now must enter an exceedingly depressed market, along with the copra of British and Dutch Colonies.

Radiogram to General de Gaulle

The following is a translation of the radiogram sent on July 20, by M. Henri Sautot, Resident Commissioner of France in the New Hebrides, to London, to General de Gaulle, Chief of the Forces of Free France:—

"In the name of the French people of the New Hebrides, I transmit the following message to Your Excellency:—

"In view of the fact that the official government of France is no longer free or independent, we must endeavour to restore our Motherland by employing, to that end, all the forces of the French Colonial Empire which are intact.

"In view, also, of the facts that the only chance of salvation for France rests in the victory of our noble Ally, Great Britain; and that His Britannic Majesty's Government has appealed for the co-operation of all French colonies in pursuing the struggle to the bitter end, promising in return all assistance, political, economical and financial, and the aforesaid Government having recognised Your Excellency as the only legal head of the Free French beyond the seas; and in further consideration of the fact that Your Excellency has on many occasions expressed our desire to struggle side-by-side with Great Britain for the honour of our flag, for the liberation of the Motherland and for the respect of our pledged word, the French population of the New Hebrides place themselves, with confidence and respect, under Your Excellency's authority, and place at your disposal all their members who are able to bear arms.

"The French population of the New Hebrides—who, for forty years, have worked in the Condominium at the side of our English friends, whom we have come to appreciate and to admire—ask you to accept this unanimous declaration as an unshakeable resolution to struggle with you until final victory is attained.

"The French Administration of the Condominium, and the Resident Commissioner of France are associated to the fullest extent in this declaration and range themselves with pride under your flag.

"Long live immortal France! Long live England!

"A copy of this declaration has been placed by me in the hands of the Resident Commissioner of the Government of His Britannic Majesty."

Mr. J. H. Jones, of the New Guinea District Services Department passed through Rabaul at the end of July on his way to Wewak to take up duties as District Officer. He recently has been in Australia on leave.

ABOUT ISLANDS PEOPLE



MISS D. E. WILSON, who has just been accepted by the Methodist Mission Board to do nursing work in New Britain, will leave Sydney within a few weeks for Rabaul.

—“Mission Review” Photo.

Mr. Charles B. Nordhoff, the well-known American writer who has been settled in Tahiti for so long, is expected to join the “Aorangi” on her next trip South, from U.S.A., and tranship at Suva for Tahiti. Mr. Nordhoff has been visiting his family on the American mainland.

Captain George J. McMillan, U.S. Navy, recently took over the office of Governor of Guam Island, replacing Captain James T. Alexander, who has been given the post of commanding officer of the U.S.S. “Astoria”. The island, which is an American Naval outpost, is situated at the extreme southern end of the Mariana Archipelago (Japanese), in North-West Pacific. It is used as a stopping place by Pan American Airways Clippers in the North Pacific Service, from U.S.A. to the Philippines.

Mr. J. L. Taylor, who is well known in New Guinea for his exploration work in the Hagen-Sepik region, returned to Rabaul in July, after some months in Australia, during which he compiled a valuable report on his 1938-39 patrol through unknown Central N. Guinea.

Mr. Ted Reed, who was for so long associated with Rarotongan agriculture, arrived in New Zealand by the “Matua” recently. Mr. and Mrs. Reed have made several attempts to settle in New Zealand, but have always returned to the Cook Islands. One of the last posts occupied by Mr. Reed was that of acting-Resident at Aitutaki.

Dr. A. zur Werra, a Swiss scientist who has been carrying out anthropological research in the New Guinea hinterland, returned to Rabaul late in July. He spent part of his two years' study among the natives of the Upper Sepik; he also visited Dutch New Guinea and Papua in connection with his work.

Dr. Alfred Metraux, associate in ethnology at the Bishop Museum, Hawaii, after completing a course of lectures at the Graduate School, Yale University,

has left for Argentina. A Guggenheim Fellowship has made it possible for the French scientist to do field work there. Dr. Metraux visited Easter Island in 1935, subsequently calling at Tahiti with other members of the Franco-Belgian Expedition, and his writings on the island have since attracted considerable attention. Since then he has been associated with the Bishop Museum. His “Ethnology of Easter Island” is now on the press.

Mr. Brian Cockerott, of Apia, Samoa, reached England in July with the Royal New Zealand Air Force contingent. He holds the rank of Sergeant-Observed.

Rev. J. W. Poole, together with Mrs. Poole, will leave Sydney shortly for New Britain, where he will take up duties with the Methodist Mission.

Mr. L. Cay, manager of Mariboi plantation, Papua, was married in Australia recently and has returned to Port Moresby with his bride.

Captain and Mrs. Frank Williams, of Suva, Fiji, celebrated the 50th anniversary of their wedding on July 2—they were married in Suva on that date in 1890. Captain Williams is one of the best known men in Fiji shipping and commercial circles. Having served an apprenticeship with the Norse Line, he went to Fiji and traded for many years with small inter-island vessels. In 1894, he joined the Union S.S. Co. in Suva and until 1933 was chief pilot and stevedore. He founded the firm of Williams and Gosling, one of the most flourishing in the Colony. Unfortunately, Captain and

PACIFIC ISLANDS SOCIETY

Visitors from the Islands to Sydney (or those interested in Islands affairs), are advised to communicate with the honorary secretary of the above Society, which has been formed to study the history, traditions, economics, and political developments of the Pacific Islands.

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TROPICALITIES

Mrs. Williams were not in Suva on the date of their wedding anniversary—they were passengers on the "Niagara" in June, returning to Fiji from a holiday in New Zealand, when that vessel was mined. The gay celebrations planned for the couple were postponed until they returned later in the month. The Williams family in Fiji comprises their four sons, five daughters and 19 grandchildren.

Mr. V. Sully, of the N.G. Department of Education, returned to Rabaul at the end of July, after spending leave in Australia.

Mr. G. R. Richardson, a medical assistant attached to the Australasian Petroleum Co. at Kariyava, Papua, who has been spending furlough in New Zealand, returned to Australia recently to undergo further training at Melbourne Hospital. He has been in Papua for 14 years.

DR. GEORGE MACKANESS was engaged for 10 years on the work of collecting material for the biography of Captain William Bligh, commander of H.M.S. "Bounty" and later Governor of N.S.W. His search extended to all parts of the world and the discovery of documents and related facts involved feats of deduction worthy of Sherlock Holmes himself. Dr. Mackaness told the fascinating story at a meeting of the Pacific Islands Society in Sydney on July 21. This distinguished historian's work on Bligh has won him a great reputation abroad—especially in the United States. The chairman, in thanking Dr. Mackaness for his address, urged the Society to be active in gathering up, collating and preserving the great mass of historical material now available in the various

Pacific territories, covering the events of the past 150 years; and he issued the warning that, as the older people dropped off, this material was steadily disappearing, and was irreplaceable.

DURING the naval confusion in the Mediterranean early in July, when it was necessary that certain French warships should be destroyed to prevent them from falling into the hands of the enemy, it was announced that the small cruiser "Rigault de Genouilly", 2,000 tons, had been sunk by a torpedo off Algeria. This graceful little warship was well-known in the South Pacific ports, having been based in recent years at Noumea and Papeete. The French officers and crew were welcome visitors in Suva, Auckland and Sydney. It was unofficially reported that the vessel was sunk by a British submarine, but no details have been published.

THE search for oil in Papua having covered most of the central and western districts is now concentrated on two points—the district inland from the Kikori River where plant worth hundreds of thousands of pounds is being assembled to put down a bore which should reach oil if it is anywhere within 5 miles under the earth's surface; and the small area held by the Papuan Apinaipi Petroleum Company, in the same region. A private letter from a resident of Port Moresby to the editor says: "The Apinaipi company seems very confident of finding good oil soon".

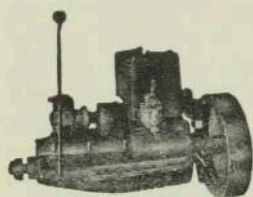
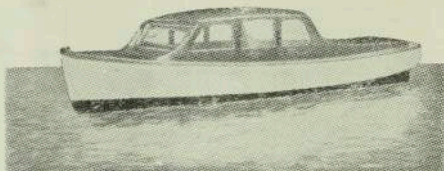
AN Islands newspaper is bitter: "It is reported that the Germans are using a gas which produces extreme lassitude. Spies have obviously obtained the serum from this Territory, using trained mosquitoes which have bitten civil servants dozing at their desks. There is no other reasonable explanation."

EARLY this year, the New Zealand Government prohibited the importation of fresh pineapples. Recently, a small consignment of Queensland pineapples reached the Auckland market and sold at from 30/- to 35/- a case—each case containing between 18 and 25 pineapples. The pineapples were sold retail at from 2/6 to 3/6 each. This extraordinary situation (reported in the "New Zealand Herald" of July 26) persists, although there is an abundance of pineapples in the nearby Pacific Islands—in Fiji, for example, and in Tonga. It was the quality of its luscious pineapples which first put Aitutaki (in the Cook Islands) on the map. And the Cook Islands are a dependency of pineapple-hungry N.Z.!

THERE are various kinds of thrills; but even the following incidents gave at least a momentary relief from the monotony of ordering, and receiving about three months later, our regular lines of Islands needs. Also, a good laugh. For my mission natives, I ordered: "Sankey's Hymn-book, sol-fa edition, 2 doz.". Sydney price was about 11/- or 12/- per doz. That trip we received mail ahead of cargo, and my agents wrote that, in reference to my order of 2,000 Hymn-books, they had to advise that Angus & Robertson had not enough in stock to meet the full order, but were sending what they could that trip, and would forward the remainder by next steamer. Being isolated here, I couldn't cable or do anything about it till the cargo

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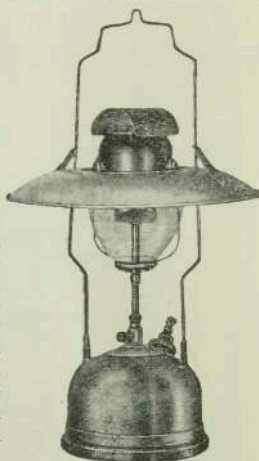
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arrived. Imagine my relief to find a mere half-dozen of the dreaded lot of books; and 18 more followed next trip. It was the most comforting anti-climax I have experienced.

A few weeks ago a steamer call brought just the few lines of household stuff that a small family, living quietly, requires. Among the cargo we expected 4 dozen small tins of assorted soup, and in the order, I had mentioned 5 or 6 varieties. One or two of the cases were so heavy that I told the boys to open them at the beach, and bring the contents up in bags.

Up at the house, the soup began to arrive—soup, soup, and still more soup. I don't remember seeing so much tinned soup anywhere else before—enough for us for about five years. After the first annoyance, it became amusing. They sent merely the bare 4 dozen each of five of the varieties I had mentioned—20 dozen tins of soup! I ask you!—P.

BRIEF history of a South Sea Island, as set out in the "Saturday Evening Post":

4000 B.C.—1693 A.D. Uninhabited island.

1694 A.D.—1778 A.D. Pirates' Hide-out. 1779 A.D.—1845 A.D. Uninhabited island.

1846 A.D.—1921 A.D. Treasure-Hunters' Bonanza.

1922 A.D.—1933 A.D. Escapist Paradise.

1934 A.D.—1937 A.D. Naval Base.

1938 A.D.—1957 A.D. Air Base.

1958 A.D.—4000 B.C. Uninhabited island.

A NOTE from Mr. Edward Auerbach, of the Trobriand Islands, referring to the pioneers of the New Guinea (Morobe) goldfield:—

"The Germans don't do things in the way that we do. Prior to 1914, they founded a company of 1½ million marks, for prospecting in German New Guinea. The headquarters were at Luard Island, outside Morobe; Schlinck was their expert. I was up there in 1900, and they had in their stores thousands of pounds' worth of mining machinery. I asked them what it was for, and they told me that when they found gold, the machinery would be all ready. I told them that we found the gold first, and got the machinery afterwards. I met Schlinck about 5 years ago, at Samarai. He had been to the Mandated Territory, reporting on oil, for Canberra. I believe he was one of the leading oil experts of the world. The funny part was that the Germans never went into the bush to look for gold. I suppose they expected to find it on Luard Island."

A WELL-KNOWN hotel in Uganda contains the following notice:—

"Visitors are expected to take baths, which are provided at no extra charge; an additional charge of 2/- per day, however will be made if no bath is taken!"

BACK from a holiday trip to Suva, where he went to meet Lady Gepp,

Sir Herbert Gepp is full of praise for the manner in which E. G. Theodore, as managing director of the Loloma and Emperor mines, has organised amenities for the staffs of 1,400 Fijians and 150 Australians. These folk seem to have all the comforts of home, down to—or is it up to?—a nine-hole golf course (says a writer in Melbourne "Herald"). As a mining engineer, Sir Herbert told me to-day that he "takes his hat off" to Mr. Theodore for the job he has done in providing good homes in the middle of this huge extinct volcano, 140 miles due north of Suva. The Australians are en-

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gineers, metallurgists, mechanics and accountants, mostly from Melbourne and Sydney, and the mine manager is an American married to an Australian.

THE Samoan fale, which aroused so much attention when exhibited at the Centenary Exhibition in Wellington, New Zealand, will not return to the Islands after all. This marvellous exhibit of Polynesian craftsmanship, which had not a single nail in it, has been bought by Mr. H. J. Kelliher, of Auckland, a director of the Bank of New Zealand. Mr. Kelliher and his wife (who re-

cently visited the Netherlands East Indies) are the owners of Puketutu, an historic island in Manukau harbour, near Auckland, and there the fale is to be erected—just as it appeared at the Exhibition. Mr. and Mrs. Kelliher, who were in Tahiti and Moorea not long ago, have many friends in the Pacific.

DURING the past few months—in fact, as soon as the Nazis struck down their weaker neighbours and proceeded to overrun Europe—the eagerness among all the younger men of the Pacific Territories to volunteer for milit-

ary service of some kind became marked. Much disappointment was expressed lately when it became known that Britain considers that she has, for the moment, all the military forces she requires—the call is for airmen and technicians of every kind. "Footsloggers" may have their opportunity later—they are not wanted just now. Every kind of young man has been literally on the warpath. Three young Presbyterian missionaries in the New Hebrides were so anxious to enlist in Britain's fighting forces somewhere that the Victorian mission body which controls them had to be quite stern in requesting them to remain at their posts. The mission committee said that each missionary would of course exercise his own judgment and decide for himself; but the opinion of the committee was that, as that soldiers are actually not needed just now, the missionaries can perform better service for the Empire by remaining on their stations.

AN ingenious writer recently tried to sum up the everlasting argument in this way:—

SOCIALISM.—You have two cows, and you give one to your neighbour.

COMMUNISM.—You have two cows, and you give both cows to the Government, which gives you part of the milk.

FASCISM.—You have two cows, and you keep both cows, and give the milk to the Government, which lets you buy part of it back.

AMERICAN NEW DEAL.—You have two cows, and the Government shoots one cow, buys the milk from the other cow, and puts it down the sewer.

NAZISM.—The Government shoots you and takes the cows and sells the milk.

CAPITALISM.—You have two cows, and you sell one and buy a bull.

SOCIAL CREDIT.—You shoot the bull.

HOW many times has this kind of incident occurred in the Pacific Islands during the past 150 years?

Early in July, a steamer was preparing to sail from the anchorage at Apia, in Western Samoa, when one of the crew leapt overboard and started away on a half-mile swim to the reef. He had made up his mind to remain in beautiful Samoa. A constable on duty on the ship immediately disrobed and set off in pursuit. He caught his man and the two of them were taken back to the ship in a boat. A little later, the sailor escaped, and again plunged into the water and, this time, he gave the constable a harder and a longer chase. On the second occasion, he was locked up ashore, and was returned to the ship only a few minutes before her departure.

WHEN that well-known Pacific traveller, Mr. Arthur J. Vogan, visited the Trobriand Islands a few years ago, he brought to Australia a collection of what he considered the finest yams grown in the Pacific; and these he placed in the hands of Mr. H. A. Joubert, of the Tweed River district, N.S.W. Mr. Joubert co-operated heartily in the experiment of producing good yams in Australia, and those Trobriand yams are now a recognised crop all along the northern coast of N.S.W. and in the coastal districts of Queensland. One yam, exhibited at the Hawkesbury Agricultural College a few years ago by Hon. Hugh Main, and grown in the Tweed District, weighed nearly 30 lb. Memories of this interesting experiment in transplantation is revived by the announcement during the month that Mr. Joubert is dead. He was a member of one of Sydney's oldest families. Mr. Vogan, in an interesting note, says that the yam, apparently, was first brought into the Pacific by the Arab (or Phoenician)



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BROADCAST RECEIVER

traders nearly 2,000 years ago, from the east coast of Africa.

IN these days it would be well for Islands residents to take to heart the advice which a lady of 78 years of age, residing in Tunbridge Wells, England, cabled to her daughter in Australia. Having received a letter from her daughter, couched in depressing terms, the old lady forthwith cabled a reply to Melbourne:

"Nobody here downhearted. Australians, keep your chins up!"

A PATROL Officer in the west of Papua was examining a severe arrow wound in a native woman's leg.

"Who did this", he asked, frowning. "It was the mosquitoes", she assured him plaintively.

Now he knew that mosquitoes were bad in the district, but he doubted if any of them were strong enough to draw a six-foot bow. Enquiries revealed that one night the woman's husband had been unable to sleep because of the pests—magic spells, wood-smoke, aromatic herbs, all proved useless, and even the chanting of the mosquito song had no effect. So he grabbed his bow and arrows and left the hut, to find the mosquitoes even worse among the long grass outside. Irritated beyond endurance, he raised his bow and shot three arrows into the darkness, one of which penetrated the wall of his hut and pinned his wife's leg to the floor!

FOR some years, a new stamp series has been projected to celebrate the 50th anniversary of the Chilean possession of Easter Island, the mystery island in Eastern Pacific, 1,000 miles east of the Marquesas Group. The anniversary actually fell in 1938, but the stamps have only just appeared, according to the "Australian Stamp Journal". The issue consists of two values and the principal feature of the design is a view of the "Abtao", which visited Easter Island on September 9, 1888, when its commander, Captain Toro, signed a treaty with the native chiefs. On one of the values a portrait of Captain Toro is inset, while on the other is inset a picture of Father Eyraud, a Franciscan friar who lived on the island from 1864 to 1866. Incorporated in the design is a representation of one of the mysterious stone statues found on the island, whose origin has caused so much discussion and speculation.

SOME time ago, Mr. R. H. Phillips, of Suva, presented a large collection of Fiji moths to the Australian Museum, Sydney; and it was reported in July that these now have been placed in the Museum's reference collection.

In an article in the "Fiji Times", Mr. A. Musgrave states that Mr. Phillips first began collecting moths whilst in the service of the Fiji Government. On retiring, in 1928, he became connected with the Colonial Sugar Refining Co., and remained in their employ for three years. All of this time Mr. Phillips added to his collection and, when he handed it over to the Museum, there were no less than 873 different specimens.

Mr. Musgrave also refers to the early entomologists who visited the Fiji Islands. Among the first were French explorers, in their quest for the missing La Perouse expedition. Later, German and English collectors came to the Group; and, to-day, the names of Fijian moths occur quite frequently in scientific journals.

A PRIVATE letter received in Wau, T.N.G., states that Flying-Officer Moresby Gofton (son of Mrs. F. Stewart, of the Bulolo Hotel, Wau) who was reported missing in June, is believed to be a prisoner of war in Norway. The information is described as "garbled" and apparently unreliable, and no official notification has been received by his mother. Naturally, all friends of Mrs. Stewart and of the gallant young airman hope that the report is correct. It is true that the British were carrying out considerable operations in Norway about the time that young Gofton was reported missing; and it may be that he was with one of several machines which disappeared when over enemy territory.

SO many young men have left the service of the Papuan Government to enlist in the Australian forces that the Government is finding itself embarrassed in the matter of carrying on the ordinary work of administration. Elderly men have been engaged to take

some of the vacant places and in other cases women are being employed as clerks.

ANNOUNCEMENT

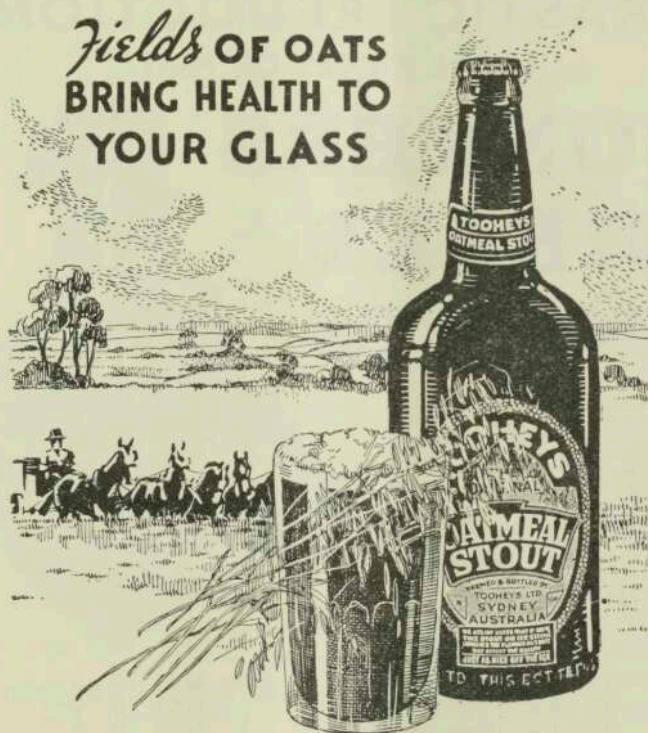
Mrs. D. V. Irvine, late of Samarai (Papua), and the Solomon Islands, and of the Islands Department of Messrs. David Jones, Ltd., has organised a Shopping and Buying Service, and is prepared to carry out Shopping Commissions for Pacific Islands Residents.

Inquiries for dresses, millinery, drapery, shoes, men's clothing, children's clothing, furnishings, household equipment, library membership, education services, etc., etc., will have Mrs. Irvine's personal attention.

Inquiries may also be made regarding Accommodation, Travelling Facilities, Storage, etc.

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TOOHEYS
OATMEAL
STOUT
"HERE'S TO'EE"

Margarine in Demand—But Copra Growers Won't Profit!

THE comparatively high price of butter and the comparatively low price of copra has brought about a very rapid increase in the use of margarine throughout the world and it was reported in Auckland in the middle of July that the growing sales of margarine were causing uneasiness among dairying interests in New Zealand.

A report from London dated June 6 says that since the ration of butter in Britain was increased to 8 ounces per head per week the margarine trade had gone flat, but other reports from England say that although there has been a falling off in the demand for margarine, preparations were being made to meet an increased demand that was expected in July and August.

Another British commentator said that when butter is sold at from 1/- to 1/2

per lb. there is little demand for margarine, but when butter goes beyond 1/4 per lb. there is a marked swing-over to margarine.

However, the position does not seem to make any difference to the South Seas planter. The situation is completely in command of the Unilever combine. If there is an increased demand for margarine and greater profits from the handling of coconut oil the profits clearly go into the pockets of the margarine trust—they do not by any chance find their way into the Pacific.

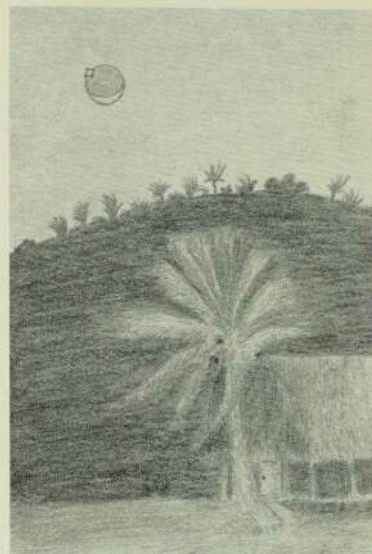
Mr. Tom Ellis, Junior, married Miss Freda Mathieson at Wewak, New Guinea, recently and travelled by plane to their home at Maprik.

Mr and Mrs. W. Johns, of Bulolo, T.N.G., have been receiving congratulations on the birth of a daughter (at the Wau Hospital on July 6).

THE STAR OF HOPE ON THE RIM OF THE MOON

THE constellation of the moon shown in the sketch, which was observed on June 3, at 5 a.m., from one of the Lau (or Windward) islands in Fiji must be of a comparatively rare occurrence.

The moon had passed the last quarter, new moon being due on June 6, but, owing to the purity and dryness of the atmosphere, the whole orb was clearly visible. The star perched so jauntily on its rim is generally accompanied by a smaller one, when observed in the morn-



A sketch of the moon, made by the writer.

ing sky. On this occasion, however, the nearness of dawn had already paled the smaller fry.

It was a lovely picture. The morning sky was of a light blue-black, lit up by the hidden radiance of the approaching sun. The moon, just risen above the inky darkness of the hills, seemed to pour liquid silver over this little sleeping world, dripping from the fronds of the ghostly palm on to the native hut nestling so peacefully in its shelter. No sound broke the deep silence. Even the thunder of the reef, ever awake, ever watchful, had died to a low distant rumble.

Then a slight breeze stirred, like a sigh. A rooster lifted its voice to greet the new day, followed by answering calls from every tree and bush on the homestead.

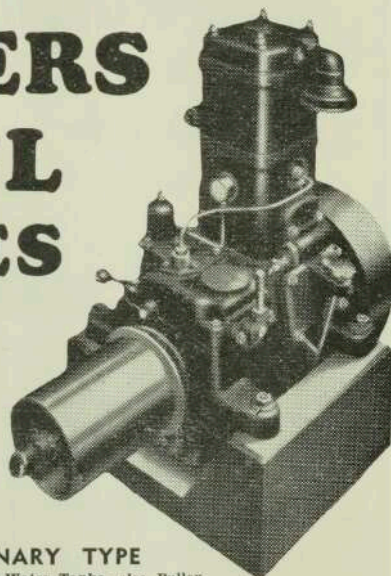
I gave a last look at the moon—so serene and aloof from the worries of this, our world. Yet that same adornment, incongruous as it looked, placed thus on the great orb, seemed to work a subtle change in its expression. There was a promise, a message of hope.

That star looked exactly like a "teki-teki"—as the Fijians call the custom of tucking a flower into one's hair, just above the temple. You wouldn't do it if you were depressed. I thought: "Well, if the moon feels like a 'teki-teki', things can't be quite as bad as they look now. Isn't it always darkest before dawn?"—E.H.

Messrs. L. Round, Paul and A. Hogan have been transferred from the Rabaul branch of B.P. & Co., Ltd., to Port Moresby.

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THE OILHEAT is cheaper to run—heats better and lasts longer.

The average bath costs about ONE-THIRD OF A PENNY. The Oilheat is solidly constructed of 24-gauge copper throughout, and will last a lifetime.

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IT WILL OPERATE A LARGE SHOWER or will give a medium bath within a few minutes. Heater is started by inserting a small piece of ignited paper into the down draft tube. Oil is then turned on, and is instantly vaporized on the patented Hot-Plate. A strong, steady flame is drawn through the Heater by natural draught, and this heat is **conserved**, as the design of the Heater being horizontal, allows all water jacketed surfaces to be heated thoroughly before small remaining percentage is drawn up the flue. This is a definite advantage over the vertical type where heat losses are very considerably increased.

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OUTPUT IS ONE GALLON OF HOT WATER PER MINUTE raised 70 degs. on water temperature. Running continuously will deliver 1400 gallons of HOT WATER in 24 hours if required. Average Bath COSTS LESS THAN 1/3rd OF A PENNY.

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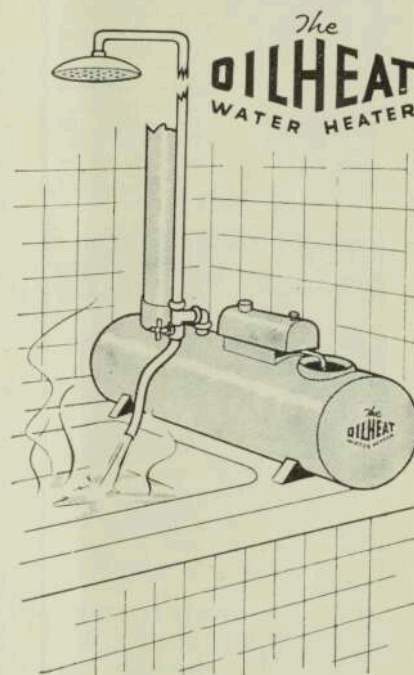
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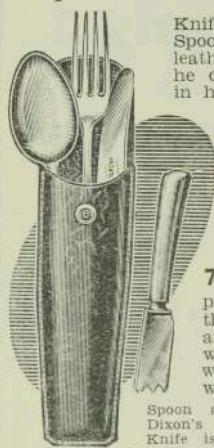
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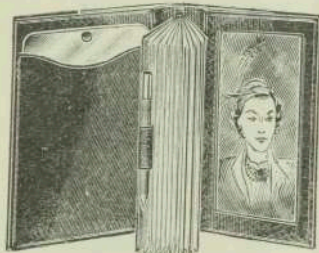


Knife, Fork and Spoon, complete in leather pouch, which he can easily carry in his pocket.

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20/- War-Service Leather Wallet, fitted with good pocket book and pencil, stainless steel mirror, transparent envelope for identification card or photo, and bank note compartment. In brown (for Army) or navy blue (for Navy or Air Force). His initials will be stamped in Gold, free of charge.

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J. M. Salmon of Rarotonga

Letter to the Editor

A PROPOS of my letter in the July "P.I.M." concerning the antecedents of John Mortimer Salmon, of Rarotonga, I have since come across some information that, in part, answers this query. In her "Strange South Seas", published in 1907, Miss Beatrice Grimshaw makes reference to a meeting with Salmon and his wife, Queen Tinomana of Arorangi.

Miss Grimshaw refers to Salmon as an Anglo-American, says that he landed in Rarotonga in 1874 from the schooner "Venus", and that he was the grandson of Thomas Dunnett, a Ramsgate sea captain. There is also an account in this book of Salmon's romance with Tinomana, and a description of Miss Grimshaw's visit to their home. The five children who were born to them, she says, all died.

Perhaps Miss Grimshaw, who is now a resident of Australia, can enlighten us as to her informant concerning Salmon's forbears?

Was Alexander Salmon, of Tahiti, also related to this Thomas Dunnett? I think not. The name does not suggest any Jewish association. Nothing appears to be on record concerning Alexander Salmon's English family. It is said that he was the son of a London banker. That he was an educated man is obvious. Though he must have been very young when he landed in Tahiti, he certainly appears to have had a good schooling, and the story that he, too, had had banking experience may be true.

I am, etc.,

ERIC RAMSDEN.

The Pacific Islands Society,
Sydney, August 5, 1940.

Mr. Richard Edgar Christian, Chief Magistrate of Pitcairn Island, died at Pitcairn Island on June 20.

Salamaua-Wau Road

N.G. Interests Resent Suggestion That Plan May be "Forgotten"

STRONG feeling on the subject of the Salamaua-Wau road in New Guinea is shown in a number of communications received from the Territory during the month.

Members of the New Guinea Mining Association—the name of a large organised group of Morobe gold-miners—are particularly resentful of the statement, made in this journal and in other places, that the Commonwealth Government and the Administration of New Guinea probably will "forget" about the road plan, on the ground that the financing of the project is not practicable under war conditions.

Correspondents point out that early in 1939 the bill authorising the construction of the road passed through the Commonwealth Parliament; that the Administrator received instructions from Canberra to carry out the construction work; and that the Administrator stated before the Legislative Council in Rabaul on April 2, 1940, that tenders would be called for the first section of the road. It is pointed out also, on the ground that it was necessary to provide funds for the construction of a road, the royalty on gold produced in New Guinea was increased in 1927 from 1 per cent. to 5 per cent. The Mining Association says that if the road is not to be built, and is to be forgotten, then that 4 per cent. additional gold royalty collected for 12 or 13 years, should be returned to the miners.

The miners undoubtedly have justice on their side. Justice is usually shown blindfolded; and in any event what chance has the poor lady of surviving in this war-torn world?

It was reported from Nairobi on July 23 that the Government of Kenya has taken over the Kenya coffee industry.

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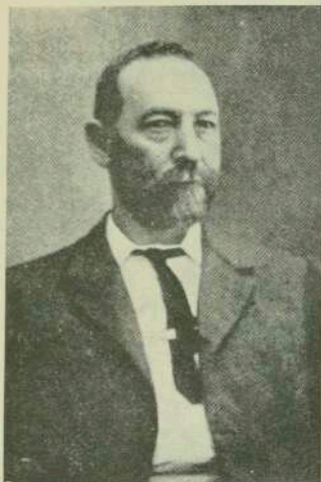
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Death of Captain D. Robbie



THE death occurred at Levuka, recently, of Captain David Robbie, a Fiji pioneer, and one of the most widely known planters and traders in the Western Pacific.

Captain Robbie was born in Scotland in 1849, and came to the Colony at the age of 27, as master of the schooner "Nymph". After several years of trading among the Central Pacific Islands, he settled down in Levuka as a general merchant, and built up a flourishing business, which was subsequently purchased by Burns Philp (S.S.) Co., Ltd.

Captain Robbie was elected to the first Legislative Council in 1905, but later retired in favour of Sir Maynard Hedstrom. In recent years he had lived in retirement, on his Wainunu estate.

A full account of his life appeared in the April, 1939 "P.I.M.", on the occasion of a presentation being made to him by residents of Levuka to mark his 90th birthday.

MAY A MELANESIAN HAVE PRIDE OF RACE?

Letter to the Editor

IN an article in the March issue of the "P.I.M." is the statement: "In some islands, the pan-Melanesian fantasy hangs over the native mind like the intoxicating fumes of a narcotic." As one who has inhaled the fumes I would like to put up some defence of this fantasy which the writer so contemptuously dismisses.

We, who know what a stimulant pride of race can be, know also how debilitating the absence of it can be. We rejoice in the possession of it for ourselves and, ipso facto, we should rejoice in other races having it.

Like the possession of any good thing, it can be seriously misused and even become a menace, as witness Germany to-day, but rightly directed, pride of race is a valuable incentive to progress and achievement.

A white man may choose to regard racial pride in a Melanesian as slightly ridiculous, but that is only because of his damned superiority. A white man who thinks that the best hope for the Melanesian is for him to become a coloured imitation of a white man, and adopt his

ways of living and thought is guilty of unspeakable arrogance. He and his like, I presume, are responsible for the New Hebrides natives referred to in the article as refusing food and medals offered by the Government.

As one who watches with interest and sympathy this Melanesian "fantasy", and who took a small part in encouraging it among the natives of the Solomon Islands, I am glad to have evidence that it exists among the New Hebrides natives.

Britain has a solemn obligation to fulfil in the Solomon Islands, likewise France and Britain in the New Hebrides. This obligation is not to frustrate and ridicule the Melanesian pride of race, but to foster and guide it. Pride of race is not a narcotic, but a stimulant—a stimulant to achieve greatness.

The Melanesian needs all the stimuli he can have, if he is not to lose his identity, if not his very existence.

I am, etc.,

RICHARD FALLOWES.

Strathfieldsaye,
Reading, England.
21/5/1940.

Lt.-Commander R. B. A. Hunt, R.A.N., accompanied by Mrs. Hunt and his small son, has returned to Australia, after serving in Papua for nearly a year.

*Eyes right
in Sunlight*



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"Trintex" scientifically tinted optical glass prevents all injurious rays reaching the eyes and eliminates glare.

Special "Trintex" Sunspecs are made up in modern, superior quality Fulvue frames. They are not ordinary glare goggles. "Trintex" lenses are in 2 shades—medium and dark.

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THE CHILD!

It makes the mother
wince every time she
hears it. Despite the

fact that she uses a cod liver oil mixture, knowing well that there is nothing better than cod liver oil to rebuild a weakened constitution, the child gets no better—she cannot understand why.

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"I feel I must tell you of the good Scott's Emulsion has done my six-years old boy. He could not lose a dreadful cough. I was very worried and decided to try your Emulsion. After the first bottle I noticed a big improvement in my child and with the second the cough was completely gone. He is looking so well now, and has gained weight."

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Now you know why Scott's is the one and only Emulsion to give your child. Start him on a course of it to-day. Notice how quickly that cough is eased and cured, and his general condition improved. Give your boy a chance to meet his fellows on equal terms.

Scott's Emulsion rebuilds worn tissues, makes the bones stronger, restores vitality. Your child will quickly lose that feeling of lassitude, will want to romp and play, and after games come home happy and healthily hungry.

Get Scott's—the Cod Liver Oil Tonic Emulsion that never fails.

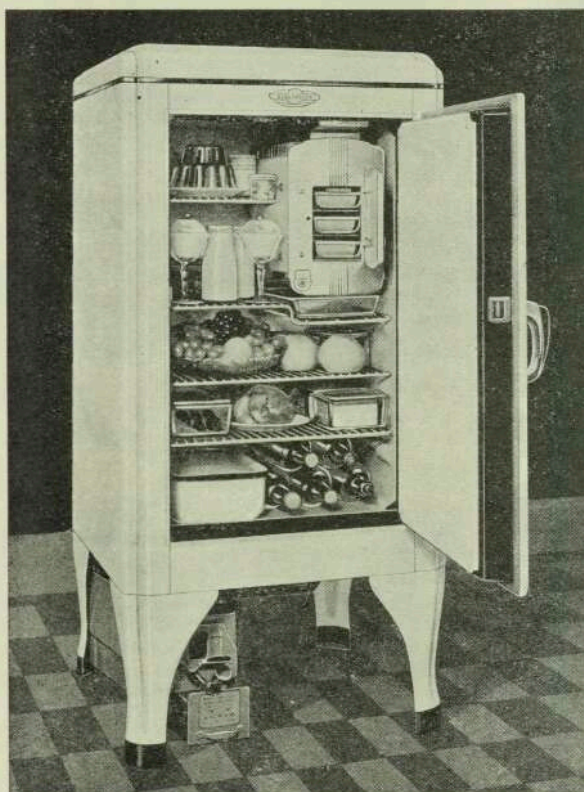
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Freezing controlled by simply regulating height of flame.

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W. R. Carpenter & Company Ltd.—Sydney, and following
New Guinea Branches: Rabaul, Salamaua, Wau, Kavieng,
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British Solomon Islands.
On Chong & Company Pty. Ltd.—Butaritari, Gilbert and
Ellice Islands.

Representation in Papua and New Hebrides.

RUBBER TAX**To be Imposed in Papua**

From Our Own Correspondent

PORT MORESBY, July 29.
It is understood that the Administration will present a Bill to the next session of the Legislative Council, providing for an export tax on rubber from Papua.

The tax will be 5 per cent, on the f.o.b. value at Papuan port, payable if and when such value is not less than 8½d. per pound, Australian currency.

Rubber producers in Papua receive, at the present market price, a profit of approximately 1/- per lb. on rubber landed in Sydney.

Bumble-Footed Bungling in New Guinea

From Our Own Correspondent

WAU, July 20.
The second contingent of volunteer recruits from the Goldfields for the A.I.F. met with extraordinary treatment at Salamaua, when on the first stage of their journey.

On arrival at the Morobe port, they were "ordered" to go on leave, and to pay for their food *in advance*, daily, at the local hostelry. These men were receiving pay at the rate of 7/5 per day, and they each had to pay 9/- per day before they could get food.

A sum of no less than £56 was immediately raised on the Goldfields, and remitted to Salamaua, to assist the recruits in their difficulty—many of them had spent practically their last penny in liquidating their obligations before leaving.

This was an example of pure bungling, and reflected badly on the methods adopted in handling men who have enlisted for service.

NEW USES FOR COCONUT OIL

AS far back as 1931, the continued low price of coconut products caused grave concern, and efforts were made to find new uses for the coconut.

An important development was then reported in the Philippine Islands, where scientists demonstrated the practicability of using coconut oil as a fuel for Diesel engines. It was claimed that the oil could be produced as cheaply as crude oil. In Manila, at the time, it was thought that the discovery would revolutionise the industry.

If the use of vegetable oil in combustion engines is practicable, it is clear that a new era would open for the industry. It was pointed out, long before 1931, that the world's mineral oil resources are limited, and that, with the ever-growing demand of the motor trade, it would only be a question of a comparatively short time before supplies are exhausted.

Has there been any further development which would be of interest to Papuan planters?

TONGA'S FINANCES

NUKUALOFA, July 16.

THE financial estimates of the Kingdom, for the year to June 30, 1940, passed recently by Parliament, show estimated revenue at £79,148 and estimated expenditure at £78,989.

Of the estimated revenue, £68,325 is to be raised from taxation and £10,823 appropriated from the Kingdom's accumulated surplus funds. That the reserve had to be called upon is evidence of the present financial position of the Kingdom.

IMPEACHMENTS**Extraordinary Occurrences in Tonga**

From Our Own Correspondent

NUKUALOFA, July 18.

DURING the present session of Parliament, the Premier (Hon. Tugi), the Minister for Lands (Hon. Ata), the Minister for Police (Hon. Akauola), the Governor of Haapai (Hon. Akauola) and the Governor of Vavau (Hon. Ulukalala) were impeached by the senior Parliamentary representative of the people for Vavau, Hon. Afuhaamago, on the ground of maladministration.

The charges were heard before the Parliamentary Tribunal, which, presided over by the Chief Justice (Hon. W. H. Stuart) returned a verdict of not guilty in all cases except that of the Governor

of Vavau, which has been adjourned for trial at some later date.

In the history of Parliamentary impeachments in Tonga, there never have been so many impeachments made simultaneously in any one session of Parliament.

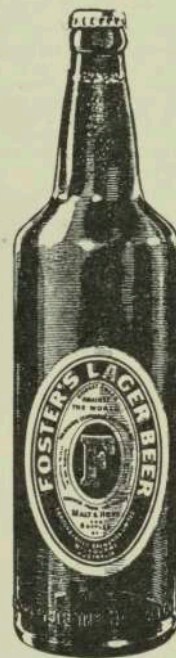
It is a matter of historical interest to recall that it was Hon. Afuhaamago's father, who, as Parliamentary Representative of the people, impeached the former Premier, the late Hon. Jiosateki Veikune, for maladministration, before Parliament, which resulted in the latter's dismissal from office and his deportation to Fiji by the High Commissioner for the Western Pacific, in 1904.

It is recalled, too, that the late Hon. Jione Tubou Faletau was impeached before Parliament and dismissed from office when he was Governor of Vavau, about 1912.

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refreshment
from pure
Malt and
Hops**



**FOSTER'S
LAGER**



NEW CALEDONIA BEING RUN AS AN INDEPENDENT COUNTRY

Extraordinary Results of the French Capitulation

STUDENTS of national and political economics will be interested in the history of events in the French Colony of New Caledonia, when that community found itself suddenly cut off completely from the Mother Country by the capitulation of France, in June, to the German hordes.

In ordinary circumstances, New Caledonia is administered by a Governor (appointed by the French Colonial Office) and officials under his command; and while the country is generally self-supporting, its finances were controlled from Paris.

The Colony, which has a population of 27,000 Europeans and about 54,000 natives, exports nickel, chrome, deer and cattle hides and coffee. In the past, most of its exports went to France, but a large proportion of its imports have been bought in Australia.

It is a country of considerable economic importance. It has agricultural and pastoral industries, and great wealth in minerals—especially nickel and chrome. For that reason it has had a good deal of attention in recent years from Japanese investors and industrialists.

In June, when France capitulated to Germany, while Britain maintained her mastery over sea communications, New Caledonia found herself cut off entirely from France and thrown upon her own resources.

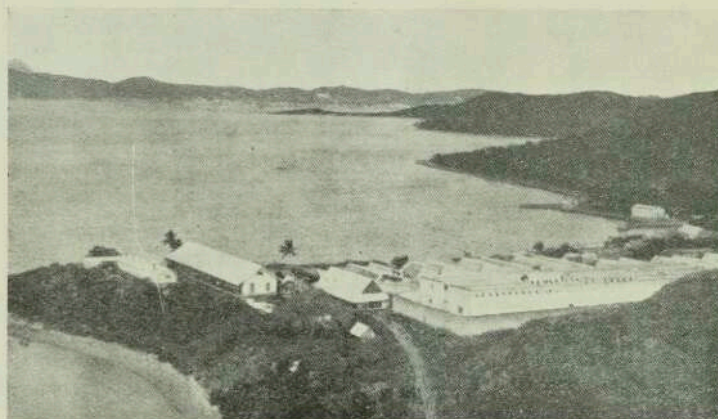
Details have been supplied to the "P.I.M." by Mr. Nicolas Hagen, of Noumea, who in August made one of his periodical visits to Sydney.

THE first effect was seen in the collapse of the currency. Nominally, 140

francs will purchase £1 Australian and that has been the basis of trading between the two countries for a considerable time. But in June no one wanted French francs—they could not be sold at any price—and it was no use the merchants in New Caledonia offering to Australia their ordinary currency where-with to purchase from Australia the foodstuffs which were urgently needed.

For a while, the situation was chaotic. Its solution was made easier by the fact that the principal banking institution in

New Caledonia, the Bank of Indo-Chine, is autonomous in New Caledonia—although its headquarters are in Paris—and it issues a special bank note for use in New Caledonia. The situation was taken in hand by the Government of New Caledonia and the Bank of Indo-Chine, acting independently of France and other French Colonies, and an appeal for assistance was made to the Commonwealth Government. As a result of this, Australia agreed to buy from New Caledonia a certain large proportion of the nickel and chrome which New Caledonia customarily exports; and, with the credits thereby established, New Caledonia was able to buy from Australia various foodstuffs needed by the community. In other words, a simple system of barter was established, controlled by



View of Noumea from the Bay, showing He Nou in the foreground.

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In case of difficulty in obtaining supplies write to:—
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the two Governments interested and the Bank of Indo-China.

So long as there is a market for New Caledonia products, this system can be carried on indefinitely, and New Caledonia can support itself. But Australia cannot buy anything like all the metal output of the Colony, and a market has also to be found for the other main New Caledonian products—namely, 80,000 deer hides a year, and a large quantity of coffee. These are eminently marketable products—but their market depends to a considerable degree upon sufficient shipping being available.

MEANWHILE, pending the operation of this system of bartering, the European population of New Caledonia has been placed upon strict rations. These in some directions were severe—half pound of butter per head per month, two boxes of matches per head per month, 3 lb. of sugar per head per month, quarter pint of oil per head per month—but, generally, there is plenty of food of the home-grown varieties, and New Caledonia has large herds of cattle and deer.

This sudden economic isolation of New Caledonia has had curious results. For instance, the various ships owned in and operated from New Caledonia have had to re-arrange their insurance. Usually their insurance was held in France—now it has been transferred, on what is understood to be quite satisfactory terms, to Australian insurance offices.

The Bank of Indo-China has had some difficult problems to handle, but it has succeeded fairly well in stabilising exchange at the former rate—namely, 140 francs to £1 Australian. It is reported in August that francs, which had been quite unsaleable in June, are now negotiable on a satisfactory basis.

Many companies, with headquarters in France, have substantial investments in New Caledonia. Their position is obscure and difficult. Obviously, if New Caledonia, by sheer force of present circumstances, comes into the British bloc of trading countries, there will be no transfer of money from New Caledonia to France for the benefit of the Germans. Therefore, any profits made by the French-owned companies in New Caledonia will have to remain in New Caledonia for the present—and, probably, permanently, for the ultimate benefit of the Colony.

There have been no indications that Great Britain or Australia have designs on New Caledonia—other than their definite wish that New Caledonia shall not be held by any Power potentially dangerous to Australia, or to British interests.

Australian trading interests in New Caledonia already are substantial and, in the natural order of things, it would not be surprising if New Caledonia entered the British Commonwealth of Nations. That would seem to be a natural development. But Japan has displayed extraordinary sensitiveness in relation to the future of these Pacific territories; and it is just possible that Japan may regard New Caledonia as in the same category as the Dutch East Indies.

JAPAN apparently will do nothing so long as the Dutch East Indies, and New Caledonia and French Indo-China remain nominally independent (although the home countries of each are in German occupation) and so long as the Japanese are permitted to trade freely with those territories; but, if it is proposed to transfer any of those territories from one country to another, there may be trouble with Japan, on the grounds that the Japanese, as a matter of definite policy, object to any alteration of the status quo in the Pacific.

However, the people of New Caledonia seem to be prepared to carry on quite

Japanese in New Caledonia

THERE are a total of 1,195 Japanese in New Caledonia (according to "Bulletin du Commerce", Noumea). In Noumea alone, statistics show that there are 311 Japanese men and 28 Japanese women in residence.

Of the total number of 1,195 Japanese in the Territory, 1144 are men and 51 women. It is interesting to compare these figures with statistics of previous years:

	Noumea.	Interior.	Total
1918	353	2,105	2,458
1933	330	780	1,110
1936	341	810	1,151
1939	339	856	1,195

Hon. H. W. Champion, acting Lieutenant-Governor of Papua, accompanied by the **Hon. H. L. Murray** and **His Honour Mr. Justice Gore**, made a tour of inspection in the Eastern and North-Eastern Divisions in July.

cheerfully under the present conditions, for an indefinite period. They have no reason to worry, so long as they can find a market for their principal products.

Messrs. Bailey, Bealan, Eglington, McCarthy, Houghton and Stock, all of whom were members of W. R. Carpenter & Co., Ltd.'s Rabaul staff, have enlisted in the A.I.F.

Mr. Clive Devenish-Meaes has been appointed Clerk of the Legislative Council of New Guinea, in succession to Mr. R. M. J. Cameron.

Dr. C. C. Simson is at present on his annual visit to the Territory, and is inspecting his plantation at Hisiu, west of Port Moresby.

Gramophone and Record Buyers

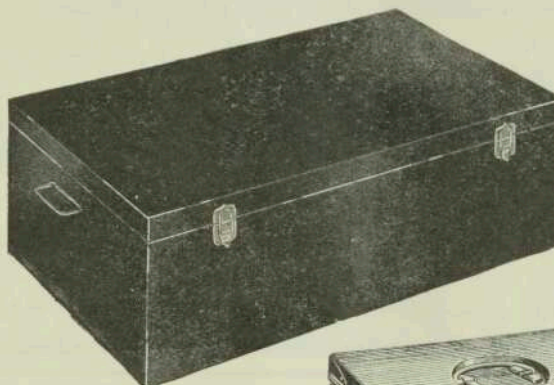
Reconditioned His Master's Voice Portables—Equal to New.

Delivered Straight to You for £4/4/- No extras to pay for. Send your record orders to us. Immediate attention. Can be sent c.o.d.

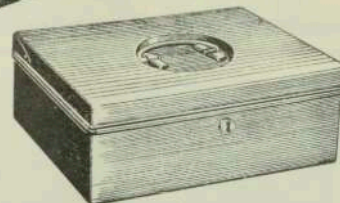
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DUSTPROOF STEEL UNIFORM TRUNKS

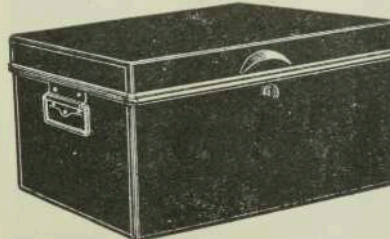


Made of strongly reinforced steel with rubber-sealed lid, this handsome black japanned uniform case is both water- and dustproof. It has two nickel lock bolts, handles at ends and is finished inside in dark blue. Size 36" x 20" x 12".



STEEL CASH BOX

Coloured olive green, this cash box has an inside tray with divisions and is fitted with a four-lever lock. Two sizes: 10 in. x 6 in. x 3½ in., and 12 in. x 9 in. x 5 in.



HEAVY STEEL DEED BOX

This is made in seven sizes:—12 in., 14 in., 16 in., 18 in., 20 in., 22 in., and 24 in. It is handsomely finished with a strong four-lever English lock.

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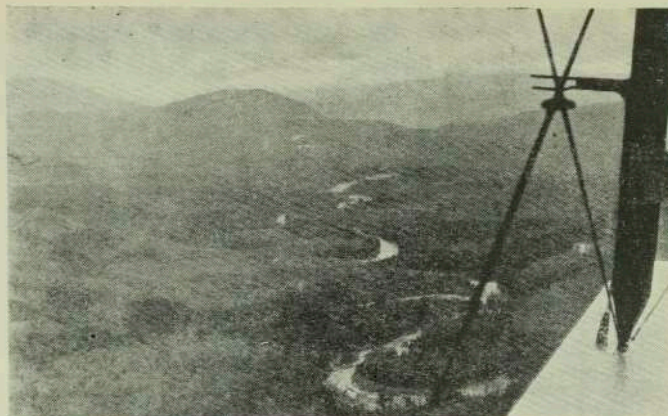
HOW AIRMEN FOUND WAU

Dramatic Story of Beginning of Aerial Transport in New Guinea

ON April 17, 1927, a little De Havilland aeroplane landed on a roughly cleared piece of land at Wau, New Guinea. It had just completed the first flight from Lae, some 50 miles away, on the coast, over indescribably broken, jungle-clad country. This was the forerunner of what became the greatest aerial transport service in the world.

Three men took part in that flight—the pilot, Captain E. A. Mustard, his mechanic, A. W. D. Mullins, and the guide, R. B. ("Jack") Lewers. This service, inaugurated by Guinea Gold, N.L., shortly afterwards became Guinea Airways Ltd.

To commemorate the part he played in this epoch-making trip, a presentation



Typical Morobe goldfields country, over which aeroplanes now fly every hour.

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was made to Mr. Lewers in Sydney recently by the directors of Guinea Gold. It bears the following inscription:—

"Presented to Mr. R. B. Lewers by the directors of Guinea Gold (N.L.) in recognition of his valuable services as guide on the first flight on April 18, 1927, of the Company's aeroplane from the Coast of the Mandated Territory of New Guinea to the inland town of Wau."

Mr. Lewers described the flight to the "P.I.M.":

He left Sydney on the old "Montoro", in 1926 and, with "Bill" MacGregor, proceeded to Aitape, where they recruited 42 native labourers. Mr. Lewers then took his "boys" to Salamaua, which at that time comprised a couple of stores and Government offices, with a line of native huts running along both sides of the little sandy isthmus. A short time later he made his first trek from the coast to Edie Creek. It was only after seven days of winding up and down mountain ranges, in and around rivers and creeks, with native carriers slipping and sliding in the mud under their 50 lb. packs, that Mr. Lewers saw Wau settlement.

Only two or three white men were there. The bulk of the mining was being done at Edie Creek, 3,000 feet higher up, and Wau was only a resting-place before the last 12 miles to Edie Creek. Only 12 miles, but it meant a full day's heart-breaking climb.

Finally, Mr. Lewers commenced operations on the goldfield, but he soon found that the greatest problem was supplies. Not only was transport very expensive, but exasperating, for no sooner was the miner on good ground than he had to interrupt operations and make a trip down the tortuous trail to Salamaua for fresh supplies.

Cecil J. Leven was then working on a plan to transport supplies from the coast by aeroplanes.



The late Cecil J. Leven.

Some scoffed, but Leven argued that the only alternative was a road, and this might take years to build, and would almost certainly need constant repair against tropical downpours and ever-shifting country. He also pointed out that dredging machinery could be flown over the mountains

(Article Continued on Page 44.)



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The Islands *Economy* Petrol

VACUUM OIL COMPANY PTY. LTD. (Incorporated in Australia)



P 405

THE following Fiji residents left Suva recently to join up for active service overseas (announces the "Fiji Times"):-

Commander W. Burrows (District Administration); Lieutenant M. L. Bernacchi (Acting A.D.C. to the Governor); T. Allan (Suva); W. J. Blanch (who served with the Fiji Contingent in the last war); C. A. Browne (Suva); O. M. Browne (Suva); J. H. Broomham (Suva); H. B. Bossley (Nadi); G. A. Crapp (Suva branch of the Bank of N.S.W.); O. L. Freeman (Rewa); E. Frost (Suva); A. R. McGowan ("Fiji Times"); E. V. Spaeth (Taveuni); R. H. Strachan (Suva branch of the Bank of N.S.W.); H. W. Williams (Williams & Gosling Ltd., Suva); E. B. Williams (Tailevu); M. J. White (Suva).

OPIUM MENACE IN FIJI

SUVA, July 15. THE Fiji Police Force is still vigorously carrying out its campaign against opium smuggling. In Suva Court on July 2 a Chinese, Joe Lee, was fined £30, after pleading guilty to a charge of possessing opium. Two other Chinese (Ah Lin and Chong On) were heavily fined for frequenting premises used for opium smoking, and a Fijian woman, Litia Makama, was convicted on a similar charge. When the police raided the premises a quantity of opium pellets and other equipment was found.

Inspector W. J. G. Holland told the Court that the authorities were aware that Fijian women helped Chinese opium smokers and often carried the drug for them.

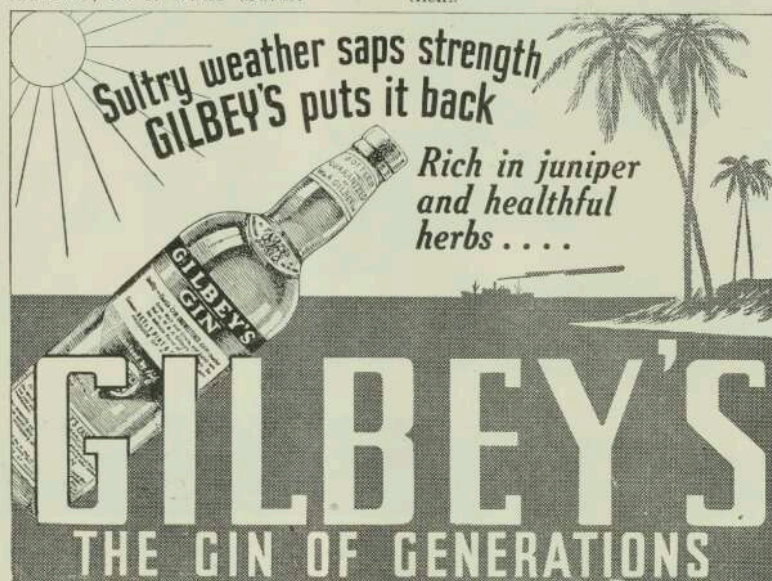
Death of Rev. Robert Boyd

THE Rev. Robert Boyd, for many years a missionary at South West Bay, Malekula, New Hebrides, died on July 14, at Gatton, Queensland, at the residence of his daughter, Mrs. McRoberts.

His passing removes a notable landmark from the New Hebrides, with whose social and mission activities he had been intimately associated since 1894. Persistent weakness dogged his steps since his retirement in 1928, but, during the 34 years he spent on Malekula as a missionary of the Victorian Presbyterian Church, he was zealous and untiring, and left behind him an honourable record of service.

Like many another pioneer who carried through hazardous achievements, Mr. Boyd's gifts were not conspicuous on the public platform, but his fellow-missionaries will always remember the wisdom and balance of judgment he displayed in the deliberations of the Mission Synod. With his modest demeanour and quiet dignity, he was a well-known figure in Islands life, and played a memorable part in promoting the prosperity and development of the native race.

Mr. Boyd was first attracted to the New Hebrides by the wave of missionary enthusiasm that swept over Scotland, following the publication of the missionary classic, the Autobiography of John G. Paton. As a fellow student at Glasgow University, Mr. Boyd had the Moderator of the Victorian Church, the Very Rev. J. Noble MacKenzie, and both came under the influence of the venerable missionary, Dr. John G. Paton, then at the height of his renown. The two men volunteered for service in the New Hebrides, and at the close of their college course, were appointed to the Islands as missionaries of the Victorian Church, Mr. MacKenzie going to Santo and Mr. Boyd to Malekula. On the way through Sydney to the New Hebrides, Mr. Boyd met the lady who afterwards became his wife, and with whole-hearted devotion the two worked for the extension of Christianity in the New Hebrides.



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GILBEY'S puts it back

Rich in juniper
and healthful
herbs

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THE GIN OF GENERATIONS



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THE SUPER
VIRGINIA CIGARETTES
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PIONEER OF SAMOA'S TOBACCO INDUSTRY IS DEAD

From Our Own Correspondent

APIA, July 3. RESIDENTS of Samoa learned with deep regret of the sudden death by heart failure of one of the most popular and esteemed Catholic priests in the Islands, Rev. Father Xavier Haller, who died at Apia in his 71st year.

A native of Alsace-Lorraine, Father Haller was educated in Belgium and after studying philosophy and theology entered the Society of Mary. After teaching for several years at Marist schools in Belgium, he came to Samoa in 1900, as district priest, serving at Leulumoea, Vaea, Leone (American Samoa), Lotofaga, Palauli, Falealupo and Leauva'a.

Father Haller took great interest in agriculture, particularly tobacco growing. Importing seeds from Turkey and U.S.A., he improved the native brand of tobacco and was responsible for starting the manufacture of cigarettes from Samoa-grown tobacco.

Mr. J. M. Wolley, of Queensland, has taken up his duties as master at the Wau, N.G., school, replacing Mr. L. Stamper who left the Territory with the second Goldfields contingent for the A.I.F.

POLYNESIAN CLUB OF SYDNEY AIDS RED CROSS



Members of the Polynesian Club of Sydney, in Maori and Islands costumes, with the portable radio presented by the Club to the Red Cross, and raffled at the Garden Fair at Government House Grounds, Canberra, where twelve members of the Club were the guests of Her Excellency Lady Gowrie. Those in the group include the Club Chieftainess (Mrs. Waikainga Tipene), centre of back row, and the secretary (Miss Frances Tye), left of front row. Hawaii, Samoa, Tahiti, Rarotonga and the N.Z. Maori are represented in this group.

War's Effect on Whale Oil Industry

NOW that practically the whole of Europe, except Britain and Russia, is held by Hitler, what is going to happen to the whale oil industry, copra's most serious competitor?

Hitherto, Norway has been one of the chief gatherers of Antarctic whale oil, and Germany has been Norway's best customer. But both, now, may sail upon the seas, only with the permission of the British Navy.

Germany, during the past 10 years, has been the largest importer of whale oil, which is mainly used in the manufacture of margarine and soap, two commodities of which she is notoriously short.

A recent issue of "The Economist" said: "Whereas Germany produced between 10 and 15 per cent. of the world output of whale oil she is no longer in a position to send out from her factories, while the Norwegian whale oil fleet, which produced between a third and a half of the world's whale oil in the past 10 years, is now on the way back from the Antarctic, and will almost certainly make Britain its base so long as Norway is partly occupied by Germany".

As Britain is the second largest whale oil producer—its share is nearly a third of the world's total—between two-thirds and three-quarters of the world's whale oil supply will be under British control for the duration of the war.

Mr. Cyril Carne, of Ba, Fiji, recently married Miss Esme Hopewell, twin daughter of Mrs. M. Hopewell, of Suva. The bridegroom is a lieutenant in the Fiji Defence Force.

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TROPICAL FEVERS
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All Nerve and
Muscular Pains!**

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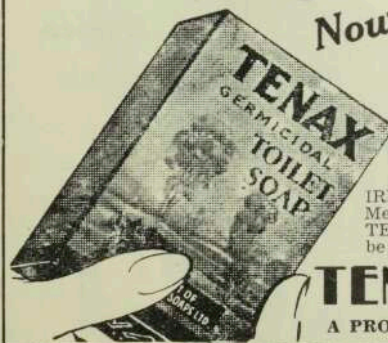


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A.P.C.**
POWDER 1
TABLETS
1/6 AND 2/6
SINGLES 2d. ea.

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Your favourite!
**TENAX
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Now only 9^d per Tablet!



• GERMS of Diphtheria, Malaria, Dhoobie Itch, Typhoid or Surfers' Foot, cannot live under "TENAX" lather. Tropical Skin Diseases can be cured by its regular use.

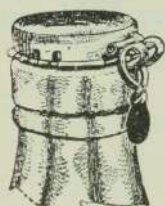
NO VARIATION HAS BEEN MADE IN ITS COMPOSITION—judged from the only true angle, that of quality, TENAX has no competitors as a satisfactory germicidal soap, eleven times as rapid in action as carbolic, yet NON-IRRITANT and NON-POISONOUS. The Medical Journal of Australia states that TENAX is a germicidal soap that may be recommended with confidence.

TENAX GENUINE GERMICIDAL SOAP
A PRODUCT OF AUSTRALIAN SOAPS, LTD.

A correspondent of the "Fiji Times" makes the startling statement that the infant mortality among native Fijians, in the Lau group, has reached the alarming proportion of 50 per cent. of the birth rate. No explanation is given of this extraordinary figure.

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Applied
Airtight
Pressure
Proof

FOR ALL HOME BOTTLING
—THE LITTLE CAP THAT
will Re-seal 1,000 Times

KORK-N-SEAL (Aust.) LTD.
106 COMMONWEALTH STREET,
SYDNEY, AUSTRALIA.

TRADER'S TALES

A Mixed Grill From the Outer Cooks

BY "TUKAPA KOKO"

THE combined naivete and nescience of some of my native neighbours is both my joy and my cross, in the humble post I occupy as village trader. The thatched reed huts where I trade, live, and have my beans (canned) are often sprinkled liberally but entirely unconsciously with Attic salt by the dark sons and daughters of Oceania, and if I myself get a few crystals on me during the process, it is not unbeneficial. Goodness knows, we in our isolation get little to arouse us, except an occasional family row or a dog-fight.

Among my friends was Tara, a damsel who filled the eye. Entertaining Tara was no bore. She had a bright, inquisitive mind that sought deeply into the whys and wherefores of the white man's scheme of things, as viewed at second hand in magazines and newspapers. I, informing, was in my turn informed; for the natives do not see pictures with our eyes.

As thus: Upon a day, Tara was turning idly over the pages of an illustrated magazine, marvelling at the wondrous palaces that are white men's homes; and she chanced upon a wealthy mansion that had long passed from the hands of its hereditary owner, an English lord, into the tenancy of a wealthy American porketeer, whose superimposed crest dated but from 1918. Nonetheless, he saw

no shame in its superseding one that had adorned the surcoats of belted knights in the thirteenth century.

The house was magnificent; its paneling, its floors, its fine embellishments enchanted Tara. In one of its salons, was a collection of family silver, in glass cases, that was worth a pretty penny and that even the porketeer's family could not pluck up nerve to use.

On the wall of that same opulent room, as big as Mangaia's cargo-shed (the local standard of infinite space) was a beautiful painting, representing the late King Edward VII. in admiral's uniform.

The potentate dwelt not in Tara's recollection—which was pardonable, seeing that she had been born long after he passed on to a better sphere.

The portrait was an exact square, and the grave countenance of the late Royalty gazed down from a background of blue.

"Eti," said Tara, "You look this. Plenty money he get, that p'leeceman, all time look in window for no man come steal there?"

And, by the same token, of a *lapsus memoriae*.

At the village of Ivirua dwelt another of my customers, a gay buck, and one who made no mathematical error over the necessary number of beans to total five.

He had a lady friend, with whom he was wont—how shall I say it?—to spend late evenings. Such a thing is not encouraged at Mangaia, where Mission rule is a power in the land.

The Ivirua native pastor wooed these two burning brands, and persuaded them to reverse proverbial process and leap out of the fire of promiscuity into the safe frying-pan of matrimony.

On the nuptial night, the village of Ivirua, always tough and turbulent, was paraded by the usual pair of curfew-cops, out to impound daring souls on the road after nine.

It belonged not to the bridegroom's care. He was snoring by the side of his legal partner, with stately and moral rumble.

The gendarmerie flashed their torches onto verandahs where a dark corner might harbor sinful wights seeking whom they might morally devour, and the policemen felt it part of their duty to illuminate the exterior of the house where slept two dearly ransomed souls.

The bridal pair were above suspicion now; but beams of light go where they list, like the wind, and a conditioned reflex is a thing that knows no mastery.

A vagrant torch-beam, like a revealing fairy searchlight, fell on the bridegroom's face. He awoke. Leaping to his feet, he dashed out of the house into the bush.

He had forgotten he was married!

Mrs. G. Nelligan, wife of Mr. G. Nelligan, of the Fiji Post and Telegraph Department, Suva, died recently in Melbourne while visiting relations. She had lived in Fiji for over 25 years.

Mr. James Savage, of Pan American Airways' staff on Canton Island, joined the P.A.A. clipper there on its inaugural flight on July 16 and flew to Auckland; the following week he accompanied the clipper back to U.S.A. Mr. Savage spent nine months on Canton.

Mrs. A. Baker, formerly of Fiji, died in New Zealand last month at the age of 75. She went to Fiji 60 years ago, and three of her children—Mrs. Marr and Mrs. Lindsay (Suva) and Mr. C. Baker (Nairai)—are still residents of the Colony.

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TONKINESE FOR N.H. BRITISH

New Arrangement Ineffective Through France's Collapse

THERE was an interesting development in the relations between British and French, in the New Hebrides Condominium, in recent months. French authorities made available to British planters a supply of Tonkinese labourers, from French Indo-China, for work on their plantations, on the same terms as are given the French.

This, for many long years, has been a sore subject in the New Hebrides. Local native labour is irregular and undependable. The French planters were permitted, by their Government, to bring in from Indo-China as many Tonkinese labourers as they wanted, on a system of strict indenture; but the British planters, seeking from the Colonial Office authorities the same privilege, were flatly refused. In consequence, French planters have flourished, while British planters have been severely penalised. Many British planters gave up the struggle altogether and left the New Hebrides; others sought and obtained French naturalisation.

One does not know what understanding between the French and British authorities preceded the decision to make Tonkinese labourers available to British planters; but it certainly was a gesture much appreciated by the British.

The irony of the situation is that, just after the privilege had been granted to the British planters, following 30 years of heart-burning, it seems that it will prove useless, owing to the lamentable collapse of France. At the moment of this writing, it is doubtful whether Indo-China will remain in the possession of the French Empire, and continue to provide a supply of Tonkinese labour.

GESTURE MAY BE TOO LATE (Contributed)

NO sooner was the gesture made by the French Resident Commissioner (M. Sautot) in Vila, to mark Anglo-French unity, than rapid events in Europe rendered its operation impracticable.

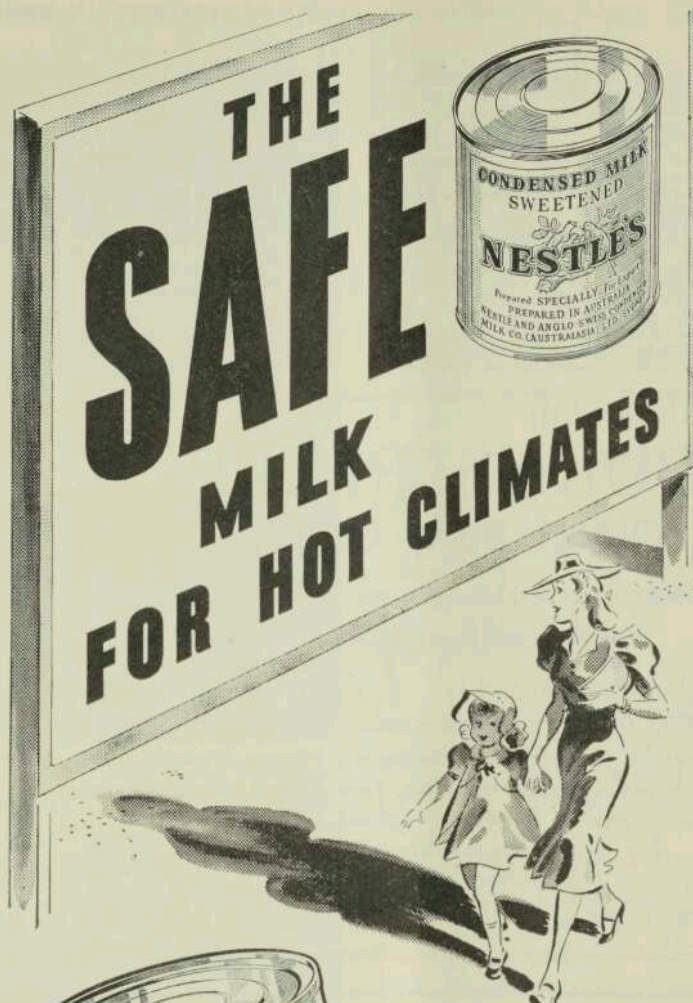
It now is extremely doubtful whether a continuation of the supply of labourers, even to French planters, will be any longer possible.

It is interesting to recollect that the Condominium was established to thwart a move of the former Kaiser to seize the New Hebrides, on account of the constant strife between French and English. His ambition was to link them up with the other German South Seas Territories. Many are wondering whether the Fuhrer, as a result of his successes in Europe, may now seek to put into effect the ambitious schemes of the Kaiser.

Hon. Dr. C. M. Dawson, M.L.C., of Apia, who recently received leave of absence from the Samoan Legislative Council to proceed to England, has joined the British Merchant Navy as a surgeon.

Mr. H. E. Coombe, formerly a member of the staff of the Bank of New Zealand in Fiji, has enlisted in the N.Z. forces.

Mr. F. C. J. Edmunds, who went to Fiji 40 years ago as a coach driver for the Government, died in Suva on July 2 at the age of 69. Before going to Fiji he was a coach driver for the famous Australian pioneer firm of Cobb and Co.



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THE statement is sometimes made in relation to industries established in Fiji that, while they add enormously to the exports of Fiji, a large portion of the money they earn leaves Fiji and the Colony does not get the benefit of it. For that reason figures which have been published recently in relation to the Emperor and Loloma gold-mines in Fiji are interesting.

Last year the two companies, operating on the Vatukoula gold-field, paid out the following sums:—Wages, £148,642; income tax, £18,836; royalty on gold, £42,856; port and service tax, £8,546; duty and other taxes on direct imports, £10,326. In addition to Europeans they employed last year 210 Euronians and 1,263 natives, making a total wages list of 1,613.

PIED PIPER NEEDED IN SAMOA

DURING the first two months of each year residents of Upolu (Western Samoa) witness a remarkable mass migration of rats, according to Mr. H. C. Reed in a recent issue of the "Western Samoa Mail".

Coinciding with the breeding season of the wild duck (toloa) and the dragon fly, hordes of large brown rats go inland to Lake Laloeana and other of the "crater" lakes; and there they feast on the dragon fly larvae and wild duck eggs. Around the shores, one sees thousands of rats feeding ravenously on the larvae, which grow to the size of one's little finger and float in millions in the shallow water. Queer methods are devised by the rats to get these grubs, but many just dive head-long into the water to seize them.

In Camp With Papua's
A.I.F. Men

"Private PX 000", a member of the Papuan Contingent of the A.I.F. which arrived in Brisbane in June, sends a note from the camp where the men are now undergoing training:—

"WE landed on a Sunday morning at Pinkenbar and immediately were taken by Army trucks to the depot at Fraser's Paddock. Here we were issued with 'giggle-suits' (working suits) and uniforms. The rest of the day was left free. Queensland's climate seemed a little chilly to us but it could not chill our spirits, and with a day free . . . well, we'll draw a veil over that!

"Next day we underwent X-ray and other medical tests, one man being declared unfit. Then we began to learn how Australia's army does its bit. So far, we have got on very well—except for those cursed potato fatigues. One of our bright young fellows remarked that he could not see why potatoes should not be cooked in their 'giggle-suits'. It met with general approval—except the approval of the general!

"Out of our party of 18, two men were selected to attend an Officers' Training School. One now has his first stripe, and the other gets two stripes in a few days.

"Our health has been reasonably good—though malaria has troubled one or two of the lads, but not virulent enough to lay them up.

"Perhaps the most disappointing thing so far is that the men have been allocated to different units—anti-tank, machine-gun, supply column, ambulance convoy, ordnance, etc. Just the same, the Papuan mob get together at times and really enjoy themselves. The main thing, of course, is that all are keen on their jobs and seem to be adapting themselves readily to Army life. After going through all the odd jobs we do, we certainly will appreciate our native servants a bit more when we return to the Territory!"

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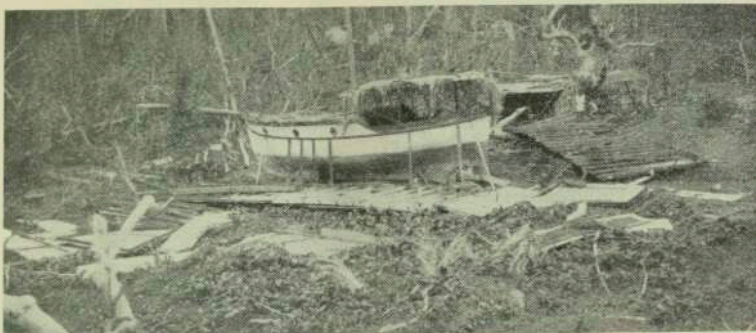
THERE has been a loud outcry from agricultural interests in Australia and New Zealand against the increase in the cost of superphosphate, which ranges from 13/- to 20/- per ton. The higher cost is due to increases in freight on phosphate rock from the various Pacific Islands, where phosphate rock is obtained, and which averages about 21.9 per ton. Farmers declare that it is in the national interest that the increased cost should be borne by the phosphate companies, the shipping companies and other people affected rather than by the already overburdened producing community.

Trochus Shell Protected in
N. Hebrides

A NEW law issued in the New Hebrides prohibits the removal, sale, or export of trochus and certain other shell from the New Hebrides without licence. The regulations contain some drastic provisions.

If the purpose of the new law is to prevent the robbing of the shell beds in the New Hebrides by Japanese poachers and others, it is a good example of locking the stable door after the horse has escaped. The damage done to beds of shell in the New Hebrides and neighbouring groups by Japanese poachers during the last few years will not be restored for many years, if ever.

HURRICANE DAMAGE IN THE NEW HEBRIDES



The poignant story of how the hurricane early this year devastated a plantation at Emae, New Hebrides, and destroyed the life's work of the owner was graphically told in the July "P.I.M.": above are photographs showing the extensive damage done on another island, Tongoa, just north-east of Emae. Top.—Only the launch survived when the gale hit the Presbyterian Mission's boat-house. Centre.—Coconut palms, uprooted and flung at random, indicate the cyclone's ferocity. Bottom.—Twisted roofing iron, wrecked walls, and debris littered the yard around this homestead after the hurricane had raced and roared through the plantation.

Flying-Officer F. B. Phillips, formerly Chief Judge of the Supreme Court at Rabaul, New Guinea, has begun duty as legal officer at Southern Command, R.A.A.F. Headquarters, Melbourne, after graduating from a four weeks' administrative course. Born at Ballarat 49 years ago, Flying-Officer Phillips was admitted to the Bar in 1915, and left Australia in the ranks of the Australian Army Medical Corps in 1917. Early in 1918, he transferred to the Australian Flying Corps as air mechanic (clerk), later becoming an observer with the rank of 2nd Lieutenant. He became a Judge of the Supreme Court

of New Guinea in 1928, was Acting-Administrator in 1929. In May, 1937, in the volcanic eruption, he organised the evacuation of 9,000 people from Rabaul.

Rev. W. J. Durrad, a member of the Melanesian Mission from 1905 to 1919 and who is now resident in New Zealand, is the author of a series of articles entitled "Notes on the Torres Islands", now appearing in the anthropological journal "Oceania". Mr. Durrad spent six years in the Torres Islands (north-west of the New Hebrides) and eight years in the Banks Islands.

W

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W

Patrol Officer Donald McPhee, of the New Guinea Administration, died on July 13 at Wewak, from septicaemia following a ruptured appendix. Joining the Service in 1936, he became a P.O. in the middle of 1938 and served in the Salamaua and Sepik Districts. Mr. McPhee, who was a son of the Hon. Sir John McPhee, a former Premier of Tasmania, was very highly regarded by officials and residents of the areas in which he served.

Miss Betty Reeves, of the Rabaul staff of Burns, Philp & Co., Ltd., has been transferred to the Port Moresby branch in Papua.

DID NAZI SPY VISIT PACIFIC?

APIA, July 6.
THE announcement broadcast by an American radio station a few days ago stating that a German secret agent named Voigt was removed by G-men from a Japanese liner at Balboa (entrance to the Panama Canal), aroused speculation here, as residents wonder if he is the same man who visited Samoa, Fiji and Tonga in 1937. A Mr. Voigt spent two months in Apia allegedly as travelling agent for a Maori health remedy. He spoke Japanese fluently and had a passport made out by the German Embassy at Tokio.

BOMBERS FOR BRITAIN

Fiji Raises £40,000 In One Day

From Our Own Correspondent

SUVA, July 13.
WHEN the Governor of Fiji (Sir Harry Luke) broadcast an appeal, on July 9, for funds to buy bombing aeroplanes for Great Britain, the result exceeded all expectations. The following morning more than £40,000 had been subscribed—the Colonial Sugar Refining Co. Ltd., Emperor Gold Mining Co., Loloma (Fiji) Gold Mines N.L., each donated £10,000 and other contributions included Morris, Hedstrom Ltd., £5,000; Fiji Mines Development Co., £3,000; Hon. E. G. Theodore, £2,000; and Sir Harry Luke £100.

About £4,000 more is necessary to cover exchange and then Fiji will remit the cost of two bombers (each costing £20,000, fully equipped) to London. The organisers of the fund will attempt to raise a further £20,000.

When the question of Fiji's war effort was raised, the Governor called several meetings of representative citizens to discuss the best manner we could assist the Mother country. A number of suggestions were advanced, including a scheme for the adoption of 2,000 children for the duration of the war. Some held the view that it might be better to arrange for the transportation of children to Australia, Fiji paying all expenses.

Finally, the Governor cabled the Secretary of State for the Colonies, asking for the opinion of the British Government. The reply clearly indicated that the best way Fiji could help the Empire under present conditions would be to provide funds for the purchase of heavy bombers, each of which would be named after the Colony.

London press reports state that already a "colonial air fleet", comprising 40 bombers and 160 "Spitfire" fighters, has been purchased with donations from Empire centres, £1,600,000 being raised within a few weeks.

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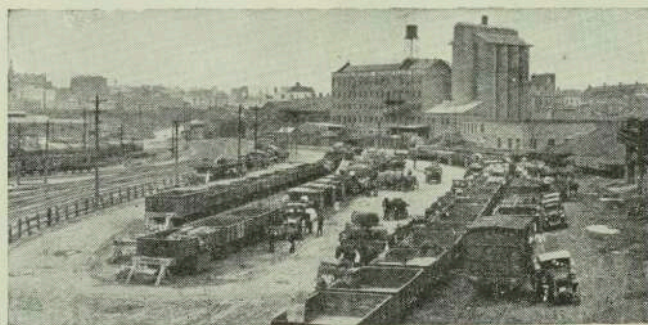
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MORE TAXES IN PAPUA

From Our Own Correspondent

PORT MORESBY, July 9.
OWING to the wide margin between estimated revenue and necessary expenditure for 1940-1941, the Administration has found it necessary to impose new taxes. Power was taken in 1937 to place an export tax on gold but up to the present it has not been necessary to do this; however as from July 12 an export tax of 3 per cent. ad valorem will be imposed on all gold produced in the Territory. Another necessary measure is the re-imposition of the Primage Tax, at the rate of 2½ per cent., with a generous free list designed to avoid hampering distressed coconut planters.

It is likely that other measures will be imposed later to help raise the needed revenue.

The death sentence passed on the Samoan child murderer Fa'atonu (see June "P.I.M.") has been commuted to imprisonment for life by the Governor-General of New Zealand.

MISSION FESTIVAL IN RAROTONGA

107th Anniversary of Rev. John Williams' Arrival

From Our Own Correspondent

RAROTONGA, July 2.
AN interesting event took place in the court of the L. M. S. Mission House last month, when the 107th anniversary of the arrival of the Gospel in Rarotonga was celebrated. In actual fact, the anniversary of the arrival of Rev. John Williams fell on May 10, but circumstances compelled the celebration to be postponed until June 12.

For weeks past native drums had boomed out their rhythms every afternoon—each village is divided into sections called "taperes" and the six "taperes" of Avarua (the main settlement) made the welkin ring with their latest compositions, somewhat to the despair of local Europeans. The "tapere" orchestra in these affairs usually consists of two huge goatskin drums, two smaller drums of sharkskin, half a dozen "pate" (hollowed-out pieces of wood, similar to the Fijian "lali") and a couple of husky gentlemen operating with abandon on empty kerosene tins.

June 12 dawned bright and the "pupa ura" (dancing troupes) of the six "taperes", accompanied by chiefs, deacons and camp followers, made a brave display as they danced to the scene of activities. Clad in neat uniforms and covered with magnificent "ei" (floral necklets), they presented a colourful and splendid sight. Specially noticeable was one bandmaster carrying a huge naked sword; others sported all sorts of military and naval headgear, "borrowed" apparently from visiting warships.

Although one of these functions had not been held for several years, they were formerly an annual event and the donations of the onlookers to the groups that took their fancy were pooled at the end of the day, the proceeds being sent to assist missionary work in Papua and New Guinea, where several Rarotongans worked as native pastors. This year the sum of £38/10/- was netted and the money will be used for local church activities.

It is interesting to recall the manner of Rev. John Williams' arrival. In 1820 a certain Captain Goodenough, who was, as far as we know, the first white man to land on Rarotonga, brought his ship into Ngatangia harbour. After a couple of foolish escapades, he fell foul of the hospitable natives and hastily put out to sea, not, however, before he had seized one of the local belles and signed her on as an involuntary member of the crew. This girl, Tapaeru Ariki, was apparently too much for the rascally skipper and he put her off at the neighbouring island of Aitutaki. After Williams' arrival on that island in 1822, Tapaeru, a girl of the highest rank in Rarotonga, quickly became his leading convert and eventually offered to take him to her native island. Her countrymen, on sighting Williams' schooner, "The Messenger of Peace", on May 10, 1823, were not at all amicably disposed. The sight, however, of their lost princess and her devotion to John Williams eventually overcame their suspicions and Rarotonga quickly became one of the foremost centres of the Gospel in the Pacific.

Mr. Jack Grimmer of Burns, Philp and Co., Ltd., Port Moresby, Papua, recently married Miss Jean Hart, twin daughter of Mr. and Mrs. W. J. Hart, who have lived in the Territory for nearly 30 years.

HYDRO-ELECTRICITY OR OIL ENGINES?

Difficult Outlook For Fiji

From Our Own Correspondent

SUVA, July 12.
SINCE the outbreak of war, our absolute dependence upon fuel oil has made itself felt throughout the whole Colony. The position of the mining industry, in the event of supplies being cut off, would be precarious.

Some people are wondering why our numerous rivers and waterfalls should not be harnessed to provide electricity power. Instead, half a dozen diesel engines try inadequately to cope with our needs.

Of course, it is late now to do anything in this direction, owing to the difficulty of obtaining machinery, but, with the coming of peace, attention might be given to the promotion of a hydro-electric plan for Fiji.

Mr. John W. Wilkinson, who was well-known in Papua, was among the men from Papua who recently enlisted and his most recent address was a training camp in Queensland, where he is a driver in a Supply Column.

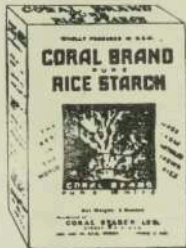
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Passing of a Rarotongan Lady

From Our Own Correspondent

RAROTONGA, July 4.
TUTINI KI TE MOANA, widow of the late Makea Nui Tinirau Ariki, of Rarotonga, passed away on June 15, having been in poor health ever since the shock of her husband's death in January, 1939.

The late Makea Vaine came of an old Rarotongan family connected with the Ngati Makea, and thus she was born, lived most of her life, and died at Tapu-tapuata, the "Kainga Ariki" (High Chief's home). When she married Makea Tinirau, nephew of Queen Makea Takau, last independent ruler of Rarotonga, he was still a young man; it was not until 1923 that he became Ariki Nui. She interested herself in many branches of local activity, particularly Child Welfare and the Girl Guides, and led an active life until the end.

Many distinguished visitors to the Cook Islands will remember the hospitality of Makea Vaine: she was a perfect example of that older and more courteous generation, which is fading away year by year.

An impressive funeral took place on June 16, attended by the Resident Commissioner, who arrived that morning by schooner from the Outer Islands, members of the Island Council and a large number of Maori and European friends. A sad feature was that Mrs. Takau Love, her elder daughter and Ariki-elect, is still in New Zealand and could only be notified by wireless.

The Fiji Golf Club's new course at Samabula, near Suva, was officially opened by the Governor, Sir Harry Luke, in June. Nine holes are in use, and the complete course of 18 holes is being completed. The clubhouse at present consists of a main club room, a bar, and two dressing rooms, with lockers and showers.

AN ISLANDS ELOPEMENT

Remarkable Story of 28-Days' Wander in Central Pacific

BY "CLOGHOGUE"

The story of this remarkable voyage was first told, in rough outline, by a contributor, in the "P.I.M." of July, 1935. In this article are published the details of the adventure, as told by one of the principals.

SEVERAL of us were sitting on the verandah, discussing the primal migrations of the Polynesians to the myriad islands of the wide Pacific—a discussion provoked by the contents of a recent book on that subject—and the matter of carrying provisions for the longer journeys was being argued, when we were joined by James Marsters, mate of the schooner "Tagua".

He listened, for a while, to the various theories advanced, and at last broke in, to say: "To my mind, provided coconuts were available at that time on the scattered islands, as no doubt was the case, I can see no great difficulty in the matter of food supplies for the crews."

"I and a girl were lost on the Pacific once, for 28 days in a small boat, and coconuts were all we had with us. You must bear in mind that we hear nothing of those voyagers who disappeared at sea, only do we know of those who reached some haven. We two eventually got to land, practically none the worse for our experience."

The following is his remarkable story, as he told it:—

AS you know, I'm one of the Marsters family, from Palmerston Island, where, since 1862, from three women, the progeny of my grandfather, William Marsters, have peopled the hitherto uninhabited atoll.

"William Marsters was from England, and knew a lot. One of the basic rules laid down by him was that the progeny of each wife should remain a separate clan, and that cousins from the same clan should not marry. You see, his three wives were two sisters, and a cousin.

"I start my tale by telling you this, because this rule was the seed from which grew the subsequent events.

"There are three clans on the island. One is from Sara, the sole legitimate wife; one from her sister, TePou; while the third is from their cousin, Matavel.

"I fell in love with my cousin, TePou (named after her grandmother), and we wished to marry. I was from the same grandmother, but had been adopted in infancy, according to native custom, by the Sara family. I had been a sailor on Islands schooners for several years, and did not understand the reason why we should not marry; and being at home for short periods at intervals, I was impatient of delay in setting up a home for myself.

"When the elders of the families knew our desire, they would not allow us to marry. The fact that I had been adopted and reared by the Sara Clan made no difference, they said—we were too near to each other, in blood.

"Well, we two did not concur, and made up our minds to clear off from Palmerston, at the first chance, and go to our relatives in Penrhyn Island. Marsters' three wives came from that island. Our idea was that, if we lay out of sight there for some time, the

objections and difficulties would blow over. Time works that way.

"In May, 1920, the 'Tiare Taporo' (Bloom of the Lime Tree) called at Palmerston on her way to Penrhyn, and was to visit Suwarrow on the trip. We joined the vessel, Suwarrow, as you know, is uninhabited, and was on lease to Captain Harris, recently dead. It has a magnificent lagoon and good entrances. It is valuable for its pearl-shell, and is well planted with coconuts. Formerly it was held by Lever's, the soap people.

"We called at Suwarrow, and reached Penrhyn about the beginning of June. There, we made our home with friends at Omoka settlement, on the western side of Penrhyn atoll. To our disgust, we found that our relatives in Penrhyn had the same absurd (to us) ideas about our marrying as had our people in Palmerston; they even considered us almost as brother and sister. You know the natives words for cousins and sibs are the same.

"WE had not been long in Omoka when we became close friends with another young couple in love, named Samuela and Urau. They, also, were prevented from marrying by domestic difficulties, somewhat similar to ours.

"We discussed these matters many times; and, finally, Samuela suggested, as a solution, that the four of us—he and his girl, I and mine—should run away and make a home in Suwarrow (which I had described to him), and stay there, out of sight and mind, until the schooner next visited that island, probably a year afterwards. By that time, events might have so shaped themselves that there would be no clouds in the sky and our marriages be permitted. You know how fond these people are of grandchildren.

"Samuela knew I had been a sailor for some years, and he had an exaggerated and unlimited faith in my abilities and experience. I may say I shared his high opinion of myself, and could not imagine the least difficulty in the matter. I believed I carried a mental map of the island-studded seas, and could steer by the stars and sun, and knew the winds and currents at the particular seasons.



Palmerston and Penrhyn Islands, shown in relation to Australia, New Zealand and Tahiti. Hull Island, in the Phoenix Group, where Marsters and the native girl Te Pou ended their four weeks' voyage in an open boat, is just over 1,000 miles north-west of Penrhyn.

"ON the very early morning—about 2 a.m.—of Monday, August 9, 1920, we quietly took a boat belonging to Captain Harris. It was tied up to the wharf, inside the lagoon, at Omoka. It was 24 feet long by 7 feet 6 inches beam, open, and rigged with jib and mainsail; these, and the rudder, were in place, but no oars were aboard.

However, at the moment, we thought that deficiency of little account, as we were sailing to Suwarrow, and would not need oars.

"We got aboard, cast off, hoisted the sails and proceeded to the nearby motu of Marokai, where the leper settlement is. There we took aboard, as provisions for the voyage, about 250 coconuts. We next went on to the small islet, or motu, of Tokerau, on the side of the Sikirangi pass, through the reef. No one lived on this motu, but it had a fine well of fresh water, and such are rare on sandy atolls like Penrhyn. Here, I filled a 5-gallon kerosene tin we had brought with us.

"Now, all complete, we sailed out through the Sikirangi pass on to the bosom of the great Pacific. Our adventure was on its way.

"We had, with us, the clothing we sat in, the 250 coconuts, one 5-gallon tin of water, a sharpened hardwood stick (the "ko") wherewith to husk the nuts, a piece of iron to break them, and a piece of pearlshell with which to scrape out the kernel, a mat whereon to sleep, and two pillows. Each girl had a few items of clothing, for changes, tied up in a small bundle.

"I had no compass, no chart, no sextant, no watch, no knife, not even a match. Our secret start allowed us no opportunity to bring luggage. However, what I lacked in outfit, was more than offset by my supreme self-confidence and the optimism of youth. Not for a moment did I doubt my ability to make Suwarrow in a few days. The sun, moon and stars were sufficient for my guidance, I considered.

"Yet our equipment and provisions would have been ample had we reached Suwarrow in the time I anticipated. I was sorry I had not brought a large

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knife, but to my mind then, save for that, we were efficiently provided for. As you know, living on these islands demands a minimum of accessories. The real essentials, in plenty, are available from kindly nature.

"From Sikirangi pass we sailed around Penrhyn, on the western side, keeping about half a mile off the outer side of the reef. I was making for Taruia Ava, from which I intended to set my course.

"WE had just arrived opposite that pass, when Samuela and his girl

Urau, who had been quarrelling and grumbling between themselves for some time, without a word of warning, jumped overboard and swam off for the shore, about a quarter-mile distant.

"Surprised and left thus, my girl and I became afraid, for we two could hardly hope to handle the heavy boat ourselves, in bad weather, and keep a look-out. Besides, there fell upon us a sudden feeling of loneliness, a dread all we islanders know.

"We therefore tried to make the land,

but the wind was against us. The boat was much too heavy, and we went farther and farther seaward, as the wind was off shore. Very soon, we were too far away to think of swimming, especially as the neighbourhood of Penrhyn swarms with sharks of the worst kind.

"Ere long, I dropped the sails and let the boat drift. Hour after hour, we sat there under a glaring sun, despondently watching Penrhyn gradually fade from sight, until at last, in the sudden darkness of the tropical nightfall, it disappeared.

"No succeeding day of our long voyage seemed so painfully wearisome as this, the first of our adventure. We had not reconciled ourselves to circumstances, as we did later, through the passing days; and we had a feeling of irritation at the desertion of our partners.

"We went to sleep that night in the hope that daylight would reveal Penrhyn in sight, and that we might be able to reach it.

"The morning came. We strained our eyes, looking for clouds, birds or palm-tops that might give an indication of land. Not a sign of life or land in any direction. We were alone on the deep.

"WITH the idea of reaching Manihiki or Rakahanga—or, if I should miss them, getting to Pukapuka—I hoisted the sails and let the boat run before the S.E. trade wind.

"For five weary, monotonous days we chased the setting sun, but never saw a sign of life or land. Even the great sea-birds, which give notice of land—though at a great distance sometimes—seemed to have deserted us. Nothing but the empty view of interminable rollers, and a cloudless blue sky around us.

"Certain, now, that I must have over-run even Pukapuka, I turned and ran back into the sun, with a fading hope of making Penrhyn again or, possibly, Flint Island, to the south, if I missed Penrhyn.

"Seven more days, even more weary, passed on this tack, with never a sight of life, bird, fish, land or ship; under a burning sun; and our water, other than that in the coconuts, close to an end. Not a drop of rain had fallen since we started.

"We had begun to be careful in using the nuts, and now limited ourselves to three nuts each per day—one in the morning, one at mid-day and one at nightfall.

"Our experience is sure testimony to the food value of the coconut, if such be needed. We lived practically on them alone, and not too many either, for 28 days, yet so far as I know we lost neither weight nor energy as a consequence. They were, I may say, our sole food, also drink for most of the time. Moreover, when I started work at the end of that period I needed no special feeding to enable me to hold my own with other labourers.

"With such combined food and drink in non-perishable form, the ancient Polynesian adventurers in the Pacific were well equipped for those long-distance voyages between islands far apart, which seem so puzzling to-day—at least, that is how I see it.

"EARLY on the morning of Sunday, August 22 (I kept a tally of the days by marks made on the boat) our first visitor made an appearance.

"My girl TePou, lying asleep in the bottom of the boat, was awakened by something rubbing against it. On sitting up and looking over the gunwale, she saw an immense blue shark, several

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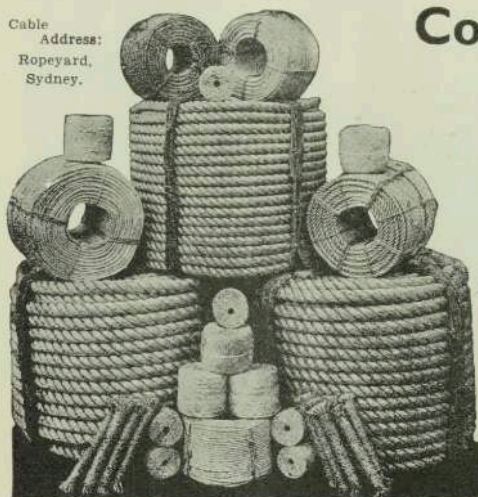
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feet longer than our craft, swimming alongside in close touch with our timbers, against which it rubbed every now and then. She woke me and, when I had had a look, we were content to sit very quiet, I can assure you. It was possibly 30 feet in length; one of the largest I've ever seen, and I've seen plenty. It was a visitor and the first life we had come across, but it was nevertheless not welcome.

"Finally, the shark bit at the rudder several times, but fortunately did not take a fancy to shake or otherwise play with the boat, as such sometimes do, with disastrous consequences to the occupants of boats, and canoes especially. After we had lived through a nervy half-hour or so, it swam off, to our relief.

"I now made up my mind to turn north, and try to make Malden Island. Surely I must be somewhere in its neighbourhood, I believed, for I had seen no sign of expected islands to the south. As a fact, I was completely lost. Vanity alone was the parent of any idea of locality I imagined I had. You will understand I did not want to encourage in my inner consciousness the disturbing idea that I was 'all at sea'.

"I don't know about such things; but, as some of the old people have since told me, it might be that the shark was sent to bite the rudder to show us that we should change our direction. At any rate, I thought it meant something like that.

"It was mid-day on Sunday when I altered course to the north. Three days after that, a booby bird alighted on the main boom and disgorged two flying fish. This visitor, unlike the preceding one, was welcome. The fish we ate raw, a change from the taste of coconut,

which was beginning to pall. The bird I caught, and held until next morning. But, as we had no means of making a fire to cook it, I let it go—reluctantly, I may add.

"By this time, we had got into a mood where we seldom spoke. We just lay half dozing and let time and tide do their best, or worst. We still had a measure of hope left, but it had dwindled to minuteness, and we were reconciled to whatever fate might bring us.

"Our fresh water was finished. We were reduced to a daily allowance of what was contained in our ration of three nuts, a little more than a pint, and had begun to feel the discomfort of this meagre supply in the tropic heat. Then, for the first time since we embarked, rain came on. I was able to catch sufficient in the jibsail to fill our kerosene tin once again.

"THREE nights later TePou woke to tell me there was something in the boat, making a peculiar noise. I was a little alarmed, lest it might be water leaking through an opening about the water line. It was a dark night, but, feeling about, I came on a fish (a Ra'i) which somehow had got into the boat and was jumping about.

"This was another welcome visitor. Being of a respectable size, it made a most satisfying and tasty meal for us in the morning. I have eaten many of these fish, but I never have had one that tasted as good as that one did.

"Four more scorching days. Our water was again exhausted when we were caught in a heavy gale. Wind and rain beat us and drenched us for two days and nights, without a let-up. This was the most uncomfortable and miserable experience of our whole adventure. We

were forced to sit up, sleepless, baling and holding the boat 'head on to the seas'. It was impossible to lie down, as the waves were breaking over us constantly. But we were able to fill our kerosene tin with drinking water.

"Several more days passed—nothing to see, nothing to do, nothing to talk about. Our tin of water was again finished, and we had but 60 coconuts left, when by the first dim light of dawn, we descried the tops of palms above the far horizon, away up in the wind. We must have come close to the island in the dark, and had night lasted another half hour we must have passed on, unaware that we had been near land.

"It was a close call; for on the course we were then running, there was no more land before the Gilberts, many hundreds of miles westward.

"It was the morning of the 23th day out from Penrhyn, September 6. I turned the boat and made for the island, our hearts singing with thanks and gladness.

"When close to the island, we saw a crowd of naked men running about the beach, with nothing on save girdles of Ti leaves (Ti is one of the *Dracaena*.)

"At an utter loss as to our locality, we imagined at first that we had run into one of the cannibal islands of the Solomons or New Hebrides, and I was just preparing to put about and make away again when we discerned a white man coming through the palms. This meant safety, so I again made for the shore.

"The white man was an American, Mr. Felhall. With his native overseer, both well armed, they put off in a boat. He hailed me and asked if I spoke English. You can imagine that it was diffi-

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cult to tell what I was, with 28 days' whiskers and dirt on my face, unkempt and half-dressed. I assured him I could.

"He enquired who we were, where from, how many days out, and so on. I gave him full details, but he seemed to disbelieve us, and asked if he could do anything for us. As it looked for the moment that we were unwelcome, I replied, 'Fill us up with coconuts and we'll go on our way.'"

"At this, he asked if he might come alongside. Our boats got together and a few minutes' conversation dispelled all suspicions. He then suggested that we go ashore and I join his working party until an opportunity came of getting away for home. I was only too pleased to comply. I had had enough of the sea.

"THE island proved to be Hull Island, one of the Phoenix Group, owned by Britain, and known to the natives of the Ellice Group as Holona. Usually, the island is uninhabited; but, fortunately for us, there was a working party of native boys there, in charge of Mr. Felhall, clearing, planting and making copra for the lessee of the island, a Captain Allen.

"We found on the island, besides Mr. Felhall and his wife, a half-caste Samoan-Chinese from Apia, named Alobara, 26 men and four women, with a few children, from the Ellice and Tokelau Groups.

"I remained there, working, for nine months. Then we left for Funafuti, in the Ellice group, in a boat belonging to the firm of Captain Allen. It was a craft similar to mine. There were seven

of us on the trip—Mr. and Mrs. Felhall, Te Pou and me, and three labour boys, as crew. We made Funafuti in five days, without trouble.

"I left my boat at Hull Island, with the intention of recovering it later.

"Always accompanied by Te Pou, I engaged at Funafuti as sailor on the 'Talofa', one of Allen's boats, afterwards transferring to the 'Dawn'. After four months, I got back to Hull Island, to find that, in my absence, six of the Tokelau boys had annexed my boat and sailed off with it for Nukunono. Afterwards, I learned they arrived safely, but I never recovered the boat.

"On the 'Dawn', I went from Hull to Sydney Island; thence to Nukunono; thence to Pago Pago, and from there to Apia. At Apia, I joined the Union Steam Ship Co.'s steamer 'Tofua' and, calling at Fiji, Niue and Niuafoou ('Tincan Island') we eventually got to New Zealand. From there, the 'Marama' brought us back to Rarotonga, where we arrived on January 12, 1922—20 months after our elopement from Palmerston.

"The girl was with me throughout. Never were we separated for a day, throughout that 20-months' period. But I regret to say that, after our arrival in Rarotonga, we quarrelled, and she left me and married a man named Poata, from Manihiki Island."

New Bishop Museum Publications

THE following scientific publications have recently been issued by the Bernice P. Bishop Museum, Honolulu:—

By Harold St. John, "Hawaiian Plants Named by Endlicher in 1836". Hawaiian plant studies 8, Bishop Museum Occasional Papers, vol. 15, no. 22, pages 229-238, 1940. Of 21 names proposed by Endlicher for Hawaiian plants, in a Vienna publication, three are recognised as valid.

By Dudley Moulton, "Thysanoptera from New Guinea and New Britain". Bishop Museum Occasional Papers, vol. 15, no. 24, 1940. Records 42 species of thrips classified into 20 genera; of these 28 species and 3 genera are described as new to science. Most of the specimens were collected by C. E. Pemberton in 1928-29.

By Elwood C. Zimmerman, "Synopsis of the genera of Hawaiian Cossininae with Notes on their Origin and Distribution (Coleoptera, Curculionidae)". Bishop Museum Occasional Papers, vol. 15, no. 25, pages 271-293, 2 maps, 1940. Lists 115 species representing 16 genera of weevils, with keys and notes on distribution. Kauai has the largest number of endemic species and subspecies, with Oahu second and Maui third. The island of Hawaii, despite much larger area, has relatively few endemic species.

By Milton A. Miller, "The Isopod Crustacea of the Hawaiian Islands (Chelifera and Valvifera)". Bishop Museum Occasional Papers, vol. 15, no. 26, pages 285-321, 9 figures, 1940. The first of a series of papers which plan to form a monograph of Hawaiian land and marine isopods; gives keys, descriptions and figures.

By Edwin B. Bartram, "Mosses of South-Eastern Polynesia". Bishop Museum Occasional Papers, vol. 15, no. 27, pages 323-349, 12 figures, 1940. Records 62 species of mosses from the Tuamotu, Austral and Mangareva Groups, and Rapa, Pitcairn and Henderson Islands. Eleven species are described as new to science.

(Reviewed by E. H. Bryan, Jr., Curator of Collections, Bishop Museum.)



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Sugar Crop Is Smaller

Indian Agitators Cause Unrest Among Fiji Cane-Growers

From Our Own Correspondent

SUVA, July 9.
THE full effect of propaganda spread throughout the sugar planting community by Indian agitators some time ago will be seen when the Colonial Sugar Co.'s mill at Lautoka completes the crushing of this season's sugar-cane. Already, it is reported that the crop is not a big one and that the crushing will be finished in about four months.

It will be remembered that when the C.S.R. Co. introduced a new system of paying growers for their cane last year, many Indian planters, influenced by trouble-makers, were convinced that they were being treated unfairly, and promptly ceased planting cane.

The C.S.R. Co.'s plan, however, was an attempt to introduce a fairer method of paying growers. These people are paid according to the sugar content of their cane and at one particular period in the season this is at its peak. Obviously, the company's mills cannot take all the cane offering at this time, with the result that a few growers obtain the benefit of the maximum sugar content and the rest receive a lesser rate when they make their deliveries after this peak period. The company's new scheme was to pay the whole of the growers according to the season's average cane sweetness.

Although a settlement of the dispute was eventually reached, with the Fiji Government assuring Indian planters that they would keep an eye on their interests, much valuable planting time was lost, with the result that the crop is less than normal.

The opinion has been expressed here on more than one occasion that the authorities should take quick and severe measures to deal with these unscrupulous Indian agitators who go among their fellow-countrymen causing trouble and unrest.

HOW TO DESTROY RATS

RATS, at times, do get into a house or an outhouse, however carefully kept, and the housewife is naturally keen on keeping the pests away, or of getting rid of them when they appear. Here are a variety of ways found useful, and such as can be dealt with by all women-folk.

When a house is infested with rats which refuse to be caught by cheese and other baits, a few drops of the highly-scented oil of rhodium poured on the bottom of the trap will be an attraction they cannot refuse.

Place on the floor, near where rats' holes are, a thin layer of moist caustic potash. When the rats travel on this it will cause their feet to become sore, which they lick, and their tongues become likewise sore. The consequence is that they shun this locality, and seem to inform all the neighbouring rats about it, and the result is that they soon abandon a house that has such a preventive.

Cut some corks as thin as wafers and rub them in grease. Place the same in their tracks; or a bit of sponge dipped in treacle or honey, with a small quantity of oil of rhodium, will fasten to their coats and cause them to depart.

If a live rat be caught and smeared over with train oil, and afterwards allowed to escape in the holes of other rats, it will soon cause all to leave.

Take a pan about 12 inches deep and half fill it with water; then sprinkle a thick layer of bran on the water and set the pan in a place where the rats frequent most. In the morning you will find several rats in the pan.

Make two parts of common squills (well bruised) and three parts of finely-chopped bacon into a stiff mass, with as much barley meal as may be required, and then bake in small cakes and put for the rats to eat.—*Tanganyika Advertiser*.

Improving New Caledonia's Livestock

IN recent years, the pastoral industry in New Caledonia has revived, following the 1930-31 slump when the canned beef business fell away almost to nothing. With a view to improving the standard of the Colony's livestock, the Government has been purchasing pure-bred pigs and dairy cattle from Australian studs in fairly large numbers. Breeds most in favour are Jersey and Illawarra cattle and Berkshire pigs. The Colony has abundant good cattle country.

Dr. K. Washington Grey, chief geologist of the Australasian Petroleum Company in Papua, paid a two weeks' visit

in July to the company's areas at Wewak, Northern New Guinea.

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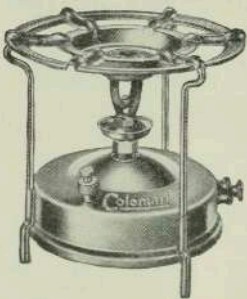
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FIJI RESIDENTS MAN LOCAL DEFENCES

THE following statement has been issued by the Defence Department of the Government of Fiji:—

Fiji, which has had no regular troops since 1878, when the Royal Engineers left the Colony, began recently the local engagement of artillery officers and men. These will supplement and eventually replace the gunners who began to arrive from overseas soon after the outbreak of war. Recruiting closed on January 31.

The Colony is very proud of its new coast defences and there has been an eager response to the call for service. It is understood that there have been more than three times as many applications as there are vacancies available.

Samoa Depending on Cocoa and Bananas

From Our Own Correspondent

APIA, July 7.

THE cocoa market is still holding and merchants in Samoa are buying 1st grade hot-air dried beans up to £42 per ton delivered to Apia stores. Our shipments of bananas are now over 15,000 cases per month. These industries compensate for the low copra price—£2 3/- per ton in Apia. Copra stocks in local stores are still heavy.



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How Native Labourers Damage Cargo

AT Port Moresby, the newcomer to Papua has his first glimpse of what damage Papuan native labour can do to property if allowed to practically run amok in the hold of a ship.

I came through Port Moresby on the "Malaita", some months back, bound for Samarai, and witnessed the unloading process. I had previously wondered why, quite often, our cargo arrived in store in very small pieces, but the unloading at Port Moresby explained it all.

Two winch boys sat at the winches, while a dozen boys went down below. Cases of goods were lifted up by the boys in the hold, and dropped from as high as possible on to their corners, and deliberately broken. Whenever a case was smashed, which was frequently, the winch boys would leave their positions, go to the edge of the holds and join in the laughter which took place.

I wondered who was in charge, and when it would cease, but it went on for several hours.

Often, in Port Moresby, natives are before the court for stealing from cargo. Isn't it time that some Government official awoke to the fact that if a native is not allowed to deliberately break cases open, the temptation of loose tins of meat will not be placed in his path? If they were made to take reasonable care of the cargo in the hold, the trouble would cease.

We blame the Government for everything, and we are quite often right. However, they have to try and mete out justice to many different classes of men, and they have necessarily to protect the native from being exploited. Still, wouldn't it be as well, in cases like this, to protect the decent white man from being exploited?

If any Government official went down and saw the unloading process from beginning to end he would probably see my point of view.—W.

N.G. VOLUNTEER RIFLES

From Our Own Correspondent

WAU, July 25.

LEUTENANT Alan Clarke, who obtained his commission in the Militia Forces in Australia before his appointment as chief telephone mechanic in Morobe District, and who has done exceptionally good work with the New Guinea Volunteer Rifles, left for South on leave on July 22. It is understood that he will almost assuredly join the A.I.F. before his leave expires. Thus the local Volunteers lose another valuable officer.

The idea of appointing young and eligible men to commissions in the N.G. Volunteer Rifles would appear to be ineffective, for no sooner are they appointed than they depart for enlistment in the A.I.F., if their circumstances permit them to do so. It is suggested that a complement of officers who are over the age-limit and have experience behind them would be a much better way of officering the Regiment.

A new rifle range has been built voluntarily by the Edie Creek Platoon of the N.G. Volunteer Rifles at Edie Creek (7,500 ft. above sea-level). It is equipped with two telephones from butts to firing points, the gift of the ladies of Edie Creek.

ELLICE ISLANDERS AS RADIO OPERATORS

Educated Polynesians are quick to master the art of transmitting and receiving radio messages by Morse and in several isolated Central Pacific communities young natives have been trained to carry on the important work of maintaining communication with the outside world. Above, posing with his head-phones, is Frederick, an Ellise Islander still in his "teens", who is Government Wireless Operator at Funafuti (administrative headquarters of the Ellise Group) and one of his assistants. Among other young Ellise Islanders now doing wireless work is Maieu, radio operator on board Burns, Philp and Co., Ltd.'s, inter-island vessel "Moamoa".

—Photo: C. F. Jackson.

PRACTICAL HELP FOR N.G. PLANTERS

THE last issue of the "New Guinea Agricultural Gazette" (March) is as usual packed with good things. There are at least 14 articles of practical value to planters and the following are some of the most notable:—

"Some Investigations on Coconut Diseases Associated with Soil Conditions in New Guinea"; "Description of Experiments in Methods of Controlling the Coconut Tree Hoppers"; two articles giving plans and specifications for useful types of hot-air driers; methods of producing air-cured tobacco for issue to native labour in place of the manufactured stick tobacco usually imported from U.S.A. and now partially unprocurable; the chief characteristics and uses of six New Guinea timbers; methods of cultivating the Avocado (a fruit of important food value in North and South America); the properties and composition of coconut oil; some hints on handling a crop of cocoa beans; and the place of live-stock in the management of an estate.

For Islands Soldiers

ONE of the minor problems of Islands men enlisting for service abroad is the need for eliminating excess baggage and at the same time keeping essential personal articles such as shaving gear, books, pen and pencil, etc., in a handy form.

With these needs in mind, Ford Sherington, Ltd., well-known Australian leathersgoods firm, has manufactured a series of leather containers and compact toilet outfits that are ideal for soldiers. Any type of service kit accessory may now be carried in complete safety. For further particulars and illustrated leaflets, South Sea storekeepers and traders are invited to write direct to Ford Sherington, Ltd., Kippax Street, Sydney.***

Shark-Fishing in Papua

From Our Own Correspondent

PORT MORESBY, July 16. MEMBERS of the group of N.Z. men investigating the possibilities of establishing a shark-fishing industry in Fiji (June "P.I.M.") may be interested to learn that the industry was carried out in Papua with some success in 1932, though not on a large scale.

The skins were favourably received at the time by manufacturers of purses, handbags and shoes, and the oil by manufacturing chemists, who converted large quantities into substitutes for cod-liver oil and embrocations. A shark's liver, usually 6 ft. in length, yields from 6 to 11 gallons of pure oil. The flesh and fins were specially prepared and packed for China where they are highly prized as flavouring for soups and special dishes.

Sharks were caught by means of very large hooks, 10 in number, steel-wired and on swivels, baited with goat or fish, and swinging well out to sea from anchored drums. These were regularly inspected by launch and the wired hook with its live, fighting catch transferred to a towline. The shark was then played to shallow water and speared.

Ioma (Papua) Rubber Estates, Ltd., was registered in Sydney recently with a capital of £2,500 in 16,000 ordinary shares of 2/6 each and 10,000 deferred shares of

1/- each. First directors are Raymund C. N. Primrose, Albert H. Watson and Albert M. Watson.

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MORE LOSSES

C.I. Fruit-Growers Up In Arms at Govt. "Control"

From Our Own Correspondent

RAROTONGA, July 3.
THE season of Rarotonga orange shipments is now approaching its close—probably only one small shipment will be sent to N.Z. this month. The position of the industry during 1940 graduated from a poor beginning to an infinitely worse end.

The slightly mollified attitude of the growers was changed to bitter criticism by events during May-June. In the first place, the Fruit Control Department made an error in their estimations—the result being that over 1,500 full cases of oranges had to be left behind, as well as leaving

a large number unpacked. On May 29, the Department, without consulting the Island Council or Fruit Advisory Committee, announced that, in order to meet the losses thus occasioned, payment would be 3/4 per case instead of the usual 3/9. As this price included a rebate on the manure levy of 3d. per case, the actual loss amounted to about 8d. per case.

The districts of Avarua and Takitumu, who were paid for the fruit on the two days following this announcement, accepted payment "under protest" but the independent people of Arorangi, who were not to be paid until June 4, decided after a meeting that they would not take their money until the matter had been investigated. To this decision they adhered, but apparently economic conditions overruled their independence and the Government made a second and successful attempt to pay them on June 6.

Worse was yet to follow. First reports from N.Z. on the May shipment indicated that the Rarotonga fruit had landed with the high loss of 23 per cent. After a few days, the loss rose to the staggering figure of nearly 50 per cent. Naturally, the New Zealand "Control" could not carry on shipments on this basis and on June 11 a radio message from Wellington stated that only 4,500 cases would be accepted from Rarotonga for the June shipment. These have been picked in a spirit of patient hopelessness by those growers who could not do without the cash in-

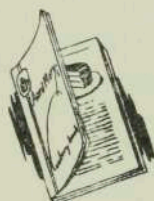
volved, but many have not considered it worth their while.

Bitter comparison is being made between Rarotonga, which has the services of an imported citrus expert and his staff, and the neighbouring island of Mangaia which is run lock, stock and barrel by one white Resident Agent. Mangaia, in spite of dissatisfaction with the prevailing price and difficult shipment due to the bad reef, has had a uniformly successful year with low rates of loss. For the June shipment they received space for a maximum of 8,000 cases. When it is calculated that Mangaia shipped six cases against Rarotonga's one per head

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Shortage of Paper

THE "Pacific Islands Monthly", in common with all other British publications, is now subject to severe rationing of paper; and readers, in consequence, will notice that the journal is being severely condensed and compressed. This will become more marked, as time goes on.

We ask for the forbearance of readers and advertisers. Letterpress and advertising space have to be reduced, to economise in paper consumption and assist the national war effort. Under such conditions, publishers cannot expect to make profits—their efforts are concentrated on keeping their journals alive, and rendering public service.

So far as Australian publishers are concerned, there has been no move to increase rates. The general policy is to try to "take it", and to hope that readers will be patient and generous in these difficult times.

of population the difference can be well judged. Knowledgeable men say that the keeping qualities of the Rarotonga orange are not so high as those of Outer Islands fruit, but one cannot believe that this accounts for the big difference in loss.

Protests and petitions galore from both Europeans and natives are now under way and it is understood that Mr. W. McBirney, a prominent local planter, may bring a suit against the "Fruit Control" as a test case.

Mr. L. Bunting, a New Zealand business man who is well known in the Cook Group—he was for many years lessee of Manuae Island, a small atoll midway between Atiu and Aitutaki—recently paid a visit to Rarotonga on the "Matua".

Mr. L. Trenn, Resident Agent at Manihiki, Cook Islands, arrived in Auckland in July on four months' furlough, part of which is being spent touring the North Island of New Zealand.

POLYNESIANS

New Scientist With an Old Theory

IN articles published widely in North American newspapers in recent months, Thor Heyerdahl, described as "a Norwegian scientist and traveller", claimed that he had traced the origin of the Polynesian race to the Bella Coola Valley, a district of British Columbia, in Eastern Canada.

There is nothing new in the theories of Mr. Heyerdahl. The origin of the Polynesian race has been for long a subject of much controversy; but every scientist, of any standing, who has discussed the matter agrees that the original Polynesians must have come into the Pacific from South Asia, or South-West Asia, via the East Indian Archipelagoes.

THIS business of the origin of the Polynesians is like a jig-saw puzzle. Mr. Heyerdahl said, in an interview, "Once the key is found all the parts fit together perfectly and make it impossible to believe that the Polynesian races came from any place except the North-West Coast of America, and Bella Coola in particular."

Mr. Heyerdahl, who with his wife spent a year in Polynesia, expressed the belief that the original inhabitants of the mountain-girt Bella Coola Valley had been driven from their homes 1000 A.D. by the war-like Salish Indians of the lower Fraser Valley, 300 miles farther south.

He suggested they fled in their huge dugout canoes until they reached the open seas, where prevailing winds carried them 2,300 miles south-west to the Hawaiian Islands. Some spread on through the South Sea archipelagoes while others penetrated as far as New Zealand, to found the Maori race.

Mr. Heyerdahl declared that stone carvings, found in remote sections of the Marquesas Islands, are identical with those found in the Bella Coola Valley, and that there is a marked relation evident in the bark clothes worn by the inhabitants of both regions. He also found a similarity in carved columns, instruments of war and peaceful utensils.

He said that nearly 200 years ago, Captain Cook and Captain George Vancouver reported in their journals that the Hawaiian Islanders had canoes 60 ft. long, made of American pine. Heyerdahl said the explorers thought the logs had drifted there, but he sees it as further proof of his theory.

Similarity between the Malays and Polynesians had led scientists to regard the Malayan archipelago as a possible source of the Polynesians, he added, but his theory is that both races started from a common cradle in Asia and went different ways, the Polynesians crossing to North America by way of the Bering Straits.

Mr. Heyerdahl also claims to have solved the riddle of the monster stone monuments on Easter Island, in the South Pacific. He believes they were erected by a pre-Inca civilisation from South America which used Easter Island, the Hawaiian Islands, the Marquesas group, Tahiti and Tonga as colonies.

DR. MEAD IS SCEPTICAL

DR. MARGARET MEAD, a world-famous anthropologist, now curator at the Museum of Natural History in Manhattan, New York, who is an authority on the Polynesians and author of the well-known "Coming of Age in Samoa", said, on the basis of the interview given by Mr. Heyerdahl, "it does not appear that he is presenting any new

material to support an old, frequently-advanced theory, so far unsupported by evidence.

"These superficial resemblances between the cultures of the north-west coast of British Columbia and the cultures of the Polynesians have led ethnologists and students to construct periodically, theories of this sort, for the last 50 years", said Dr. Mead.

"The Polynesians, in fact, were once called the lost ten tribes, and have been called every other lost thing on earth", she said. If Mr. Heyerdahl has made archaeological finds in an extensive area and could offer substantial new material of this sort, to support his theory, then it would indeed be of outstanding anthropological interest.

What has often confused ethnologists has been their finding similar instruments of war and utensils in widely scattered parts of the Pacific. Dr. Mead said many of these were scattered by Captain James Cook and other travellers, who purchased utensils in one spot and left them in another.

New Tomato Plant Developed in Western Samoa

A NEW dwarf hybrid tomato of real merit has been produced by Mr. H. C. Reed, a local horticulturist, according to the "Western Samoa Mail".

The fruit is attractive in shape, being round, solid and firm, and having practically no "core". The hybrid is a cross of two distinct varieties of Australian and American tomatoes, and the method used was the Burbank flower-graft.

The new tomato should prove a boon to planters in the tropics who require a quality fruit borne on dwarf plants,

which require neither pruning nor staking, and which mature a crop of splendid tomatoes in the short space of 12 weeks.

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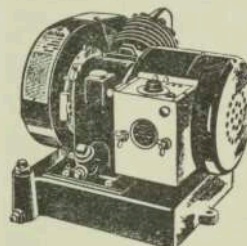
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(Continued from Page 24)

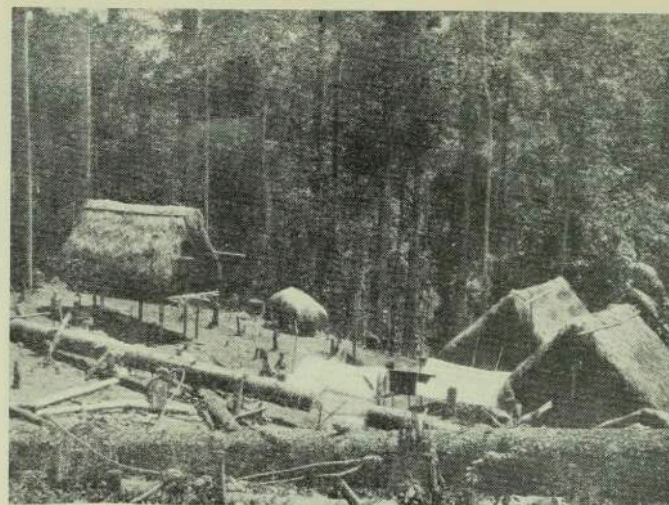
in sections, and could profitably work the deposits of lower value.

With his associates, Levien formed Guinea Gold N.L., and the executives of the company in Adelaide purchased a De Havilland plane and shipped it to Rabaul. There it was assembled, and, on March 31, 1927, Mustard and Mullins flew along the coast of New Britain and landed on a small clearing at Lae, some 25 miles north of Salamaua. But the greatest task had yet to be tackled—that of finding a small township in an incredible maze of mountains, gorges and jungle. Visibility was limited by rain and mist, and there were no aerodromes where a pilot could bring his machine down if anything went wrong. The only bare places were the Kunai patches on the tops of the razorbacks.

Despite all this, and many solemn predictions of disaster, Levien and Co. went ahead with their plans.

Early in April, Mr. Lewers was at Eddie Creek and, together with several other men from the goldfield, he accepted the invitation of Mr. H. S. Holgarth, manager for Guinea Gold at Lae, to spend Easter week-end with him as his guest—this despite the fact that it would take more than a week to get to the coast!

On April 14—Good Friday—Mustard



Mr. C. J. Levien's First Camp, in the Jungle, near Wau.

and Mullins, at Lae, said they were ready. Levien had prepared a small section of ground at Wau by burning off the long Kunai grass and filling in

the pot-holes. Mr. Holgarth volunteered to guide them, and that morning the three men took off. Their plan was to fly up the Markham River until they reached the Bulolo River, and then follow it up to Wau.

The plane was away only three hours, but it was a lifetime to the anxious little party at Lae. Suddenly, the drone of an engine was heard and the De Havilland appeared out of the clouds and landed on Lae aerodrome. Crestfallen, the intrepid little party of aviators reported that they had been unable to find their objective.

The following day the three men again set out, determined to get to Wau via the Markham and Bulolo valleys, but again they returned—unsuccessful.

Shortly after breakfast on April 17, Lewers was talking to Mustard, and Mustard suddenly said: "I say, Jack, do you think you could find Wau from the air?"

"Oh, yes, I think so," replied Lewers. "Not by following the Markham, but by going straight up over the mountains from Salamaua. I have travelled that track many times, and I know most of the landmarks."

"But do you think you could find it from the air. It looks quite different from up there, you know," said Mustard. "Well, I will try," said Lewers. And

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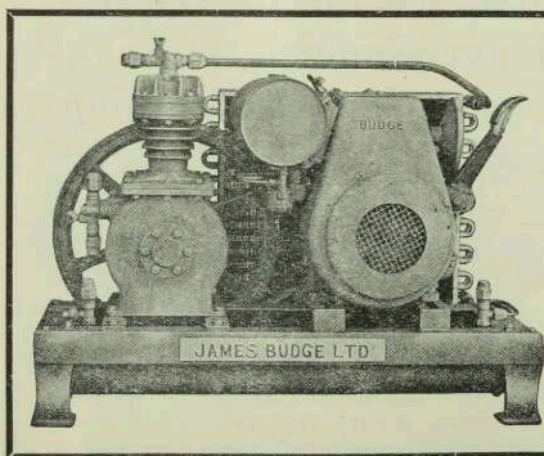
choking and strangling every night, couldn't sleep, expected to die. Mendaco stopped Asthma spasms first night and he has had none since in over two years.

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so preparations were immediately made, the weather being favourable to flying. Later in the morning, Mustard and Mullins, accompanied by Lewers, took off from Lae and made for Salamaua, across the corner created by Huon Gulf.

"Here, I picked up the trail from Salamaua to Edie Creek, which looked like a thread of cotton, from the air," said Mr. Lewers, "and soon I saw the rest-house at the end of the first day's march, just out of Salamaua. After several more minutes' flight we reached the highest point in the range we had to fly over—6,200 feet—and just then I saw the fourth day rest house. It had a galvanised iron roof and was known as House Copper.

"Then I lost the track. I knew that the mountains were very high, here, and I shouted to Mustard to take the plane higher. He could not hear me, above the roar of the engine, so I scribbled a note on a piece of paper, and passed it to him, in the front cockpit.

"We then rose up into the clouds for what seemed like an endless period and I was getting pretty worried. I was beginning to think that it looked like the end of successful flying in this part of New Guinea, when, all of a sudden, the clouds in front of us parted, and through a gap in the mist I saw the tops of some pine trees. By some instinct, I knew they were the ones next to the Bulolo River, which I had passed so many times going to and from the coast.

"When we arrived over the river, Mustard looked round and waved his arm inquiringly. His lips moved in a question 'Up or down?' I was doubtful; but, again, some instinct helped me, and I waved him down.

"He turned the plane to the left and, after several minutes' flying, during which I scanned every bit of country on either side of the river, I saw a small triangular clearing in the jungle, with a few grass huts near it. It was Wau.

"I signalled to Mustard that I could see our goal. He seemed doubtful. Apparently, he could not see the huts, and thought the patch of clear ground was like so many others he had seen. On my repeated assuring gestures, however, he brought the machine down into that deep valley between the mountains, in wide circles, looking back every now and again, still with a doubtful expression on his face.

"I pointed down, and then he saw the huts and the hospital, which seemed about as big as one's fingernail.

"As we turned over the river, to land from the north, I remembered that there was a considerable amount of long grass on that end of the field. But, fortunately, the undercarriage did not catch as it swept through the grass, and we landed on the burned-grass section of the improvised aerodrome.

"There were only three white men and a crowd of natives at Wau, and these gathered excitedly around the plane to greet us. Dr. Lambert, who was known as the 'Lik Lik Doctor', or assistant doctor, smilingly welcomed us. Mr. Coldham, then manager of Guinea Gold, was there, and another white man. I don't remember Leven being there. I think he was then walking down to the coast, to find out what had happened to us. They had been expecting the plane for some time, and had been lighting signal fires for days.

"We had lunch with Doctor Lambert, Mr. Coldham and the other man and, after an hour or two, took off for Lae again. This time, we followed the Bulolo and Watut Rivers to their junction with the Markham, and then flew down the Markham Valley to Lae.

"There was much jubilation in Lae, at our success, and, that night, all the white men in the township assembled to celebrate the occasion. The following were present: H. S. Holgarth (Guinea Airways manager at Lae), E. A. Mustard and A. W. D. Mullins, "Tom" Bayliss (then agent of Guinea Gold at Salamaua), A. L. Simpson (miner, from Edie Creek), E. Broughton Jensen (an engineer who was in New Guinea on behalf of Guinea Gold), P. D. McKenzie (Government doctor at Salamaua), Edgar Betts (wireless operator from Salamaua), Fred Biggs (a miner) and myself."

Mr. Lewers discounts the belief that the flight was made on April 18—it was on April 17. During the "celebration", all those present signed a Guinea Gold letterhead, and this was dated April 17, and is in the possession of Mr. Lewers to-day.

"Nobody thought at that time that a service had been started which, in a few years, would grow into the largest aerial transport company in the world," concluded Mr. Lewers.

Mr. H. Hodgson, who has been manager of Morris, Hedstrom's Suva branch since 1931, has been transferred to Tavua. Mr. G. Snow, of Taveuni, will replace Mr. Hodgson.

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The Dutch East Indies came within the sterling group on July 22, and thus trade between the great Dutch colony and Australia was much simplified. This trade has grown enormously in recent years—from £4,390,327 worth of imports, from the East Indies to Australia, in 1934-5, to £7,119,785 in 1938-39. Last year, Australia imported from the East Indies petroleum spirit worth £3,608,691, and tea worth £1,564,387.

Mr. and Mrs. McPhee have left the district of Navua, Fiji, where he was manager of the Morris, Hedstrom, Ltd. branch for many years, and have now taken up residence at Levuka.

TO LINK NATIVE EDUCATION WITH MISSION ORGANISATIONS

A New "Bureau of Missions and Colonial Planning"

BY "ANTHROPOS"

THERE recently has been set up at the University of Aberdeen a Bureau of Missions and Colonial Planning. The sponsors are Sir John Orr, Professor Lancelat Hogben, whose liberal outlook on the world of science is well-known through his popular publications, John Graham, Professor of Systematic Theology at Aberdeen, and Dr. Ralph Piddington, Sydney University graduate, who later worked with Firth and Malinowski at London, and who now holds the Reid Lectureship in Anthropology at Aberdeen.

The title "Bureau of Missions and Colonial Planning", implies a recognition of the important role that missions must be expected to fill in any large-scale programme of Colonial development; and this has particular significance for British Colonies, including those of the Pacific area, in view of the proposed £50,000,000 development scheme (which, by the way, has now passed all stages of the Commons, notwithstanding the urgent claims of war).

It implies, also, a recognition of the need for practical co-operation and mutual understanding between the sciences (such as medicine and agriculture); social anthropology, both in the study and the field, and missionaries, if the interests of the natives are to be fully considered and their future development arranged on scientific and co-ordinated lines. That is to say, if the social, moral, material and economic aspects of native life are to be successfully and progressively adapted to the changed cultural conditions and environment which the pursuit of any large-scale Colonial developmental plan would assuredly bring about.

SUCH planned and progressive adaptation is now, of course, the keynote of British Colonial policy. The alternative is to leave the natives severely alone, which is obviously impossible and economically impracticable, since the success of any development programme is necessarily dependent upon the extent of native participation—unless the development is to be pursued solely through non-indigenous agencies, and is to be of a purely economic nature.

The aims and purpose of the Bureau are outlined in a brochure which has been sent to me, together with a suggestive introductory paper, "Anthropology and the Future of Missions", prepared conjointly by Dr. Piddington and Professor Graham.

The preamble to the brochure puts the general situation which is to be faced in the following way: "Missions already play an important part in Colonial affairs, control educational facilities, are pre-eminently interested in native affairs, possess the confidence of natives, have a unique knowledge of local conditions, and are increasingly willing to co-operate with scientists and with administrative agencies".

To secure maximum effort, development of missions must be studied as a special aspect of Colonial reconstruction. Problems encountered by missionaries must receive detailed and sympathetic consideration, relevant knowledge must be collected and collated for their benefit, with a view to the formulation and carrying out of a constructive policy in such matters as nutrition, agriculture, health, education, and a comprehensive consideration of the problems of culture-contact and change.

THE Bureau referred to proposes to take the initiative in certain of these matters, its field of activity to comprise:—

(a) Collecting information from various sources, and making it available in published form, and by means of lectures

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Group photograph of Indian School Teachers' Conference, held recently in Suva. It is interesting, as showing the type of people, Europeans and Indians, who are engaged in the important work of educating the young Indians of Fiji.



and conferences in which missionaries and scientists will be brought together.

(b) Obtaining from missionaries all over the Colonial world information relative to the problems of culture-contact.

(c) Securing co-operation between scientists, administrations and missions in the work and organising of the Bureau.

(d) Conferring with mission organisations on matters of policy, guided by the common interests of missions and science, in connection with the formation of plans to cope with problems encountered by the different parties in the course of their native work.

THE paper of Piddington and Balfour on "Anthropology and the Future of Missions", acknowledging that missions must play an important part in post-war colonial reconstruction, gets down to tin-tacks in a very thorough way. There is space here to quote no more than a paragraph, for instance, dealing with the wide subject of education:—

"In mission education, the effort to produce a literate Christian community has been largely directed toward enabling natives to read the Bible. In a properly re-orientated education, the ability to read will be emphasised as an indispensable instrument by which native people will be enabled to bring the resources of European scientific knowledge to the solution of their material and social problems in Christian terms; to combat disease; to eliminate malnutrition; to promote on a large scale economic and social well-being, which will foster decent human relations; and to train



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native leaders in their social responsibilities."

These are the immediate tasks; and education, adapted to local requirements, must be the properly-used instrument, for the encompassing of these; and the missions will be the chief educational agencies available for use to that end. It is indeed a heavy responsibility; and there can be no doubt that the missions will welcome all the guidance the Bureau can provide (as well as all the practical and financial help the various Governments can supply) in their efforts to measure up to that responsibility.

IN such an adapted system of native education, such theoretical studies as dead languages, and "history as a sequence of political and military exploits centring round bloody tyrants and disreputable monarchs", will find no place; but be superseded by a broad programme, on the scholastic side, of locally-applied social studies and the development of vernacular literature. The training of native leaders and teachers must be remodelled to serve a wider social purpose than that of conducting village church "schools".

The fullest use must be made in native education of native tradition, music, arts and crafts, native peoples being gradually and progressively drawn into the wider stream of common human progress.

Educational policy will be considered against the background of the lives which the natives will have to live as adults under modern European-contact conditions. It will not be such as to alienate the educated few from the interests of the people as a whole. Schools and other sides of mission work will be integrative rather than disruptive in their effects in the social lives of the natives.

The bibliographical references attached to this paper are in themselves evidence

of the wide field traversed by the authors. They include the works of such well-known specialists in African native affairs as Evans-Pritchard, Thurnwald and Malinowski (anthropology); Mumford (education); Huxley (biology); Lucy Mair, Cullen Young and Lord Hailey (administration); Westermann (linguistics); Dougall, Oldham, Edwin Smith and Pere Dubois (missions); and in the Pacific field, references include Williams (Papua); Hogbin (Solomon Islands) and Groves (Education and Culture-Contact in the Western Pacific).

The writer, from a wide background of contact with both native affairs and missions in the Pacific, would strongly recommend the various missions to link up with the Bureau, and especially to secure copies of the paper of Piddington and Balfour. Nothing of the kind has been produced in such handy form before. This will involve no cost at all. How the Bureau is financed I do not know; but apparently its services are available free to those interested. Enquiries should be addressed to Dr. Ralph Piddington, Marischal College, Aberdeen, Scotland.

THE SOUL OF A NATION

The little things of which we lately chattered—

The dearth of taxis or the dawn of spring;

Themes we discussed as though they really mattered.

Like rationed meat or raiders on the wing—

How thin it seems to-day, this vacant prattle,

Drowned by the thunder rolling in the West,

Voice of the great arbitrament of battle
That puts our temper to the final test.

Thither our eyes are turned, our hearts
are straining,
Where those we love, whose courage
laughs at fear,
Amid the storm of steel around them
raining,
Go to their deaths for all we hold most
dear.

New-born of this supremest hour of trial,
In quiet confidence shall be our
strength,

Fixed on a faith that will not take denial
Nor doubt that we have found our
soul at length.

O England, staunch of nerve and strong
of sinew

Best when you face the odds and stand
at bay,

Now show a watching world what stuff
is in you!

Now make your soldiers proud of you
to-day!

(Those verses were written by Owen Seaman over 22 years ago, and published in "Punch" on April 3, 1918, when Britain's armies were retreating before the German's last thrust—just before the turn of the tide. They are singularly appropriate to-day, when the best and bravest of the Empire's young men are guarding the skies above the eastern shores of the beloved Mother Country.)

Mrs. Arthur Jewell, wife of Hon. Arthur Jewell, non-official member of the Legislative and Executive Councils of Papua, is a busy member of the Papuan Division of the Red Cross Society in Port Moresby. Besides Red Cross work, Mrs. Jewell is arranging a series of entertainments for members of the defence forces stationed in Port Moresby.

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JAPANESE CAUGHT SMUGGLING

£70 Fine in Tongan
Court

From Our Own Correspondent

NUKUALOFA, July 15.
A JAPANESE, Kinzoo Yamashita, trader and fisherman, of the village Belehake, Tongatabu, was fined £70 by the Chief Police Magistrate for having smuggled into the country a prohibited and an undeclared article. Evidence disclosed that Yamashita, with two Tongans in his employment, stole out, under cover of night, on his motor launch, from Belehake, which is on the shore of the lagoon, Fagauta, to the Japanese steamer, "Momoyama Maru", when she was recently in Nukualofa to shift copra for the Japanese firm of Banno Bros. Ltd., and took from her a large cask of Japanese sauce.

A sergeant-major of the Tonga Defence Force, Jiosifa Tolu, having suspected the movements of the Japanese and his men, waited on the shore at Belehake for their return, and caught them when they landed with the cask.

This is the first time this Japanese has been caught smuggling. Movements of certain Japanese, during the visits here of Japanese vessels, have for some time past aroused, not only a suspicion that certain articles have been smuggled from these ships to the shore and from the shore to the ships, but that they were acting as under-cover men for some other persons in this nefarious business.

MEDICAL MAN INJURED

From Our Own Correspondent

PORT MORESBY, July 28.
A SERIOUS accident occurred on July 24 when Dr. Robert Fruchtmann, medical officer with the Methodist Mission, who was relieving Dr. May in Port Moresby, as Government Medical Officer, received injuries to both arms, while attempting to apply the brakes of his car, which was moving down-hill without him. The car crashed against a tree, pinning Dr. Fruchtmann's arm and crushing it, causing a compound fracture.

Those who witnessed the accident applied first aid, until the arrival of Dr. Williams and Dr. Preston, when the patient was conveyed to the European Hospital. It is understood that Dr. Fruchtmann will leave by plane for treatment in Australia.

UNITED STATES STRENGTH IN PACIFIC

NEWSPAPER correspondents at the end of July quoted astronomical figures to indicate the amount that the United States is preparing to spend on the construction of naval bases in the north-east Pacific—especially around Hawaii, at Midway, Wake, Johnston and Palmyra Islands, and at Guam. Contracts totalling £42,812,500 have been let by the United States to cover the construction of new air and naval base facilities on the Pacific and Atlantic coasts.

It was reported last year that the United States Congress would not agree to the fortification of Guam; but references recently indicate that considerable work on fortifications is being done there.

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Dr. Edward Jacomb, formerly of New Hebrides, who, on the outbreak of war, travelled from Fiji to England to offer his services to the Army Medical Corps, was rejected on account of his age. He thereupon returned to his old home in Jersey and was residing there when France capitulated and the Channel Islands were overrun by the Germans. His friends at this end of the world await further news, with some apprehension.

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A TRADER'S TALE Judgment of a Solomon

BY "TUKAPA KOKO"

MY native neighbours were having words. Native words, of a variety: yet of weirdly European rococo design, strangely familiar, smacking of Billingsgate or verbose Broadway, strings of mordant syntax entangling the ear: "Paka! paka!"

"Tonopipi!"

"Puaka! puaka!"

"E koe atu!"

Which is, being interpreted: "—!" "—!" (a word this respectable journal could not print, taken from English, and easily adapted to a native tongue deficient in wondrous verbiage). "Offspring of a female canine!" (The which goeth by sound alone.)

And in reply: "Pig! pig!" (A dreadful epithet in Polynesia). "And the same to you!" (With excrescences and decorations, presumably.)

I went out into the next-door compound to see what it was all about, the males of the village being away fishing and I, village trader, the sole, trousered representative of male law and order; qualified to bestow clouts or good advice, such as might be required.

Mrs. Kina and Mrs. Manu, her sister, were the protagonists. It was a job for the Jewish potentate of ancient fame, but no sword might decide this case, for in the arms of Mrs. Kina waited a live babe, the bone of contention, that belonged to neither lady.

I knew the child. It was half white, one of those poor little creatures that are the sequel of some tourist's visit to Polynesia—a native girl's pride and cross combined—and the child of a niece of both women.

The erring niece was gone. Bearing the child had cost her her life before it had time to take her happiness. No "feeding-parent", as the brown folk call an adopted one, had been named. Up till now, Mrs.

Manu had had charge of the babe; but Mrs. Kina coveted the little yellow morsel, attracted by its blonde hair and blue eyes, and she chose this male-less day to make her claim and forcibly take that possession that is nine points of the law.

Mrs. Manu objected. She voiced her objections, as detailed, with one hand round the babe's little foot, and the other twisted in the hair of Mrs. Kina, who, fearing hurt to the little *casus belli*, was unable to make active resistance.

I, benevolently neutral, intervened so far as was consistent with policy.

Mrs. Manu relaxed her grip on Mrs. Kina's locks, and the combatants parted—but Mrs. Kina kept strictly to the legal proposition heretofore detailed.

We conferred. I heard evidence for both prosecution and defence, based principally on the grounds, advanced by both, of being able to provide the better domicile for the coveted Nordic babe.

They talked of princely edifices—on one side, a gallant hut thatched with pandanus, floored with straw, un-expectorated, luxurious. On the other, a goodly "stone house", erected from native cement by adherents of an early missionary half a century ago.

Conflicting claims. But what is hidden from a village trader, who knows all, from godly deacon with external shirt-tails (the diaconal privilege in Mangaia), to toughest village buck? And, so, I took thought.

Of the miserable, reed-walled, gaping-thatched, dog-hole that was the reality of Mrs. Kina's pleasure-dome built in air.

Of the tumbledown, gap-walled, dingy-grey cement dungeon, damp, dark and dirty, streaked, the wood floor sinking into the basement, that was the Marble Hall where Mrs. Manu lived and had her being, sprinkled on wet days by leaks in the rusty iron roof that dripped on the just and unjust alike.

I cogitated.

The ladies, anxious for an immediate decision in the favour of both, waited restlessly, restoring their energies for another set-to.

I cogitated some more. We stood, statue-like, a dramatic group that would have inspired Praxiteles.

And then I saw swart Manu, dusky Kina, their fishing successfully concluded, coming up the village street.

"Let your husbands settle it!" was my verdict.

Former Fiji Planter Leaves £100,000

AUSTRAL Verge, a former Fiji planter, who died in Sydney on November 30 last, aged 92, left a net estate of £100,131. His gross estate was valued at £172,826.

In a will dated September 29, 1939, he left £2,000 to his only daughter, Mrs. Mary Elizabeth Farquharson, who is living in London. He directed that the residue be divided into 24 equal parts and disposed of as follows: Mrs. Mary Elizabeth Farquharson, 10 parts; John Mackay Verge (grandson), 5 parts; James Mackay Verge (grandson), 5 parts; William George Verge, 2 parts; and Doris Irwin Verge (sister of William George Verge), 2 parts.

NEW METHODIST MISSIONARY
FOR N. GUINEA

REV. E. S. BROWN, a new recruit for the Methodist Mission, will sail this month from Sydney with his wife for Rabaul, New Guinea. He will later go on to his station at Kabakada.

—Block by courtesy "Mission Review."

PITCAIRN

To Have a New Constitution and
Legal System

A PROPER constitution and legal system will be instituted at Pitcairn Island by Mr. H. E. Maude, of the British Colonial Service, who, with Mrs. Maude and their young son, visited Auckland on July 21 on his journey from the Gilbert and Ellice Islands, where he has been stationed, to Pitcairn Island. Mr. Maude has been previously stationed at Fiji and Zanzibar.

"There has, of course, been a legal system at the Island, but it has not yet been properly drawn up," said Mr. Maude to the "N.Z. Herald". He will also prepare accommodation at the Island for an official from the Fiji Post Office, who will inaugurate an issue of Pitcairn Island stamps under the control of the High Commissioner for the Western Pacific. Mr. Maude expects to stay at the Island for about three months.

The issue of Pitcairn stamps on October 15 to replace the New Zealand stamps hitherto sold would build up a capital fund to benefit the Islanders, said Mr. Maude.

EDITORIAL NOTE: For one hundred years, since the descendants of the "Bounty" mutineers were discovered by an American ship, the Pitcairn Islanders practically have governed themselves, through their own elected Council, and according to a code of laws which they themselves more or less evolved and accepted. In the course of time, Pitcairn came under the charge of the British High Commission for the Western Pacific; but the Colonial Office did not interfere with the isolated little community. But, nowadays, owing to rapid air and naval changes, these lonely dots of land in the Pacific are assuming a new political and strategical importance.

A Wizard of the
Goldfields

F. W. Cuthbert: The Man Who
Could "Smell Gold"

FROM North Queensland comes the news that Fred. W. Cuthbert, 83 years of age and famous for his successful mining ventures in Misima (Eastern Papua) and Croydon (Queensland) is active again, sinking shafts in an abandoned claim near Georgetown.

When F. W. Cuthbert "struck it rich" on his Bonanza claim in Queensland, in 1887, he earned the title of King of Croydon. The miners maintained that he could smell gold! He and his partner cleared over £400,000 before the field panned out, and over £200,000 was paid in dividends.

At Misima, where Cuthbert and G. O.

Wilkinson (his partner) acquired Misima Gold Mining Co.'s interests for a mere song in 1928, they sold out to Cuthbert's Misima Gold Mining Co. for something like £100,000 in cash and shares in 1935. During the six years they operated there, the value of the output amounted to over £145,000. Their first year's output (1929/30) was valued at £6,584 and, increasing steadily each year, it mounted to over £37,000 for the year ending April, 1935. The report for 1935 showed that the year's net profit, after allowing for depreciation and bonuses, amounted to £17,000—£12,000 of which was distributed in dividends.

Fred. W. Cuthbert has had a remarkable career. In his early youth in London, when news reached England of the phenomenally rich gold finds at Bendigo (Victoria), he experienced a dream in which he figured as the discoverer of a rich gold mine. He saw himself scooping up gold, silver and other precious metals in bags, in a desolate spot where

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- 24 oz., 2 lb., 3 lb., 4 lb., 5
- lb., and 6 lb.



Lamb Tongues, 12 oz.



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the sandy gravel surface was relieved only by low, scanty bushes.

Fired by the desire to try his luck, he disregarded his parents' wishes and signed as second steward on a sailing vessel plying round the Cape, at 1/- a month. After a strenuous voyage of 3½ months, the ship reached Melbourne early in 1878. There young Cuthbert left the vessel and made for Echuca. For a time, he worked in a timber mill; then he made his way to Grafton (N.S.W.) and later arrived in Queensland. Going north again, he reached Croydon, and began fossicking for gold on claims that showed little profit.

Later, Cuthbert entered into partnership with a man named Shultz, who owned a small but bankrupt store serving the miners of the district. Soon, benefiting by his early training in London (where his parents had a shop), he converted the store into a flourishing concern. After a while Shultz and Cuthbert quarrelled and dissolved partnership, selling out for a profit of over £400.

With his share, Cuthbert now entered partnership in a mining claim with Jacob Bickerton. Again he did well and sold at a profit. Bickerton retired and with his proceeds acquired a successful business in the Darling Downs.

Cuthbert was now in a sound financial position. In 1887, convinced that his

luck still held, he took over two abandoned claims, near Croydon, which had reverted to the Crown. He put down shafts nearby and to the astonishment of the district, opened up lodes which proved to be some of the richest in North Queensland.

When the field was worked out, Cuthbert visited England to see his parents. He found that they had died, but he got in touch with his sisters, one of whom returned with him to Australia. He then took seven years' holiday from mining, and it was not until 1927 that he first became interested in Papua.

When the manager of Misima Gold Mining Co. (G. O. Wilkinson) approached him in Sydney to invest money in the reconstruction of the company at Misima, Cuthbert declined to interest himself in the venture. However, he later offered the buy the owners out for £2,000, with G. O. Wilkinson as his partner. The offer was accepted immediately. Cuthbert and Wilkinson concluded the transaction, and the richest goldmine in Papua became theirs.—M.L.

FOOD SUPPLIES IN NEW GUINEA

Letter to the Editor

IN a recent issue of the "P.I.M." there was a contribution from your correspondent in Rabaul, titled "Not So Tough".

It would appear that your correspondent in Rabaul is not able to visualise the conditions at a place if he is not living at that particular place, and as Rabaul suffers less, being the capital, than any other part of the Territory when abnormal conditions exist, your correspondent being quite comfortable, considers that others should not complain if they should have services they have been accustomed to suddenly taken from them.

This unexpected shipping curtailment caused a severe shortage of both fresh and tinned supplies in the Sepik District. If your correspondent was not able to purchase anything at any of the stores in Rabaul, neither fresh foods from the freezers nor tinned foods from the stores, I have no doubt he would be sending you contributions about their suffering, particularly if it should be an easy matter to rectify the complaints.

For the men only, the shortage of food here was not so serious, as they are still as tough as ever; but there are women and children at Wewak and it is very necessary particularly for the children, to have good foods, if they are to keep good health.

If your correspondent in Rabaul considers himself tough, he would possibly do more good for New Guinea if he were to go out in the bush, instead of living in comfort and amongst luxuries in Rabaul and help to open new country.

Thanks to the Administrator, a liner is now making Wewak a port of call.

I am, etc.,

A WEWAK RESIDENT WITH FAMILY,
Wewak, N.G.
10/5/1943.

Mr. J. J. Murray, who was well-known in the Cook Islands as a trader and planter, left by the "Matua" recently to take up residence in New Zealand.

Mr. J. Taylor has taken up the position of head teacher at the school on Aitutaki in the Cook Islands, replacing Mr. F. H. Cotton, who left the Group recently.

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Sunshine Full Cream Milk, 12 oz.	1/2½ tin; 14/3 doz.
Best Australian Currants	6d. lb.; 3 lb. tins 2/3 tin
Best Australian Sultanas	5½d. lb.; 3 lb. tins 2/1 tin
Rosa Self-raising Flour, 2 lb.	6½d. pkt.; 6/3 doz.
Choice Evap. Apricots	1/3½ lb.; 2 lb. tins 3/4 tin
Rosa Choice Dripak Prunes, 7 lb.	6/- tin
I.X.L. Best Assorted Jam	12 oz. 6/9 doz.; 24 oz., 11/- doz.
Marmite Vegetable Extract	4 oz., 1/9; 8 oz., 3/- jar
Globex Beef Extract	4 oz., 1/6; 8 oz., 2/3 tin
Garden Vale Green Peas	10 oz., 6/3; 16 oz., 8/3 doz.
I.X.L. Tomato Sauce	10 oz. 8½d. bot.; 8/3 doz.
Nestles Malted Milk	8 oz., 1/5; 16 oz., 2/6 tin
Dandy Maize Starch, 5 lb. parcels	7d. lb.
Rosa Pure Household Soap	6½d. bar; 6/- doz.
Tru-Crepe Tissue Toilet Rolls, 6 oz.	3/6 doz.
Capital Floor Wax, 16 oz.	1/1 tin; 12/6 doz.
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YACHTING IN FIJI

BY AMEL

THE "Valeda", eighteen feet of crimson and white, tugged impatiently at her anchor. She was a vivid splotch of colour against the grey background of a wet, south-easterly gale.

It was hardly the sort of day for pleasant sailing; but Vic, the owner-skipper, and five others of the gang, were urging us to hurry. They wanted to feel the wind in the sails.

Shorty, a tough little Australian with a philosophical outlook on life, administered the coup-de-grace—we were playing billiards—and, grabbing a tin of chocolate fudge and a hefty fishing line, we ran across the beach to where the "Valeda" rode the foam-capped breakers. "Bit rough, isn't it?" remarked Shorty, waist-deep in the briny.

The skipper noticed the doubtful glance that I threw at the 30 ft. mast. "Fear not," he said.

"It seems dreadfully tall," I commented, scrambling into the cockpit. He informed me that, although "Valeda" had capsized twice in Suva Harbour (cheering thought!) she had never misbehaved under his magic touch!

"Let's go!" he bellowed. Swinging the tiller over, he headed for Dogo Dogo Island, while we hung out from the gunwale, revelling in the thrilling burst of speed, the hissing wave at the bow and the creamy water astern.

In the cramped cabin space, Shorty divided his time between tying un-nautical knots in the centre-board ropes and chasing the tin of fudge, which displayed a persistent fondness for the snappers.

"Reef ahead!" came the cry. "Valeda" answered her helm, and came about as neatly as a pirouetting dancer.

"We'll take a leg out to the sand-bank," decreed Vic. "And then home." "Leg?" I pondered. "Whose?"

John slithered across the cabin roof to see what had happened to Shorty.

"What the goodness gracious are you doing, Commodore?" he asked.

"Go away, will you," said Shorty, with suppressed violence. "I'm untangling this ruddy fishing line."

The sand-bank was only three hundred yards away, and the wind had increased to a steady roar. Mindful of the low tide and lurking reefs, Vic decided to tack again.

"Valeda" came about once more, but not so neatly this time. She trembled on the tip of a big wave. A fierce gust of wind caught the mainsail, and, in two shakes of a dog's tail, "Valeda" had capsized!

There was no outcry. Only a big splash . . . and a swirl. Five seconds later, seven bewildered white faces dotted the rough sea. Seven? Where was the eighth, Shorty, who couldn't swim a yard? Frantically, we sought him.

A threshing form broke the surface beside me. We seized him. It was our missing ship-mate.

"Ouch!" puffed Shorty, coughing up a pint of Pacific Ocean. "What happened? Where am I?"

"You're in the sea," said the Dane, gloomily. "The boat has sunk, and we're two miles from shore. So what?"

We dared not attempt to swim to the sand-bank, for fear of hungry sharks. We trod water, and shuddered, and waited, hoping that the "Valeda" would rise again. I could see a white speck among the coconut palms on shore. Anyway, I consoled myself, I shan't mind dying within sight of home. But

Two Letters . . .

Frank Peters bit his nails as he read the letter. His wife sat opposite, watching. . . . She looked worried, depressed.

"Bad news, Frank?"

"Read it yourself. Couldn't be much worse."

This is what she read:—

Dear Frank,—

When the Board of Directors decided to give you charge of our Islands Branch, I was absolutely certain that you were the right man for the job. As a matter of fact, Frank, you know as well as I do that it was my influence that finally turned the vote in your favour. Now I have to write and tell you, Frank, that we are dissatisfied with your work. The last few months have been a great disappointment. What's happened to you? Your sales figures for the months of February and March are far lower than last year's, and lower than they have been for the past five years for the same two months. There must be a reason for this, Frank, so write at once and give me a full explanation so that I will have something to tell the Board. In the meantime, for Pete's sake get your sales figures up, otherwise nothing I can say will alter the fact—we'll have to make a change.

Kindest regards to you and Mary,
JOHN.

"He says he wants an explanation. What are you going to tell him, Frank?"

"What can I tell him? Everything he says is true. Sales are down. There's no doubt about it, I'm a flop. How can I put my heart and soul into my work when I always feel like this—tired all the time. I even wake up tired nowadays."

"Darling, I know you haven't been yourself for the last couple of months. You haven't got your old energy. You'd better go down and see Doctor Martin."

So Frank saw Doctor Martin. After giving him a thorough examination Doctor Martin said:—

"Frank, the reason why you're run

down, nervy and tired all the time is very simple. Naturally, this climate takes it out of you. And that's not all! Tiredness, nerviness—these things are really symptoms of Night-Starvation. You've probably never realised it, but while you sleep your body goes on burning up energy. Your heart has to beat 35,000 times and your lungs make 20,000 muscular movements. Naturally, this takes it out of you, and if energy isn't replaced during sleep you wake tired, and stay tired all day long. You get nervy, run down, and lose your confidence. My advice is, drink a cupful of Horlicks every night before you go to bed.

And so Frank started drinking Horlicks every night before bed. Three months passed. We meet Frank again. He is opening another letter. When he finishes reading it, he passes it across to Mary. . . .

"Darling, read *this*! Isn't it marvellous?"

This is what Mary read:—

Dear Frank,—

Your latest sales figures were the best thing you could possibly have sent down. There's no doubt about it, Frank, you can turn on the heat when you have to. All the talk about calling you back to Sydney has been forgotten. As a matter of fact, confidentially, you might find a little something in your stocking at Christmas. Keep up the good work.

JOHN.

Do you find yourself waking tired in the morning, even after a good night's sleep? Do you get nervy, irritable, over small things that don't really matter? Is the climate getting you down? Then the chances are that you, too, are suffering from Night-Starvation. Horlicks replaces energy lost during sleep, so that you wake refreshed, clear eyed and alert. Start drinking Horlicks at night and you'll soon get back all your old drive and vitality.



it looked very dear, nevertheless, and the sea looked blue and very deep.

"My boat *can't* sink!" Vic exclaimed, in desperation. "She *must* come up!"

As if in answer to his call, the "Valeda's" crimson hull rose eerily from the sea! A cheer went up, and we swam across to the upturned boat. After hoisting Shorty onto the keel, where he enjoyed comparative comfort, the rest of us found hand-holds.

Then began the coldest ninety minutes I have ever experienced. Who said that tropic waters were warm?

Meanwhile, there was activity on shore. By a stroke of luck, the mishap had been witnessed. A willing neighbour took four of his Fijian "boys" away from their morning church service, and ran two miles to the beach, where he found the tide out and his punt high and dry!

On the upturned "Valeda", the wind and waves lashed us. We kicked to keep

warm. Shorty, more exposed to the elements, was numb from the waist down. Once he toppled over and slipped beneath the waves. We hauled him back again.

"Take my false teeth," he chattered, "or I'll lose 'em."

We seemed to have been drifting for hours, when suddenly Peter yelled, "Somebody's coming!"

It was the planter from next door. His muscular Fijians rowed strenuously, and as they approached we greeted them with a barrage of rather sheepish grins.

One by one, they dragged us—purple-skinned, shivering bits of humanity—into the boat, and headed for land. There were thirteen passengers. But we were too happy to feel superstitious!

Mr. R. Bentley, of the U.S.S. Co., returned to Suva late in July after leave spent abroad.

The Enemy Within

Pacifism in Islands Seen as "Fifth Column" Activity

BY MAURICE FRATER

THROUGHOUT the South Seas many people sustained a rude shock and were filled with shame when they learned that four members of the intelligentsia of England, viz., Aldous Huxley, author and anthropologist; Christopher Isherwood, novelist; W. H. Auden, poet; and Gerald Heard, scientist, had deserted their country and sought a haven of rest in U.S.A. to escape from the nightmare of the European holocaust. Wherever the English language is spoken, these four distinguished men of letters were held in high estimation and their betrayal of England has created bewilderment.

In the Pacific Islands where he was widely read and appreciated, Huxley was the best known of the four and to all his readers his desertion of England will appear well-nigh incredible. As an exponent of anthropological research, he made a strong appeal to people whose daily lives are spent in association with native races and he was accorded the esteem everywhere paid to brilliant work. Though he had no connection with Missions and was an unbeliever in Christianity, it was recognised that he was inspired with the zeal of a missionary in advocating the interests and defining the ancestral thought forms of native races.

By his exalted conception of the possibilities within native reach, he did much to remove from smart circles the old attitude of amused contempt for foreign missions. He assumed as axiomatic that some philosophy of life was essential for the continuation of even the most primitive society in the South Seas and maintained that, however elementary might be the faith of the animistic Melanesian, it provided a sufficient basis for tribal organisation. Huxley believed that when this faith vanished, life went with it. He was among the first to recognise that the introduction of European civilisation led to a disintegration of tribal organisation and asserted that in order to ensure its survival there must be a synthesis of European and Melanesian.

His views were gradually adopted by Government officials, and a corresponding change took place in the attitude of missionaries towards the ancestral life of the native. The missionary of to-day realises that the temple of Christianity can be built upon a more solid foundation when resting on the social system the natives have inherited from the past.

THE great majority of Huxley's readers in the Pacific find it difficult to believe that such a stalwart personality and champion of native races could disown the British Commonwealth which, with all its faults, is the greatest bulwark of subject peoples. They think that he, and those who believe that the war was waged in defence of British Imperialism, might ponder the reasons why the much-maligned British rule could in the present struggle have rallied the spontaneous and hearty support of its native subjects if these did not know how much better was the regime under which they lived compared with the brutalities of German dominion over coloured peoples.

During recent weeks the attitude of Americans has undergone a revolution-

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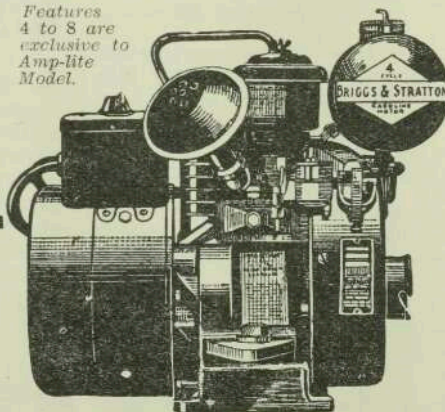
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any change, but when the exiles arrived in Hollywood the defection of four such striking figures could not but have a disturbing influence in U.S.A. where there was a large proportion of people only too prone to doubt the justice of the Allied cause. How could Britain proclaim that she was fighting to protect the ramparts of Western civilisation against the savage barbarism of Nazidom when some of her intelligentsia refused to identify themselves with the Allies, and proclaimed by their flight that the war was being fought in support of British Imperialism? One wonders if the exiles to-day view their behaviour with the same complacency, in view of the sweeping reversal of American public opinion.

SOME of Huxley's admirers were aware of his adhesion to pacifism and extended to him sympathetic consideration. For even of those who cannot accept the pacifist position it is hard to reconcile participation in the beastialities of war with Christian citizenship. The majority of his readers, however, who make no pretensions of belonging to the intelligentsia, but are just ordinary folk whose mental processes have not been thrown out of gear by the nerve-racking experiences of the past few weeks, believe that if they, like Huxley, had been confirmed pacifists and members of the Peace Pledge Union they should have been militant pacifists and not deserted England and the cause with which they were identified. For many years Huxley, a prominent agnostic, has been associating with Christian pacifists, and in joint meetings all over Britain has been preaching peace and denouncing war. He issued a text book on "pacifism" for the Peace Pledge Union which had a wide circulation, and by

his brilliant powers of dialectic, succeeded in influencing thousands of people to enlist under the banner of pacifism.

"War," wrote Huxley, "is justified when it is waged in defence of the vital interests of the community; but the nature of modern war is such that the vital interests of the community cannot be defended by it." In this definition, the truth of which Huxley regards as self-evident, he preaches the doctrine of non-resistance, but it reveals a total misunderstanding of the underlying causes of the present struggle in Europe. All men of goodwill believe that there is no issue between nations that is not capable of a peaceful settlement; but Germany has chosen instead the arbitrament of war. Reasonable men everywhere claim that justice and honesty are the foundations of all good government. It is Germany that has poisoned the springs of truth and repudiated the ideals on which civilisation is founded.

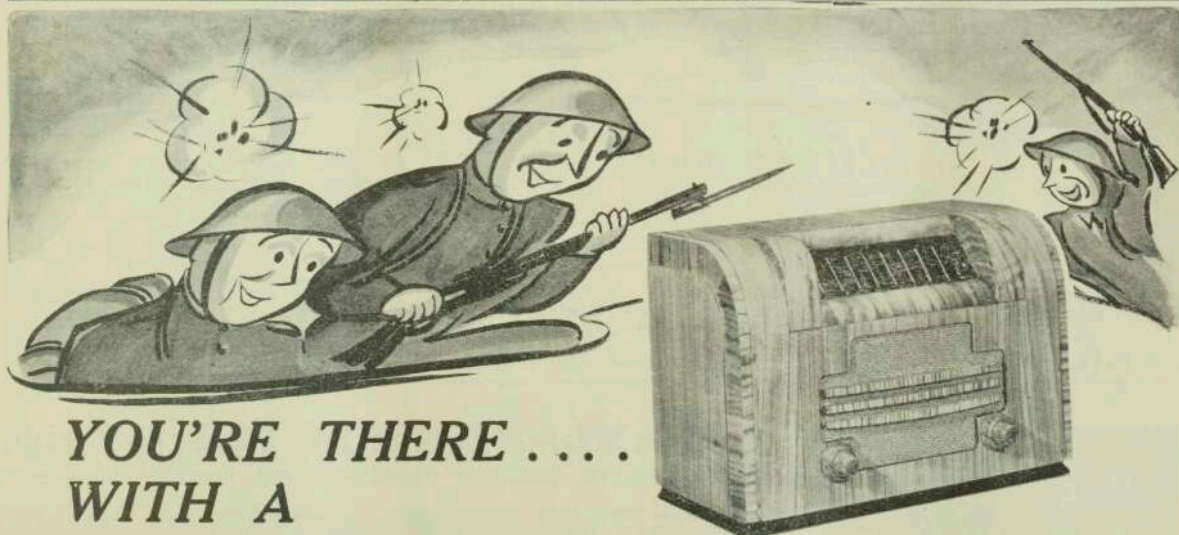
After the horrors of the past few weeks one wonders if Huxley is now so confident of his own axiom. There are times when he and all confirmed pacifists must ask themselves whether they are not guilty of spiritual arrogance.

IN contrast to the action of these four literati is the declaration by the English branch of the International P.E.N. Club and signed by the equally distinguished men-of-letters, viz., H. G. Wells, J. B. Priestly, Walter de la Mare, and Professor Gilbert Murray. Appealing to the conscience of the world these signatories say, "Our country has been blamed in the past for actions that were manifestly taken because we hoped to avert war. We failed. We ask you to make it clear to the people of your country that we are with the Allies. We are not fighting only for

ourselves, but for the belief that we share with every one, of any race and religion, who holds that men should respect each other, and that minds should be free. Where the invading armies of Germany have gone freedom of mind and spirit have been crushed."

THE Islands are confronted with the greatest crisis in their history and present a rich field for exploitation by subversive elements of the "fifth" column, bent on delivering the Territories into the hands of the enemy. The great body of colonists offer whole-hearted allegiance to the Allied cause and can be depended upon for doing everything possible to promote the successful prosecution of the war. But in widely scattered communities where there is a large proportion of natives and alien foreigners it is recognised that ample opportunities are presented to the agents of the "fifth column" for pursuing their sinister propaganda. Pacifist and innocuous as their activities appear, these agents are traitors to the Allies and the Territories in which they live. Islands specially exposed to the subterranean activities of the "fifth column" are the former German colonies (New Guinea, etc.) and the New Hebrides which is under divided control. In good natured banter the Condominium was euphemistically styled the "Pandemonium", but never in their wildest dreams did the humorists imagine that there was a likelihood of it becoming so in reality.

If the Pacific Islands are to learn the lesson which the tragic episodes of the past weeks in Europe have to teach, it is that the Territories must be remorseless in dealing with the enemy within as they are courageous in meeting the enemy without.



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Mr. and Mrs. K. R. Sands, of Suva, were among the passengers on the ill-fated "Niagara". The couple were married in Sydney shortly before the vessel's departure and were en route to Fiji, where Mr. Sands was to take over the management of Sands, Junor and Co.'s Suva office.

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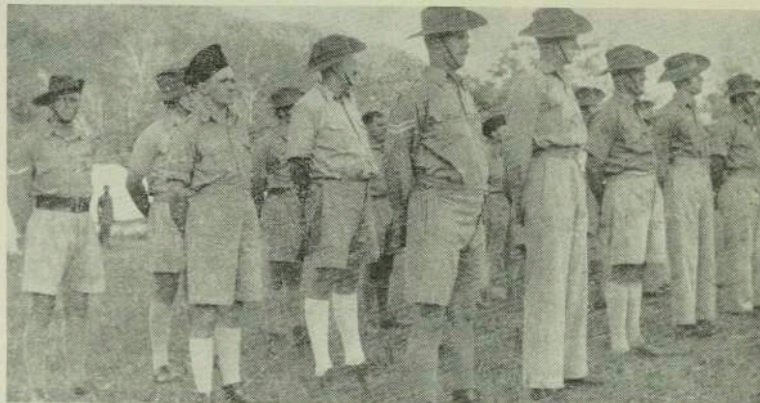
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From New Guinea For The A.I.F.



Despite nondescript uniforms, the physique and fitness of the recruits made a very favourable impression during a recent parade in Rabaul.

UP to July 19, the Mandated Territory of New Guinea had contributed no less than 90 men to the second quota for the Australian forces. Recruiting was brisk and quick all over the Territory and men came from the following districts: Rabaul 30; Morobe 32; Salamaua 12; Lorengau 2; Madang 7; Wewak 3; Kavieng 4.

Among the 90 men who have been under canvas in Rabaul for a month, are the names of many well-known in the Territory. Unless otherwise stated, the men in the following list are privates:—

J. H. Allan, A. H. Amooore, S. Atkinson, F. H. Axsentieff,
J. W. Barracluff, L/Cpl. N. C. Barry, V. J. Bealin, D. J. Bell, P. E. Bailey, J. P. Blencowe, M. E. Blackett, B. W. Borro-

dale, K. W. Burston, L/Cpl. W. E. Butner.

R. M. C. Cameron, E. L. Christie, Sgt. G. A. Clarke, G. G. Clark, L/Cpl. G. R. K. Clarke, J. B. Clayton, A. J. Corlass, W. B. Coutts, Sgt. A. H. Cresswell.

J. A. Davis, A. G. Dixon, P. Drayson, Cpl. J. H. Dowsett.

E. L. Eglington, L. G. V. Ehret, E. G. Ekblade, F. H. Everall.

S. G. Farnham, R. S. Fell.

J. T. Galwey, J. R. C. Graham, A. F. Gow.

E. G. Hadley, Halliday, B. Hamilton, N. P. Hawke, A. E. Harrison, J. R. Houghton, C. L. Hammond, B. J. R. Honan.

D. C. Irvine.

Staff Sgt. F. A. Jacobsen, W. G. Johnson.

A. C. E. Kossatz.

J. R. A. Lamb, A. G. Lapham, A. T. Leydin, J. H. Loneragan, H. Lumb.

R. I. Macilwain, D. H. Maclean, L/Cpl. C. M. McArthur, L. F. McCarthy, R. W. Mead, S. D. Miller, M. C. Momsen.

D. M. O'Farrell.

B. M. Parer, R. J. Pascoe, L/Cpl. W. E. Passlow, W. Penman, R. A. Peters, D. R. Phillips, J. R. Porteous.

W. M. Robertson, Sgt. R. W. Rogers, C. M. Rye.

B. L. J. Smeeton, F. H. Smith, G. W. Smith, D. F. Spankie, E. Spence, L. Stamper, N. J. Stock, L. J. Stokie.

E. L. S. Till, W. H. Theobald, Cpl. F. L. Thomas, F. D. Twiss.

M. J. Warrick, W. A. Washington, Cpl. K. C. Watkins, G. D. Williams, F. R. G. Wilson, A. J. Winterford, Cpl. H. T. Wyatt.

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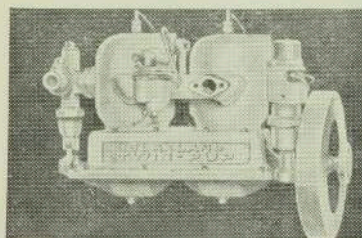
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TOUGH—BUT PURE GOLD

Memories of a Papuan Pioneer

Mr. J. Nizon Westwood writes an interesting article from San Francisco:—

ON reading over some of my old copies of the "P.I.M." I see the names of "old-timers", but so far I have not noticed the name of one of the real pioneers of the Territory, Mick Hassett. I am therefore going to tell you a story of this truly good example of the pioneering spirit, which was at all times manifest in most of the Australians who went to British New Guinea in those early days.

Mick was from the west coast of Tasmania, and had done a deal of timber-getting in that area. He, however, came to Port Moresby, and eventually William Cunningham Bruce employed him on some of his clearing contracts. When W.C.B. arranged, with Mr. George Francis Whybrow, to supply the saw-mill at Manumanu with all kinds of logs, Mick was the man chosen to do the actual work.

He was sent with a party of boys up behind the Veimauri, and the work he did, plus the conditions he had to live under, placed him amongst those men who are called Empire-builders. At that time, we were clearing what is now known as Lolorua, an estate several miles further inland than Kanosia, and when I had a day or so to spare, I would go by whaleboat from the Kanosia landing, and up past where Jim Fowler and his wife were living, and visit Mick. He was always pleased to see us, and never failed to make some really hot bread in his Dutch oven.

His other regular visitors were the brothers Ryan—no relation of either Tim or the R. M. Ryan. One was called Tom, and I forget the name of the other. They, also, were interested in this timber-getting business, and had something to do with the hauling side of it. Dexter and Izod also helped, from certain points, and they finally hauled the logs to the mill at the mouth of the Reach.

Mick was the most outspoken man who ever visited Port Moresby. Whilst he was always careful of his language, he had one pet expression which, when used in the wrong place, means fight. During one of his visits to Port, he had trouble with his teeth, and his temper was not of the best. Therefore, anyone who did not appeal to him was told in no uncertain terms what he, Mick, thought of him.

For some unknown reason he had taken a great dislike to a lawyer, who

had recently made his appearance in Port, and was, I think, an excellent cricketer. By that, I mean that he was able to meet all the men of the village and talk with them on the various games he had taken part in. His attempts to make friends with Mick were singularly unsuccessful.

It so happened that they met at the hotel meal table. Mick sat at the far end, whilst the lawyer sat at the end nearest the door. This, by the way, was in Tom McCrann's old "pub", where the Steamships Trading Company now stands (I think).

During the meal, Mick cast his eyes in the direction of the lawyer, and appeared most displeased. When this eye-passing contest seemed at its height, I arrived on the verandah, to interview Mick about leaving for the bush, and I was greeted with a scowl.

I sensed that all was not well, and I saw that the lawyer was nervous, but I felt that anything I might say would not help matters.

Finally, after several minutes of this sort of eyeing, I heard Mick drop his fork upon the table and, in a most aggressive voice, say: "Mister, what might your name be?"

The reply, which for a lawyer, was most placatory, was: "My name is K—."

Back came Mick: "Oh, so its Mr. K—? Well, Mister K—, when I likes a bastard I call him a bastard, and when I doesn't, I calls him Mister. How do you do, Mister K—."

With that, the lawyer left his food and decided to make his getaway. When I took Mick to task for being so aggressive, I was told that when he, Mick, did not like a man, it was useless anyone trying to alter his opinion.

Poor old Mick did not live long after that. Before he passed on, I met him up at his camp, looking about as dejected as it was possible for any human to look. He had visited Port to have his teeth attended to, and one of the numerous itinerant dentists had jerked them all out, and sent him from Sydney, if you please, an upper and lower set which had been made for someone whose mouth was no more like Mick's than a dog is like a rabbit.

I am certain that this caused another of Nature's gentlemen to pass over the Great Divide several years before his time. He had a heart of pure gold, and his friends were legion. No one ever appealed to him in vain.

Major G. B. Walker, of Melbourne, paid a visit to Papua by plane recently to inspect the properties of Clarke & Whiting in the Territory.

Mr. H. K. Woodhead, of Suva, was a passenger on a recent liner for Piji from Sydney, where he had just completed three months' furlough.

Mr. Ivan Champion, A.R.M. and Patrol Officer D. M. Rutledge, of the Papuan Service have enlisted in the A.I.F. Messrs. R. H. Ferguson and I. McDonald, of the A.P.C., Ltd., staff have also left the Territory to enlist.

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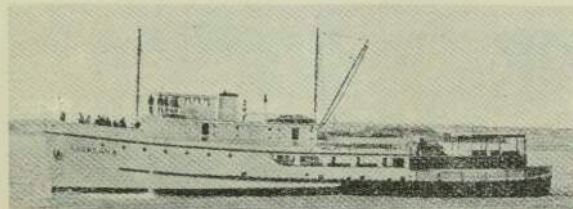
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So reports Mr. Rosa, owner of the "Azoreana", praising the performance of his Monel propeller shaft.

Installed in November 1937, the boat went through the entire 1938 tuna season travelling from San Diego as far south as Ecuadorean waters, and although much of its time was spent in these tropical waters which are particularly severe on metals, no trouble was ever experienced with the Monel propeller shafting.

Has your boat a Monel shaft? If not, write us to-day for full information on this outstanding material for propeller shafting—Monel.

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'FRUIT SALT'**

A SECTION FOR WOMEN

By "Therese"

ON KEEPING COOL

THE problem of keeping cool is always one that troubles tropic dwellers. There are so many things to be taken into consideration: clothes, food, skin, hair and entertainment, too.

The clever woman takes time by the forelock and says, "Now is the time to bother about my appearance." When people see her, they say, "Isn't it amazing how Mrs. So-and-So always looks so cool and well dressed. She must be one of the lucky ones who doesn't feel the heat." But Mrs. So-and-So feels the heat every bit as much as they do—but she takes measures to combat it, knowing that half the battle lies in preparing for it.

After you have had your morning bath, rub yourself down with toilet water or eau-de-Cologne and, of course, a sprinkle of lightly perfumed dusting powder. When cleaning your face, be careful to remember your skin tonic, as it helps to keep the muscles toned up, making the skin feel new-born and fresh.

Brush your hair smoothly behind your ears and cut down on the curls. Fussy hair with lots of fringe and ringlets makes you look hot. Have a neat nape—clean lines are cool lines.

Wear a light make-up. Heavy rouges

and lipsticks are not consistent with heat, and dark powders cake and grow yellow in corners.

Be just as particular about the cut and fit of your washing frocks as you are about the more expensive dresses. The simpler you keep washing frocks, the cooler and smarter they look, and they have the added virtue of easing the laundry problem. Frills and flounces or anything fussy on a light frock are apt to look hot, which is well on the road to feeling hot.

WE are all apt to get tired of pastel shades, however charming we think them. So if you have always worn light shades why not have a change? Wear thin dark materials; with light accessories they look unbelievably cool and two tone shoes enhance the effect. Try a navy linen or shantung, a voile or a washing sheer, and add a pale yellow collar and buttons; or wear brown with lime green or a black linen with white pique for afternoon.

Red, purple and bright blues are not suitable for hot climates. Dead white is not good either; it is too dazzling and shows every crease and mark. Off-white is excellent and is a delightful background for touches of colour and contrast.

Be more than a "change-daily girl". Change twice a day and see that your lingerie is fresh and immaculate—it is most important for your comfort and appearance. Change your stockings twice a day too, your dress as often as you can and your shoes equally as often. In the privacy of your room, wear spotted muslin negligees or house gowns of voile or dimity.

Don't wear tight sleeves with tight fitting armholes; high fussy necklines; tight shoes; warm colours; or heavy jewellery. Don't wear patent leather, it scorches in the sun and draws the feet. And don't say, "Pheew isn't it hot?"

IN STEP WITH COMFORT

CARE of the feet is all important in the tropics and you should give them as much coddling as you do your hands. The result will be well worth while—your disposition will be better, your face will lose its strained look, your walk will become graceful and your health improved.

Begin with your shoes. Be reckless and throw away every pair that pinches and presses. Get new ones, long enough and wide enough to let you wriggle your toes in them freely, yet fitting enough to give you support. See that they are close fitting in arch and heel. Buy different models for different purposes, if necessary.

Don't fall into the habit of wearing the same shoes all day long. Wear low heeled broad-toed shoes for walking and practical work, and save your high heels for formal occasions. Be sure to keep your shoes always in good repair. Worn heels and broken down shoes are the easiest path to discomfort.

It is difficult these days to find a woman who hasn't a corn or two. Temporary relief is made easy by use of one of the correctives on the market; but once the pain has been stopped and the hard kernel removed don't be tempted to go back to the short narrow-toed shoes which caused the trouble!

Callouses on your soles are a sign that your weight is not evenly distributed on your feet. Perhaps your posture is at fault, or you may have a weakness in your foot structure. It is a good idea to consult a chiropodist next time you come South; he will find the cause of the

Ankles Swollen, Backache, Nervous, Kidneys Strained?

If you're feeling out o-sorts, Get Up Nights, or suffer from Dizziness, Nervousness, Backache, Leg Pains, Rheumatism, Swollen Ankles, Burning Passages, Excess Acidity, or Loss of Energy and feel old before your time, Kidney and Bladder Weakness may be the true cause.

Wrong foods and drinks, worry, colds or overwork may create an excess of acids and place a heavy strain on your kidneys so that they function poorly and need help to properly refresh your blood and maintain health and energy.

Help Kidneys Doctors' Way

Many Doctors have discovered by scientific clinical tests and in actual practice that a quick and modern way to help the kidneys clean out excess poisons and acids is with a scientifically prepared prescription

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Get Cystex from your chemist or store today. Give it a thorough test. Cystex is guaranteed to make you feel younger, stronger, better in every way, in 24 hours and to be completely well in 1 week or your money back on return of empty package. Act now! Now in 3 sizes—1/9, 4/-, 8/-.

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FLOUR**

ALWAYS ASK FOR IT

trouble and advise you how to overcome it. In the meantime, it helps a lot to rub the horny spots with pumice stone each day after your bath.

STOCKINGS, too, are a big consideration in foot comfort—the fit should be perfect, not just approximate. There is nothing more uncomfortable than a stocking that twists at the heel and drags into the sole of the shoes. An ill-fitting stocking simply discounts the most careful choice of shoes and can cause equally as much foot discomfort as a badly-fitting shoe.

When your feet are swollen and aching and the soles burn, prompt comfort is what you need. Here are some simple ways to get it. Take off your shoes and stockings and lie down with your feet higher than your head. To relieve tension in feet and ankles, remove your shoes and arch the left foot until it is limp, then repeat with the other foot several times.

Aching feet enjoy massage, so rub cream or soothing lotion all over them. Brace your thumb on the instep and work deeply into the ball of the feet, kneading between the bones of the instep. Finish by stretching each toe. Then remove the cream with witch-hazel.

SUMMER SALADS

SALADS are always good fare for tropic climes, so here are a few that are different.

Crab and Cucumber

Three-quarter cup sliced cucumber, $\frac{1}{2}$ cup vinegar, 1½ cups boiling water, $\frac{1}{2}$ cup cold water, flaked crab meat, $\frac{1}{2}$ teaspoon castor sugar, 2 tablespoons gelatine, 2 tablespoons lemon juice, pepper, 2 tablespoons chopped parsley, $\frac{1}{2}$ teaspoon salt.

Season cucumber with pepper and salt. Cover with vinegar, saving $\frac{1}{2}$ cup for jelly. Soak gelatine and stir until dissolved. Cool and add a little green vegetable colouring if desired. Strain on to cucumber mixed with parsley. Pour a little mixture into individual moulds; when set, add sliced cucumber dipped in liquid jelly and arrange in pattern on layer of set jelly. When firmly in position, add another layer of jelly and leave till set. Then add flaked crab to taste and remainder of jelly. When quite firm, turn on to a dish lined with lettuce leaves. Serve with mayonnaise flavoured with tomato sauce, well beaten in.

Salmon Salad

One tin salmon, 2 hard boiled eggs, some mayonnaise, capers and lettuce.

Remove skin and bones from salmon, but do not break up. Place in a dish and pour a good mayonnaise over it. Sprinkle with capers. Arrange lettuce leaves round the dish and garnish with hard boiled eggs, cut in quarters.

Pineapple Salad

Line a bowl with lettuce leaves. Put in a mixture of finely chopped pineapple and cubes of tomatoes and finely chopped onion. Season with salt and pepper and cover with salad dressing. Quantity according to size of family.

Tomato Salad

Take six even sized tomatoes, 3 tablespoons grated cheese, 2 tablespoons chopped walnuts, 1 tablespoon finely chopped onion, 1 teaspoon chopped parsley, 1 dessert spoon whipped cream (tinned cream will do), mayonnaise and lettuce leaves.

Cut off tops of tomatoes and scoop out centres. Sprinkle with salt and pepper and a little castor or ordinary sugar. Mix tomato pulp with cheese and nuts,

onion, parsley and cream. Season with salt and cayenne. Mask top with a little thick mayonnaise and set each tomato on a lettuce leaf.

ORIGINAL RECIPE

The following original recipe for granadilla butter has been forwarded by Mrs. E. S. Absolon, of Rabaul, New Guinea.

2 eggs well beat'n, two tablespoons butter or Merra-lea, $\frac{1}{2}$ cup sugar, 1 cup granadilla juice (or seeds).

Method: Mix all ingredients, put in a jug in a saucepan of water for about half an hour. Let it boil until it thickens. Stir occasionally.

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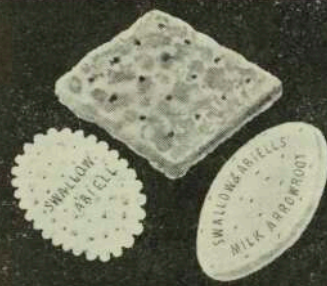
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Mr. T. Russell, Resident Magistrate, returned to Fiji in July, from leave.

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	FIJI		
	Mid-Feb.	Mid-June.	Mid-Aug.
Emperor Mines ..	b16/-	b10/3	b9/9
Loloma	b36/-	b22/6	b21/9
Mt. Kasi	b4/6	b3/6	s3/3
Tavua Dev.	—	s4d	s2d

	NEW GUINEA		
	b£6/12/6	s£5/15/-	s£5/10/-
Bulolo G.D.	b17/6	b12/6	b10/-
Enterprise of N.G.	b14/3	b10/-	b8/11
N.G.G., Ltd.	b2/-	s2/2	b2/3
Oil Search	b5/1	b3/2	b3/5
Placer Dev.	b£3 18/6	s£3/3/-	s£2/13/-
Sandy Creek	b1/-	b9d	b11d
Sunshine Gold ...	b7/4	b6/4	b7/10

	PAPUA		
	b17/-	b15/-	b12/-
Cuthbert's	s3d	s1½d	—
G.M. of Papua ...	s4/-	s3/3	b2/2
Mandated All. ...	b8/-	s10/-	s6/6
Orion Oil	b5/3	b4/4	b3/3
Papuan Apinaipi	b1/7	b1/5	b1/2
Yodda Goldfields			

MINING NEWS

From New Guinea

BULOLO GOLD DREDGING, LTD.

DIRECTORS of Bulolo Gold Dredging, Ltd., report that June production from the Co.'s dredges in New Guinea compares with the previous two months as follows:—

	April.	May.	*June.
Cubic yards ..	1,487,000	1,567,000	1,432,000
Bullion, oz. ...	24,083	25,516	23,178
Gold, fine, oz. ...	16,617	17,606	16,994

Estimated working profit for June, 6,713 oz. of fine gold.

*Two dredges operated only part of the month because of reconditioning.

NEW GUINEA GOLDFIELDS, LTD.

The directors of New Guinea Goldfields, Ltd., finding themselves in possession of £167,712, accumulated as the result of reserves made to cover ore depletion in the mines, have decided to return some of the capital to shareholders. As a result, it has been decided that 9d. per share on 7,383,004 shares will be returned to shareholders, thus absorbing the £167,712 and bringing the value of the issued shares from 5/- to 4/3 each.

Since the Co. some four years ago, wrote down its capital by 75 per cent. to £1,611,368, it has been more or less a good investment for those who bought in at the current market price. The 5/- shares have fluctuated on the market between 1/6 and 2/6; thus, as the Co. has regularly paid a dividend of 5 per cent., it has actually been paying about 10 per cent. to new shareholders.

The latest report issued by the Mining Trust, Ltd., consulting engineers to N.G.G., Ltd., compares production and profit of June with April and May:—

	April	May	*June
Edie Creek mill:—			
Ore, tons ..	3,089	3,350	2,942
Gold, oz., fine ..	773	820	883
Silver, oz., fine ..	3,796	4,405	4,219
Golden Ridges mill:—			
Tons treated ..	2,666	2,764	2,295
Gold, oz., fine ..	1,403	1,119	871
Silver, oz., fine ..	1,489	1,224	1,090
Alluvial:—			
Gold, oz., fine ..	1,586	1,467	1,563
Silver, oz., fine ..	1,113	1,047	1,071
Operating profit:—			
Edie Creek, £ ..	261	703	1,901
Golden Ridges, £ ..	4,788	2,273	1,105
Alluvial, £ ..	5,733	6,302	6,204
Koranga alluvials, estimated operating profit for quarter ended June 30, £2,852.			

*Production at both mines affected by interment of some of the miners. Production at Edie Creek, Golden Ridges, and Alluvial was reduced by power shortage, due to causes outside the Co.'s control.

The Mining Trust, Ltd., a large London concern, which has big holdings in New Guinea Goldfields, Ltd., reports a surplus of income over expenditure of £74,714 for 1939, after providing £27,792 for income tax.

SANDY CREEK GOLD SLUICING, LTD.

July production at the Sandy Creek area in New Guinea is compared with the three previous months in the following table:—

	April	May	June	July
Cubic yards ..	17,313	16,764	15,431	16,052
Gold, oz. ...	572	360	218	318
Per cub. yd. ...	5/3½	3/5¼	2/3	2/1¾
Working cost ..	1/2½	1/1¾	—	1/1¾

SUNSHINE GOLD DEVELOPMENT, LTD.

Sunshine Gold Development, Ltd., reports that the clean-up for July yielded 990 oz. of gold, compared with 697 oz. in June. Preparations to open out a new paddock are being made, and it is anticipated that gold returns during these operations will be below average. A dividend of 6d. a share, payable on August 27, has been declared; books close August 19.

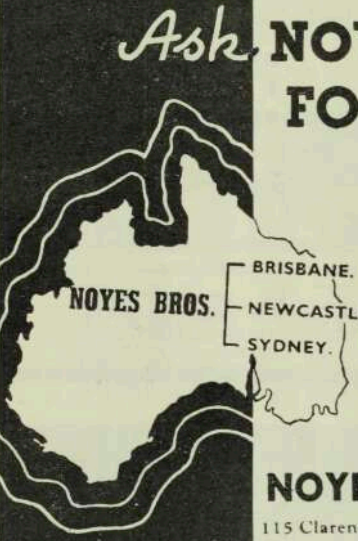
From Papua

PAPUAN APINAIP PETROLEUM CO., LTD.

IN mid-July the directors of Papuan Apinaip Petroleum Co., Ltd., reported that the No. 1 major bore at Oiapu had been reamed to 2,421 ft. Drilling operations were temporarily suspended pending repairs and a general overhaul of plant.

It was further announced, early in August, that the bore will be deepened considerably with a view to obtaining all the information possible to assist in the selection of a site for a second test well.

Minor difficulties recently encountered at the



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well were investigated by two members of the board, Messrs. Marks and Haynes, and by Dr. H. C. Raggatt, assistant geological adviser to the Commonwealth Government, and Mr. L. L. McKillop, acting drilling consultant to the Department of the Interior. After a discussion between the directors and officers of the Department of the Interior, the Commonwealth Geological Adviser (Dr. Woolnough) made it clear that steps which have been decided upon will immediately eliminate all existing trouble.

CUTHBERT'S MISIMA GOLDMINE, LTD.

July production at the mine on Misima Island, Eastern Papua, is compared with May and June in the following table:—

	May	June	*July
Mill treated, tons	3,252	3,102	3,064
Bullion, oz.	3,326	3,250	3,348
Gold, fine oz.	794	701	717
Silver, fine, oz.	2,445	2,479	2,551
Estimated value	£6,500	£5,765	£5,837
Value per ton of ore	40/	37/2	38/3

*Tonnage affected by overhaul of big engine.

CALTEX (AUSTRALIA) OIL DEVELOPMENT.

Caltex (Australia) Oil Development Pty., Ltd., incorporated in Sydney, was registered in Papua, in July as a foreign company, under the Papuan Companies Ordinance. The Co. has a nominal capital of £300,000 in shares of £1 each. Mr. R. D. Bertie, of Port Moresby, is the Public Officer in the Territory.

YODDA GOLDFIELDS, LTD.

Yodda Goldfields, Ltd., reports a net profit of £2,064 for the year ended April 30, compared with £2,118 for the previous year and a loss of £405 two years earlier. With £1,400 brought forward, £3,464 was available. Two dividends each of 3d. per share paid during the year absorbed £2,167, leaving £1,297 to be carried forward. A further dividend of 3d. a share was paid last month.

Gold production improved on that of previous years, 961 oz. 15½ dwt. being obtained from 50,330 cubic yards. This represents an average of 3½ a yard. General expenses and labour costs increased considerably. A dredging claim of 54 acres was granted during the year, which is expected to be a valuable acquisition.

From Fiji

EMPEROR MINES, LTD.

RESULTS from the Emperor mine, at Tavua, for the past four months have been:—

	April	May	June	July
	17.	15.	12.	10.
Ore treated tons	11,971	12,500	11,792	11,184
Head value, dwt.	6.75	6.72	6.7	7.8
Gold, oz., fine	3,663	3,696	3,704	4,000
Residue, dwt.	0.59	0.65	0.85	1.0

*Including 484 oz. from partial treatment of concentrates.

†Jig concentrates stacked for further treatment estimated to contain 70 oz. fine gold; 66.3 tons flotation concentrates stacked estimated to contain 331 oz. fine.

In the 52 weeks ended July 10, 162,427 tons of ore were treated for a recovery of 53,356 oz. of fine gold, compared with a crushing of 178,164 tons for 52,381 fine oz. in the previous year.

LOLOMA (FIJI) GOLD MINES, N.L.

Loloma (Fiji) Gold Mines, N.L., has declared a dividend of 1½ a share, payable on September 9. The previous distribution, in June, was 2½ a share.

Loloma's August production compares with May, June and July as follows:—

	May	June	July	Aug.
Tons treated	15.	12.	10.	7.
Gold, oz., fine	2,506	2,540	2,659	2,493
Head value, dwt.	30.35	34.16	35.23	34.28
Residue, dwt.	1.15	1.2	0.99	1.33

Directors of Loloma (Fiji) Gold Mines, N.L., and Emperor Mines, Ltd., in a joint statement on August 7, said that a vigorous programme of development on the Tavua goldfield had been approved. This will call for considerable capital expenditure, which might temporarily affect dividends.

A new main shaft will be sunk in the Emperor mine to 650 ft., and later to 1,000 ft. This will be equipped for large-scale and underground production, which will be necessary when open-cut operations are completed. Additional treatment plant will be installed at Loloma to maintain throughput of the harder sulphide and semi-sulphide ore.

Extensions to the present plant are necessary, for which generating sets and a compressor set have been ordered from England. Difficulty in obtaining supplies from overseas has prompted the directors to accumulate additional stores, including fuel oil, timber, and spare parts.

The result of prospecting and development to date, state the directors, justified the board's optimism in providing the necessary equipment for a long and profitable existence on the Tavua field.

MOUNT KASI MINES, LTD.

Production at the Mt. Kasi mine on Vanua Levu for the four weeks ended August 7 is compared with the four previous yields in the following table:—

	Apr.	May	June	July	Aug.
	17.	15.	12.	10.	7.
Ore, tons	3,209	3,198	3,118	3,400	3,348
Gold, fine oz.	656	633	599	706	655
Value, £A	6,580	6,330	5,990	7,060	6,550

PRICE OF GOLD

(Australian Official Quotations)

	Fine oz.	Standard oz.
October 2, 1939	£10/11/-	£9/13/5
November 6	£10/11/-	£9/13/5
December 4	£10/12/6	£9/14/9½
January 1, 1940	£10/12/6	£9/14/9½
February 5	£10/13/9	£9/15/0¼
March 4 to June 17	£10/13/3	£9/15/5¼
June 24	£10/12/9	£9/15/0¼
July 1	£10/12/9	£9/15/0¼
July 8	£10/11/-	£9/13/5
July 15	£10/11/-	£9/13/5
July 22	£10/11/-	£9/13/5
July 29	£10/11/-	£9/13/5
August 5	£10/12/6	£9/14/9½
August 12	£10/12/6	£9/14/9½

M. Paul Vois, who is managing director of the Societe Le Nickel, a large nickel mining company in New Caledonia, arrived in Australia late in July having travelled by Pan American Airways clipper from Noumea to Auckland and by the trans-Tasman air mail from Auckland to Sydney. He came to confer with the Commonwealth Government as

a special envoy from the Government of New Caledonia; and, as described in an article on page 22, he was successful in completing an arrangement under which Australia will buy large quantities of nickel and chrome from New Caledonia and in return New Caledonia will buy considerable quantities of foodstuffs and other goods from Australia.

Miss Eva Hunter, 22-years-old daughter of Mr. and Mrs. T. Hunter, of Valala, Western Samoa, died in Apia Government Hospital in July. She was at one time in the employ of Mr. A. J. Tattersall, photographer, of Apia, and later was on the teaching staff of Ifi Ifi College where she herself was educated.

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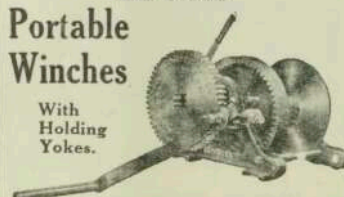
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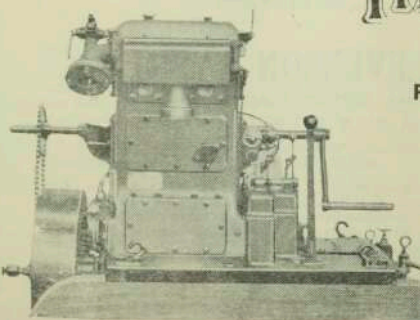
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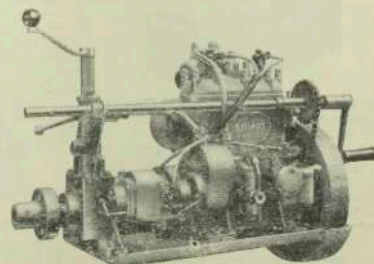
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Australian Short Wave Broadcast

A NATIONAL Short Wave Programme is broadcast daily from Lyndhurst, near Melbourne, Victoria, for listeners in the Western Pacific. Call signs: From 6.30-8.10 a.m., VLR6; from 8.15 a.m.-5.15 p.m., VLR3; after 5.30 p.m., VLE. Wave lengths: From 6.30-8.10 a.m., 25.36 metres; from 8.15 a.m.-5.15 p.m., 25.32 metres; after 5.30 p.m., 31.32 metres. Frequencies: From 6.30-8.10 a.m., 11,830 Kcs. from 8.15 a.m.-5.15 p.m., 11,850 Kcs.; after 5.30 p.m., 9,580 Kcs. Power: 2 Kilowatts. Times given are Australian Eastern Standard (10 hours ahead of Greenwich Mean Time).

WEEK DAYS.—a.m.: 6.30, Market Reports; 6.50, News; 7.05, Physical Exercises; 7.15, Music; 7.45, News; 8, Music; 9.30, Story; 10, Devotional Service; 10.15, Close. p.m.: 12, Time Signal and Broadcast to Schools; 12.15, Music; 12.35, Essential Service and Sporting Information; 12.50, News; 1.10, Music; 4.15, Overseas News; 4.30, Music; 5.15, Close; 5.30, Young People's Session; 6.15, Music; 7, News; 7.45, Talk; 9.30, News; 10.30, Dept. of Information Service; 10.45, Talk and News; 11, Close.

SATURDAYS.—Same as daily programme, except between 1.05 p.m. and 5.15 p.m., when description of current sporting and athletic events is given, interspersed with music. Close at 11 p.m.

SUNDAYS.—a.m.: 6.45, Music; 6.50, News; 7, Music; 9, News; 9.15, Sporting Session; 9.30, New Releases (Recorded); 10, Book Reviews; 11, Divine Service, p.m.: 12.15, Great Pianists; 12.55, News; 1, Music; 2.20, Classical Compositions; 3.45, Talk; 4.15, News; 4.45, Music; 7, News and Commentary; 9, Special Programme (Dept. of Information); 9.30, News; 10.30, Dept. of Information Service; 11, Close.

SEPTEMBER 1 TO SEPTEMBER 7

Sept. 1 (Sun.)—3.20 p.m. Arnold Coleman and Artists; 6.30 Montague Brearley's Orchestra; 8 Play; 10 Sigrid Sundgren (Pianist).

Sept. 2 (Mon.)—8 p.m. Radio Serial; 8.30 "Merry-go-Round" (Musical Feature); 10 "At Short Notice".

Sept. 3 (Tues.)—8 p.m. "The Silver Patrol" (Musical); 9.15 Light Ensemble; 10 Music of England.

Sept. 4 (Wed.)—1.10 p.m. Ascot Races; 7.45 "The Story and the Song"; 8 Talk; 8.15 "Masqueradio"; 9.10 Violin Recital; 10 Revue.

Sept. 5 (Thurs.)—1.10 p.m. Pakenham Races; 8 Brass Band Music; 8.30 Sir Thomas Beecham conducting Choral Concert; 10 Modern Composers.

Sept. 6 (Fri.)—8 p.m. Brian Lawrence Ensemble; 8.30 Play; 10 Orchestral.

Sept. 7 (Sat.)—7.45 p.m. "Music Hall Memories"; 8.15 Brisbane Symphony Orchestra (Georg Schuevoigt); 10 Military Band & Male Singers.

BROADCAST TO FRENCH PACIFIC COLONIES

THE Australian Department of Information, in conjunction with the A.B.C., inaugurated this month a daily broadcast in French of news, talks, and music for listeners in New Caledonia, New Hebrides, and Tahiti. Transmission is made from Station VLQ, Sydney, on a wave-length of 31.2 metres (frequency, 9.615 mcs.) and consists of the following items:—

Aust. Eastern Standard Time.	Noumea Time.
8.55 p.m.	9.55 p.m. Announcements.
9.00 p.m.	10.00 p.m. News in French.
9.20 p.m.	10.20 p.m. Talk in French.
9.30 p.m.	10.30 p.m. Close.

Mr. Frank Allen, who had been a surveyor in Fiji since 1905, died in the Colonial War Memorial Hospital, Suva, in July. He was 60 years of age.

Messrs. D. H. Baker and W. A. Holloway, who have been stationed at the Melanesian Mission's new headquarters at Taroanlara, passed through Sydney in July en route to New Zealand on leave.

Mr. A. Gibson has resumed duty at the Government Printing Office in Port Moresby after leave in Australia. Mr. S. J. Anderson, of the same department, has arrived in Australia where he joined his wife and family on furlough.

NEW BOOKS

ISLES OF SPICE by Frank Clune. Published by Angus and Robertson, Sydney, 12/6.

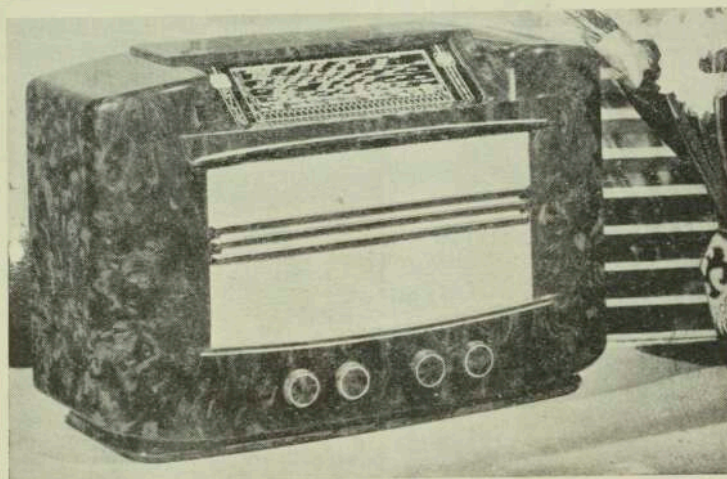
Ion Idriess—most productive of Australian writers and, in a financial sense, the most successful—will have to look to his laurels. This merry, irresponsible Frank Clune, who goes wandering off around Australia's coasts and nearby islands, and writing and broadcasting his adventures, seems to be giving us a new book every few months. They have little literary value. Yet they are entertaining and instructive; and the Australian public, weary of the introspections and inhibitions of sob-sisters, and the imaginings of crime-hungry morons, are buying the books freely, and joining gladly with Mr. Clune in his zestful quest of knowledge, and his rollicking good humour. His books have the salty flavour of the tropical seas, and the cleanliness of the winds in the wide, open spaces.

"Isles of Spice" is simply an account of "a vagabond voyage by air from Botany Bay to Darwin, Bathurst Island, Timor, Java, Borneo, Celebes and French Indo-China". We thought that every-

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thing worth reading about, in these lands, had been discovered and described; but Mr. Clune goes among them, like an inquisitive kid out of school, getting into much quaint mischief, re-discovering the old things, presenting new angles and new discoveries, and re-telling history in an entertaining way. His book is well worth reading, because of its entertainment value; and well worth keeping as

a record, because of the tireless industry with which he has collected hundreds of interesting and useful facts. Unfortunately, it is not indexed.

PRODUCER GAS FOR MOTOR VEHICLES, by John D. Cash and Martin G. Cash. Published by Angus and Robertson, Sydney, 10/-.

With the threatened rationing of petrol throughout the Empire, owing to the need for conserving American funds to purchase war materials, private and commercial motorists are looking about for an efficient substitute fuel. This timely new book sets forth concisely and fully the case for producer gas. The principles, construction and use of gas plants are explained in detail; maintenance and driving technique are also dealt with. Instructions and suggestions are given that will enable mechanically-minded islanders men to build their own producer units. There are 53 illustrations and an index.

ELEMENTARY DIETETICS, by G. E. Dupain. Published by George B. Philip and Son, Sydney, 3/-.

To residents in the tropics, a thorough knowledge of food and its uses is essential for continued good health. In this slim volume, the author gives a "bird's eye view" of modern dietetics in non-technical language and shows how various foods should be used to restore, build up and preserve first-class health. In addition to chapters dealing with "Food Values", "Meal Planning", and "Food Preservation and Storage", a section is devoted to canned foods and their uses.

Roamer Gold Shuicing, Ltd., of New Guinea, is now in voluntary liquidation.

RADIO REPAIRS!

We Specialise in Radio Parts FOR TROPICAL USE!

Try us for those spare parts for your Radio. Large stocks of specially treated components always on hand. We can supply speaker transformer windings for all makes of speakers by return mail. We undertake all radio repairs.

If unable to get your set repaired locally ship it to us. We will attend to all customs formalities.

Papua and New Guinea residents can get parts by return air-mail.



Prices Radio Service

5 & 6 ANGEL PLACE, SYDNEY
For Radio and Hobbies Supplies

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rate existing in mid-August:—

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
On demand	110 12 6

NEW CALEDONIA—THROUGH FRENCH BANK

As a result of the French surrender to Germany, the Anglo-French banking system has been completely dislocated. London is not quoting on Paris—therefore the Comptoir National d'Escompte de Paris Bank in Sydney is unable to furnish us with Sydney-Noumea bank rates, as usual.

N. CALEDONIA AND TAHITI—THROUGH BANK OF N.S.W.

Owing to the present European situation, London is not quoting a rate on Paris; and since the Sydney-Noumea and Sydney-Papeete quotations are based on the London-Paris rate, no quotations for these are available.

WESTERN SAMOA—THROUGH BANK OF NEW ZEALAND.

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.	
£125	10 0
Telegraphic transfer	125 10 0
On Demand	122 18 9
30 days	122 8 9
60 days	121 18 9
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. 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 Australian on 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.

COOK ISLANDS TRADE DECLINE

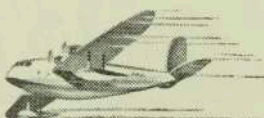
TRADE of the Cook Islands, owing to shrinkage in the orange and tomato output, declined last year, compared with the previous year, as follows:—

Year ended	
Dec. 31, 1938	Dec. 31, 1939
Exports	£73,184
Imports	£56,689
Public revenue	74,789
Public expenditure	73,559
Population	24,943
	53,204
	13,107
	13,365

Banana exports, last year, increased by 1,056 cases, but oranges decreased by 39,250 cases, and tomatoes by 4,582 boxes. The deficit in public funds was met by a grant of £24,000 from the New Zealand Government.

Niue, a large island near the Cook Group, carried on as a separate administration, showed: Revenue £7,341; expenditure £13,429; exports £11,554; imports £15,459. The decrease in trade and consequent disruption of finance was due to lack of shipping.

INSIDE AND OUTSIDE AUSTRALIA



CARRY
BANK OF NEW SOUTH WALES

TRAVELLERS' CHEQUES

ISLANDS PRODUCE

THE following quotations were obtained in Sydney in mid-August:—

Coffee

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney (Sterling): Quote No. 1: 24/- per cwt. Quote No. 2: 22/6 per cwt.

Robusta (f.o.b. Java): Old crop, 23/- to 25/6. (New crop temporarily withdrawn from market pending fixation of new price, which is expected to be slightly in advance of present ruling price of old crop.)

Robusta (f.a.q. in store Sydney): 7½d. per lb. The price of Java Robusta has not fluctuated much over the past five years, as can be seen from the average prices available by a Sydney importer:—1936, 22/9; 1937, 21/6 to 24/6; 1938, 18/4 to 21/6; 1939, 18/- to 20/-; 1940, 25/-.

(Note: Importers of coffee from Java, etc., pay additional charges, including Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.), war duty (10 per cent.). Coffee from Papua and New Guinea escapes most of these charges.)

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. (Stg.): Quote No. 1: Grade "B", 64/-; "C", 60/- (Season closed). Quote No. 2: Grade "A", 64/-; Grade "B", 58/- (September shipment).

Mysore, f.a.q., c.i.f., Sydney, per cwt. Quote No. 1: Grade "A", 74/-; "B", 68/-; Triage, 62/- (Season closed).

Arabian (Aden) Hodeidah, f.a.q., c.i.f., Sydney, No. 1 quotation: 84/- per cwt.

Papuan and New Guinea-grown coffee was quoted by one Sydney agent as follows:—Top grade: 8d. per lb.; 2nd grade: 7½d. per lb.; 3rd grade: 7¼d. per lb. Another importer reports that some Papuan coffee (a similar type to Java Robusta) was sold in Sydney recently at 9d. a lb.

Kapok

Government-controlled prices:—Average Java, 6-7/16d. per lb., c.i.f. (Stg.); Prime Japara, 6¾d. per lb., c.i.f. (Stg.). (Subject to exchange 25½%, duty 2d. per lb., 10% primage, 10% war duty, wharfage, etc.).

Sydney quotations: Average Java, 11½d. lb.; Prime Japara, 12½d. lb.

Ivory Nuts

Owing to the International situation, Sydney agents cannot quote for ivory nuts. The last quotations, several weeks ago, indicated that a nominal rate was in the vicinity of £7 per ton.

Cocoa

New Guinea cocoa: Quote No. 1: £40 per ton. Quote No. 2: £39-41. Quote No. 3: £41. Accra, good fermented, £32/10/- stg.

Rice

Rangoon rice, packed in 100 lb. bags, £17/10/- per ton; 200 lb. sacks, £17/5/- per ton.

Australian table rice, packed in 56 lb. bags, £20 per ton.

Trochus Shell

Sydney agents report that there has been no recent activity on the Trochus shell market. The following nominal prices were given some weeks ago:—Quote 1: Grade "A", £78; "B", £68; "C", £54. Quote 2: Grade "A", £80; "B", £69; "C", £56. All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell

Since the outbreak of war, public auctions of M.O.P. shell in London have been suspended, according to Sydney agents.

Green Snail Shell

Green snail shell, quoted nominally by Sydney buyers:—Quote No. 1: £45-50. No. 2: £50. No. 3: £51.

Papuan Seek Compensation For Aerodrome Site

PORT MORESBY, July 13.

IN the Central Court this week, Mr. Justice Gore reserved judgment after hearing evidence in the action brought by natives of Kila Kila (near Port Moresby) against the Administration, seeking compensation for land resumed as an aerodrome site. They claimed £50 per acre for 71 acres.

This land, and a smaller area on Rouna Road, was leased from the natives by the Government in 1937 for a term of 10 years at a rental of 6/- per acre. Early this year when the Government found it necessary to resume the areas, the native owners objected strongly, on the grounds that they need the land for gardens and that access to their present gardens is impeded by the necessity for walking round the aerodrome.

They claim also that the land, when resumed, was of high value as an aerodrome, and that, without resumption, the buildings, etc., would revert to them at the end of the lease.



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SMASH Colds & NASTY COUGHS

You get immediate relief with the first dose of **WOODS' GREAT PEPPERMINT CURE**. Tastes good, acts fast; best for Flu Colds, Coughs, Throat and Chest ailments. Try a 1/- bottle.

Handy-sized bottle **1/-**

Warrant Officer G. M. Hill, of the N.G. Police Force, arrived at Rabaul in July en route to Salamaua where he is stationed. He has been in Australia on leave.

Gland Discovery Restores Youth In 24 Hours

Suffers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American Doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless and natural in action.

The success of this amazing discovery, called Vi-Stim has been so great in America that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, Vi-Stim must make you feel full of vigour and energy and from 10 to 20 years younger, or you merely return the empty package and your money will be refunded. A special, double-strength bottle of 48 Vi-Stim tablets costs little and the guarantee protects you.

Vi-Stim GUARANTEED to Restore Manhood and Vitality

SCHAFFER & CO., SYDNEY.

Market Quotations

Copra

London Price on—	South Sea, Sun-dried to London	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
January 1, 1932 ..	£14 0 0	£14 15 0
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 and Marseilles, Price on—	South Sea, Smoked, to Genoa	South Sea, Sun-Dried to London	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.	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
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 13 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 0 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	£9 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 to 29—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, 1940.—April 20, 1940.—Fixed price, for plantation, hot-air dried, £13/5/- per ton, c.i.f., London.

April 20, 1940.—Fixed price for plantation, hot-air dried, £12/17/6 per ton, c.i.f., London.

June 12, 1940.—Quotations nominal.

July 12, 1940.—Quotations nominal.

August 12, 1940.—Quotations nominal.

Rubber

London Price on—	Para, per lb.	Plantation Smoked, per lb.
January 5, 1933 ..	43d ..	2.43d
July 7 ..	53d ..	3.71d
December 8 ..	43d ..	4.09d
January 5, 1934 ..	43d ..	4.28d
July 6 ..	52d ..	7.06d
December 28 ..	8d ..	6½d
January 4, 1935 ..	8d ..	6½d
July 5 ..	8d ..	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 ..	6¾d ..	7½d
December 2 ..	7½d ..	8d
January 6, 1939 ..	7d ..	8½d
July 7 ..	7½d ..	8½d
December 1 ..	12d ..	11½d
January 5, 1940 ..	13d ..	11.6½d
February 2 ..	13d ..	11½d
March 1 ..	12¾d ..	12½d
April 5 ..	12¾d ..	10½d
May 3 ..	14d ..	11½d
May 10 ..	14d ..	12d
May 17 ..	14d ..	12d
May 24 ..	14d ..	11½d
May 31 ..	15d ..	11½d
June 7 ..	15½d ..	12½d
June 14 ..	15½d ..	12½d
June 21 ..	15½d ..	13½d
June 28 ..	15½d ..	13½d
July 5 ..	15d ..	12½d
July 12 ..	15d ..	12½d
July 19 ..	14½d ..	12½d
July 26 ..	14½d ..	12½d
August 2 ..	13½d ..	13d
August 9 ..	13½d ..	13 1-16d

Canon E. H. Strong, until recently warden of St. John's College for Maori theological students at Auckland (N.Z.) has taken up duty as rector of the Cathedral of Rockhampton, Queensland. An Englishman by birth, though he spent most of his life in New Zealand, Canon Strong was at one time Archdeacon of Tonga. In New Zealand he was Commissary for the Bishop of Melanesia (Bishop Baddeley).

Allen Taylor & Co. Ltd. SYDNEY

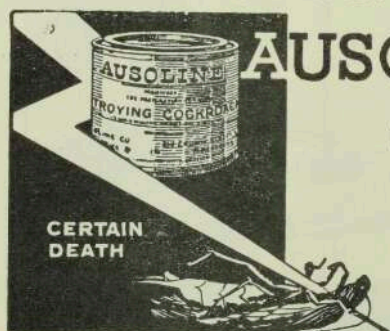
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SHIPPING SERVICES IN THE PACIFIC

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 the British Empire is 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 "Malaïta", owned and operated by Burns, Philp and Co., Ltd., 7 Bridge Street, 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. "Maiwara" and M.V. "Mullama" (Burns, Philp and Co., Ltd.) and the S.S. "Coombar", M.V. "Desikoko", M.V. "Durabah", and S.S. "Mako" (W. R. Carpenter and Co., Ltd., 19 O'Connell Street, 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.I.-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-RABAUH-HONG KONG

The vessels "Nellore", "Tanda", and "Nankin", owned and operated by the E. and A. Steamship Co., Ltd., 37 Pitt Street, Sydney, carry on a regular service.

SYDNEY-PAPUA-B.S.I.-NEW GUINEA

The M.V. "Malaïta", 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.

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NEW HEBRIDES INTER-ISLAND SERVICES

The S.S. "Mirani" (Burns Philp (South Sea) Co., Ltd.) and M.V. "Polynesian" (Messageries Maritimes Co., 36 Grosvenor Street, 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.

NEW CALEDONIA-AUSTRALIA

The French vessels S.S. "Neo Hebridaïs" (Société Maritime et Minière Hagen, Noumea, New Caledonia) and the "Cap Tarifa", "Capitaine Illiaquer", and "Notou" (Société Le Nickel, Noumea, New Caledonia), carry on services.

NEW CALEDONIA INTER-ISLAND SERVICES

The French vessel M.V. "La Phoque" (Société des Îles Loyauté, 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-HAWAII

The liner "Aorangi", owned and operated by the Union Steam Ship Co. of N.Z., Ltd., 247 George Street, Sydney, maintains a service.



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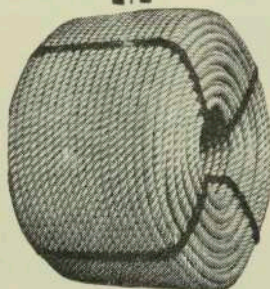
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SYDNEY-N.Z.-FIJI-SAMOA-HAWAII

The American liners "Mariposa" and "Monterey", owned and operated by the Matson Navigation Co., 39 Martin Place, 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., Tonga, Samoa, and Fiji. The Co. also runs a cargo service from Sydney to North 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, Phosphate House, 515 Collins Street, Melbourne, C.I.

FRENCH OCEANIA INTER-ISLAND SERVICE

The small French vessel "Hiro" maintains a service between Tahiti and the Leeward Group.

SAMOA INTER-ISLAND SERVICES

The Apia customs launch and the M.Y. "Satanella" (E. S. Paul, owner) connect regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago (American Samoa).

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Port Moresby Water Supply Plan To Be Rushed

TENDERS received for the supply of materials for the Port Moresby water-supply exceed the estimates by £11,000. It is now stated that the cost of the scheme will be approximately £70,000, and not £48,000.

The Commonwealth has stated that any excess over £48,500 will be borne by the Commonwealth Government, and Papua's liability will not exceed £36,500, as previously agreed upon.

Over 500 tons of pipes have been shipped from Australia, and the work will be pushed through speedily.

The dry season is well advanced and the growing population of Port Moresby is suffering already from a water shortage. Water is to be strictly rationed.

The population of Port Moresby in July was estimated to be 11,025.

EUROPE-SUVA-N.Z.-SYDNEY-N.G.

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.

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 Street, Sydney, with De Havilland airliners. Time-table 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.

"ALL AT SEA"**Crew of French Liner Did Not Know What To Do**

AN indication of the confusion and trouble into which the people of France were plunged by the unexpected capitulation of the Petain Government to Germany is provided by the case of a French liner, which recently arrived in an Australian port.

When France surrendered, this vessel, one of the Messageries Maritimes line, running between France and French colonies in the Pacific, via Panama Canal, was in an Eastern Pacific port, with passengers and cargo, bound west.

The crew was made up partly of Frenchmen, who have their homes in Southern France, and partly of Madagascan natives. The members of the crew argued hotly for some days. They could not decide whether to take the ship back to France, so as to be with their families, or to continue their voyage, with a view to allying themselves with the British. Finally, it was decided to continue the voyage.

But the arguments continued, and the position became acute. Finally, the liner was taken into a British port in the Central Pacific; and British officers and bluejackets, acting with the greatest consideration for everyone concerned, went aboard and quietly took control. The liner went on to a French port, where certain arrangements were made and then, with the local manager of the M.M. Line aboard, she proceeded to an Australian port.

The French officers and crew were allowed a completely free choice, as to whether they would remain with the vessel, or be returned to France. It is expected that the vessel itself will be placed under Admiralty control for the duration of the war.

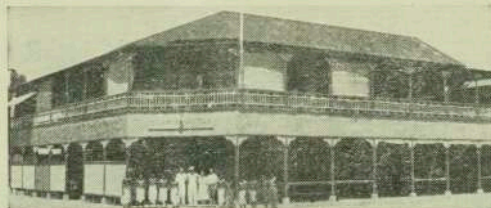
Pacific Islands Travellers

(CONTINUED FROM PAGE 3)

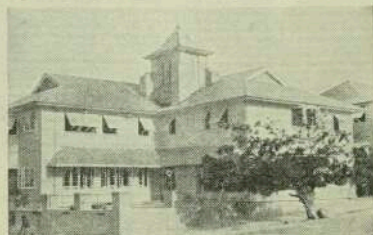
Junor, Lord, Gilmore, Smythe, Anderson, Branster, Tull.

PER "WAIRUNA" FOR FIJI: Mr. and Mrs. and Miss Sachs. Misses Anderson (2).

PER "MONTEREY" FOR FIJI: Messrs. Bertram, Toomey, Dowson, Bark, Smith, Reeve, Cornish, Cockburn, De Tate, Francis, Hardaker, Forbes, Poo, Griffin, Gut, Horton, Inchboard, Lang, Murray. Mesdames Adams, De Tate, Hardaker, Forbes, Inchboard, Mackinnon, Nason, Snowsill, Reeve, See, Small, Walker. Misses Anderson, Hardaker, Mackinnon (2), Mitchell, Smith, Snowsill, Walker, Wah. FOR TAHITI: Messrs. Boyce (2), Green, Miller, Seabrook, Walker, Wagner, Townshend. Mesdames Becham, Abadee, Banner, Eastment, Ginnever, Morrison, McIntyre, Walker. Misses McLean, Walsh.

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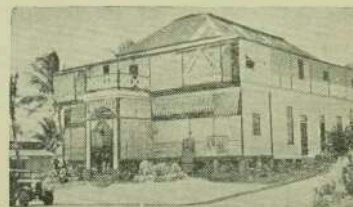
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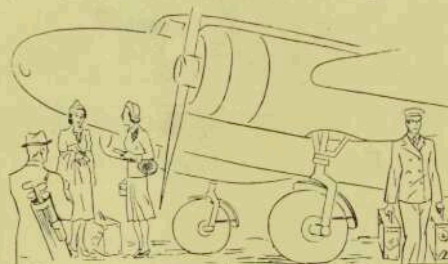
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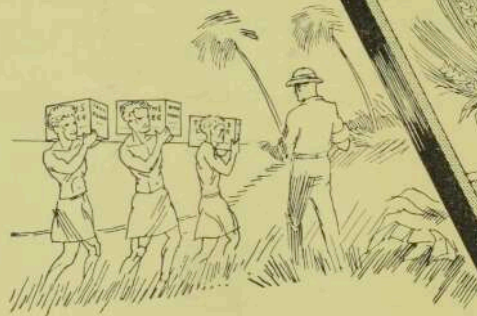
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