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VOL. XI NO. 3.

PACIFIC ISLANDS Monthly

October 15, 1940

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TENSE MOMENT in Noumea on September 18, when angry pro-de Gaulle Frenchmen of New Caledonia marched down to pro-Petain French sloop "Dumont d'Urville", and demanded release of Francois Pere, who had been imprisoned on the warship for demanding a referendum. The photograph shows sailors at top of gangway, preparing to resist citizens. Full account on page 8.

—Photo and block by Courtesy of "Daily Telegraph," Sydney.

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PACIFIC ISLANDS MONTHLY—OCTOBER, 1940

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PACIFIC NEWS-REVIEW

NOTES AND COMMENT ON THE PROGRESS OF THE WAR FROM SEPTEMBER 13 TO OCT. 13

Sept. 13: The German air offensive against England and especially against London is now reaching its peak. The attacks are almost ceaseless, day and night. The day attacks, in spite of an almost daily variation in the technique employed by the enemy, are being held and defeated, especially by the brilliant R.A.F.; but there appears to be no real answer yet to the night bombers. Each night they appear to creep further over London, and the damage they have done already is quite large.

It is very apparent that the Germans hope, by this means, to start a panic rush from the capital and, under cover of civil confusion and industrial disruption, to launch their invasion attack in a few days' time, which will correspond with the full moon and the highest tide.

Londoners remain undismayed however. There is absolutely no panic—and, despite much damage to streets and transport systems, the normal life of the city goes on practically without interruption.

Sept. 13: It is reported from several sources that the great mechanised Italian army in Libya—comprising at least 250,000 Italians and very large numbers of native troops—has begun to move eastward along the coast across the Egyptian frontier. Between the frontier and Alexandria there are about 250 miles of barren, waterless desert. The defending British forces, which are being strengthened daily, are around Mersa Matruh, which is about 80 miles east of the Libyan frontier, and nearly 160 miles west of Alexandria.

This Italian move gives colour to the frequent reports that Hitler and Mussolini have arranged simultaneous attacks—the Germans to invade England, from the Channel ports, and the Italians to invade Egypt from Libya.

Sept. 14: It is now clear that the Australian forces in the Middle East have been moved from Palestine to support the British armies in Egypt against the Italians.

Sept. 15: While Germany's air attacks upon London continue, the British Fleet and Air Force have commenced, and are continuing, a tremendous all-round-the-clock attack upon German shipping and ports in Norway, Belgium, Holland and France, evidently to destroy port and shipping facilities which are necessary to the German invasion. Enormous damage has been done. All British air forces have been concentrated on this work, and the nightly raids upon German centres have been discontinued for the present.

Sept. 15: The Italian army is slowly advancing across the Libyan-Egyptian frontier, and is being continuously harried by British air and ground raiders.

Sept. 15: Hitler is reported to have arrived at his invasion headquarters in Northern France, and has invited German and neutral journalists to assemble on the French coasts and "witness the greatest spectacle of the ages—the invasion of England".

Sept. 15: King Michael of Roumania has proclaimed that the structure of the Roumanian state will henceforth be totalitarian, and that its foreign policy will be based on that of the Axis Powers.

Sept. 16: The United States had added drastically to the list of goods which may not be exported except under licence to other countries. This will prevent the export of vital equipment to Japan. The important conferences between the United States Secretary of State, the British Ambassador and the Australian Minister, relative to Pacific defence have been given a new turn by discussions with Mr. Soong, the chairman of the Bank of China, which is believed to involve United

States support for Chinese currency.

Sept. 16: When the Germans surprisingly renewed their mass daylight raids on Britain, yesterday, the R.A.F. dealt a terrific blow. British fighters shot down 185 German raiders—representing Germany's heaviest loss of the war—for the loss of only 25 British machines and 13 pilots. Great numbers of bombs have fallen on London but London carries on calm and unperturbed.

Greatest concern was felt because a delayed-action bomb fell just outside St. Paul's Cathedral. After two days, a squad of the Royal Engineers, displaying extraordinary bravery, dug up the bomb and carted it out to an open space, where it was exploded.

Incalculable destruction has been done to Hitler's various invasion bases. It is noted, to-day, that there are hints appearing in the controlled Italian press that the German attempt to invade Britain will be postponed until after the winter.

Sept. 17: German round-the-clock air attacks upon London continue unceasingly. The Prime Minister in a public statement, to-day, said that concentrations of barges and shipping in enemy ports on the Channel facing England, were still increasing, and they must expect Germany to make an attempt to invade England, at the first opportunity.

The damage done in London is very great—all classes of buildings have suffered, from Buckingham Palace, through the great departmental stores of Oxford Street, down to hundreds of workmen's dwellings in the East End.

Sept. 17: The Italian army is advancing slowly into Egypt, while the coastal roads and camps are being ceaselessly harried by British airmen and warships.

Sept. 18: Yesterday, a gale swept the English Channel, creating conditions almost impossible for an invasion. It has died away to-day, but a big sea is still running. Great masses of German air raiders again crossed the coast, but large numbers of British fighters tackled them and they turned back long before they reached London.

Sept. 18: R.A.F. bombers have resumed their nightly raids upon Berlin and military objectives in Western Germany generally.

Sept. 18: The Italians have advanced 60 miles, in five days, into Egypt's western desert. They appear to be digging in along the line of Sidi Barrani village. A water supply is their main problem. They are being constantly raided by the British.

Sept. 18: Reports reaching London indicate many and increasing clashes between Free Frenchmen and followers of the Vichy Government in the French Colonies in North and Equatorial Africa.

Sept. 19: Yesterday, 48 German raiders were shot down; 12 British fighters were lost, but 9 pilots are safe. German air raids over England continue almost without cessation—but the people carry on doggedly. Londoners have quickly adapted themselves to spending their nights in shelters, and securing sufficient sleep, in spite of the night-long roar of anti-aircraft guns.

Sept. 19: It is reported that Hitler and Mussolini are trying to induce Franco to enter the Axis bloc against Britain. They are offering Spain Gibraltar, and substantial colonies in North Africa. Franco is against war; but his brother-in-law, Sener, the next most powerful man in Spain, is completely in the Axis "bag". If he can swing Spain into line with the Axis Powers he will do so.

Sept. 19: Discussions between Japan and France over Indo-China continue. Japan, with increasing insistence, seeks

naval, military and air bases in Indo-China. It is thought that Japan may decide upon a fait accompli, and invade Indo-China at any time.

Sept. 20: The German air force continues its blind, savage bombing of London and England generally, while the R.A.F., with increasing strength, is attacking the whole of Western Germany. In addition, the R.A.F. practically every night makes smashing attacks upon Germany's invasion ports on the Dutch, Belgium and French coasts.

Sept. 20: The Italians in Western Egypt caught before they had established themselves at Sidi Barrani, were heavily pounded by British artillery, the R.A.F., and British warships and enormous damage was done.

Sept. 22: London is now entering its third week of nightly bombing. But the people stubbornly maintain their calm and cheerful spirit, and despite destruction in all quarters of the city, the national work goes on. Women and children are being sent away, according to an organised plan, but the panic evacuation of London, which the Germans have been trying to force, is not taking place in any shape or form. The courage of the people is something to be seen to be believed.

Meanwhile, every night, the R.A.F. is blasting the German invasion bases all along the Channel coast, and this systematic bombing of ports and barge concentrations undoubtedly must affect the enemy's invasion plans.

Sept. 23: General de Gaulle led a Free French force, supported by a British naval squadron, to Dakar, in West Africa, in the belief that that French Colony was ready to join him. But French officials, under instructions from the Vichy Government, resisted the landing and fired upon his emissaries; and rather than engage in battle between Frenchmen, he withdrew his forces. French naval forces at Dakar attacked the British squadron, and the British replied. Two French submarines and a French destroyer were sunk. There has been no official report of the incident, which is described as "a very unfortunate fiasco".

Sept. 23: The growing collaboration between Britain and the United States, for Pacific defence, and the probability that United States warships will use Australian and Singapore bases, are causing considerable alarm in Japan.

Sept. 23: It is reported that the French are resisting the Japanese on the frontier of Indo-China and that a good deal of bitter fighting is in progress.

Sept. 23: A liner, carrying evacuee children aged between 5 and 15, was torpedoed by the Germans in a storm, 600 miles out in the Atlantic, at 10.30 p.m. The ship sank in 20 minutes. Of 406 persons aboard, 250 were lost including 90 children.

Sept. 23: Although German air attacks upon England continue furiously, the belief is growing that Hitler's invasion plans have been shattered—by the unexpected strength of British civilian resistance, by the smashing attacks of the R.A.F. upon invasion concentrations and German bases in Germany, and by the unfavourable weather.

Sept. 23: R.A.F. bombers have resumed their nightly attacks upon Berlin. The British refuse to bomb indiscriminately, and scrupulously reserve their attacks for military objectives.

Sept. 24: There are increasing reports of fighting between the French and Japanese in Indo-China. The whole situation there appears much confused.

Sept. 25: There is an unconfirmed re-

port in the United States that Japan and Germany have agreed, in principle, on a defensive alliance, which would become effective in the event of further Anglo-American collaboration.

Sept. 25: The German air attacks on London continue but in a most frenzied fashion. Planes are flying wildly in all directions, dropping bombs indiscriminately. Much damage continues to be done, but the London populace remains calm and orderly.

Sept. 25: The Nazis are reported to be screeching with fury at the latest British air raids on Berlin, where it is insisted that "the British airmen are murdering the civilian population and the unfortunate Berliners cannot get sufficient sleep".

Sept. 25: United States to-day banned all exports of iron and steel scrap, except to Western Hemisphere countries and Britain. This measure is obviously aimed at Japan, which will be seriously affected.

Sept. 26: It is announced that an agreement has been reached between France and Japan, which provides for the entrance of Japanese troops to Indo-China, to occupy certain military and air bases. The Japanese official agency announces: "An amicable settlement has been reached and hostilities have ceased".

Sept. 26: Large German bomber formations came over England yesterday in the first big scale daylight raids since September 15, and 26 German planes were destroyed; 4 British fighters were lost, but pilots of 3 are safe. British bombers raided Berlin for 5 hours last night.

Sept. 27: It is officially announced that Germany, Italy and Japan, in Berlin to-day, signed a pact covering mutual military, political and economic support over a period of 10 years. Each agrees to support the other, with all the means at his disposal, if one of them is attacked by a power not yet involved either in the war against Britain or in the Sino-Japanese war. Japan recognises the leadership of Germany and Italy in Europe, and the latter recognises "Japan's leadership in the creation of a New Order in Asia".

It is clear that the pact is designed to prevent American participation in the European war, or the creation of an Anglo-American front in the Pacific. It is directed immediately against the United States—although it might also operate against Russia.

Sept. 27: In daylight thrusts against London to-day, all of which were foiled, the German air fleets lost 98 planes, their heaviest loss since September 15. The German raids upon England and London continue; but, meanwhile, the R.A.F. raids against Germany, increasing in frequency and extent, are creating havoc.

Sept. 27: There are indications of much closer collaboration between Britain and the United States in regard to placing a heavy embargo upon the shipment of essential commodities to Japan. Many believe that Japan can be more effectively crippled in this way than by any employment of armed forces.

Sept. 27: American sources believe that Germany will soon abandon the attack on Britain in favour of the occupation of the remainder of France, preparatory to an attempt to take Gibraltar and bottle up the British naval squadrons in the Mediterranean.

Sept. 29: The new Axis pact (or Triple Alliance), under which the three great predatory nations of the world propose to divide up the world between them, has caused no surprise in either Britain or United States. It merely puts into words what has long been a fact.

The Pact has not altered American foreign policy in the slightest—indeed, it is having a good effect, because it is bringing American public opinion face to face with realities. Americans now are realising that there is no freedom for

them in the world unless Britain holds off the Axis Powers.

Meanwhile, attempts are being made, by both Germany and Japan, to get Russia's goodwill in the new pact. But none knows where Russia stands in relation to the Pact—she may give it her blessing, and withdraw her assistance from China or she may gradually take an attitude which may bring her into line with Great Britain, the United States and China, against the Axis Powers.

Sept. 29: The Italian army, from Libya is still standing on the Sidi Barrani line, in western Egypt. It is being ceaselessly raided by British ground parties, aeroplanes and warships.

Oct. 1: United States Congress proposes to give the President authority to acquire, lease or purchase British possessions in the Pacific, or bordering on the Pacific, as part of the new defence plan. The new Triple Alliance has had exactly the opposite effect to what was apparently expected by Japan. Aid for Britain is being intensified and there is growing co-operation between Britain and the United States.

America has expressed her opinion that she would like to see the Burma Road open when the closing agreement between Britain and Japan expires on October 16. The Japanese attitude towards the United States continues belligerent and threatening.

Oct. 2: After having visited Berlin and Rome, where he had long talks with the Dictators, the Spanish Foreign Minister (General Suer) departed for Madrid. It is announced, contrary to all expectations, that Spain will not join the Axis Powers. Some believe that Spain has a kind of secret alliance with the Axis Powers and, if necessary, will allow German troops to pass through en route to Northern Africa.

Oct. 2: The fact that September is over and the German invasion has not materialised is referred to by many newspapers. It is generally believed that Hitler's plans have gone sadly astray.

Meanwhile, raids over London and England continue day and night; and the British R.A.F., with the same regularity, is bombing German invasion ports along the Dutch, Belgium and French coasts, and military objectives throughout Western Germany, as far east as Berlin. Berlin is raided and bombed almost every night.

Oct. 3: Because of ill-health Mr. Chamberlain has retired from the British Government, and there has been a considerable re-shuffling of portfolios.

Oct. 3: The American Ambassador in Moscow is attempting to discourage Russia from associating herself with Japan.

Oct. 3: Yesterday, the Germans made their most determined onslaught on London, employing about 1,000 machines. R.A.F. fighters and anti-aircraft guns smashed the formations and drove the Germans pell-mell to the Channel. Although few Germans were brought down, it was the R.A.F.'s greatest triumph to date.

Oct. 4: Hitler and Mussolini met in a special train at the frontier, at the top of Brenner Pass, at noon to-day, and conferred for 2½ hours. They were accompanied by imposing retinues. The facts that the German invasion of England has failed, and that the Italian invasion of Egypt is still held up, suggest that the two Dictators are revising their war plans. Their next step may be an intensification of the war in the Mediterranean area. Marshal Graziani, commander of the Italian army in Libya, is now in Rome, awaiting instructions.

Oct. 4: The Admiralty announces that 7 German submarines, two Italian submarines and an Italian destroyer have

been sunk by the British Navy in recent actions.

Oct. 4: In the week ended September 22, enemy submarines destroyed 27 British and Allied merchantmen, totalling 159,000 tons. This is the most serious loss of merchant tonnage yet recorded. It is calculated that anything over 40,000 or 50,000 tons a week is a serious embarrassment to the Allies.

Oct. 6: Some frank talks between the Government of Russia and the British Ambassador will take place this week in Moscow. All comment is cautious. Not one "expert" in Britain, apparently, cares to guess whether Russia will incline towards Germany or Britain.

Oct. 6: A highly important development is that the American Navy Department has called up 27,000 reservists. This means that the total naval strength of the United States will be 235,000 officers and men—the largest since the Great War.

Oct. 6: Raids by Germans on Britain and by the British on Germany go on day and night. Last night, the R.A.F. dropped two tons of bombs upon Krupp's arms factory at Essen.

Oct. 7: German troops are entering Roumania. The Nazis claim they are technicians, specially selected to guard the oilfields. Britons in Roumania are being persecuted and maltreated.

Oct. 7: The increasing operations of enemy submarines in the Atlantic, where British shipping losses continue to be very heavy, is causing concern.

Oct. 8: Britain has formally notified Japan that the Burma Road, closed three months ago in an attempt to appease Japan, will be opened for traffic to Free China on October 18. Japan professes indifference, saying the road now will be of little use to the Chinese.

Oct. 10: German troops are now pouring into Roumania—it is believed as part of a plan for a German invasion of Asia Minor and Palestine via the Balkans. A declaration of war by Britain upon Roumania is probable.

Oct. 11: Increasing air raids by Germans upon Britain and by the R.A.F. upon Germany are reported daily. Great damage is being done to both London and Berlin. London damage yesterday included a direct hit upon St. Paul's Cathedral.

Oct. 11: American public opinion, so far from being panicked by the Japanese-German Pact, is now becoming solid in the belief that there can be no safety for America until Nazidom is destroyed.

Oct. 13: In blunt speech, President Roosevelt warned Axis dictators that their threats will not stop continued American aid to Britain. America's traditional policy, he added, is to defend the Western Hemisphere and the right to the peaceful use of the Atlantic and the Pacific.

Mr. and Mrs. N. Penglase, of New Ireland, T.N.G., arrived in Sydney in September by the "Macdhui". He is D.O. at Kavieng and will spend some months in Sydney.

Mr. and Mrs. J. R. Waddell, of Namanatani, New Ireland, T.N.G., arrived in Sydney during September by the "Macdhui". Mr. Waddell, who is a medical officer with the Administration, intends to join the A.I.F.

Captain R. C. Duncan, of Rabaul, who brought to Australia recently a small steamer which Messrs. W. R. Carpenter & Co., Ltd., have sold returned to New Guinea last week.

Mr. and Mrs. S. E. Sutcliffe, of Salamaua, New Guinea, passed through Sydney in September en route to Adelaide, S.A., where they will spend three months' holiday. He is chief pilot for Mandated Airlines.

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day, Hannam, May, Thurlow, Wyatt, Aumuller.

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There Need be no War in the Pacific

LAST month, reviewing a year of
war, we said: "New phases
should develop quickly, now. Hitler
dare not stand still".

Since then, Hitler, definitely de-
feated in his attempt to invade
Britain, has over-run and occupied
Roumania, without fighting; is pre-
paring, from there, a great thrust by
German armies down through the
Balkans and Asia Minor, to form part,
with an Italian advance from Libya,
of a pincers movement against the
British in Egypt, and the Suez Canal;
and, finally, he has brought Japan
into an open pact with Germany and
Italy, in an attempt to prevent the
United States from giving much
further assistance to Britain.

Britain, fighting alone in Egypt and
Palestine against this double thrust,
is faced with extremely grave prob-
lems of strategy, and of supplies. It
is not certain that Turkey will join
Britain. Turkey, in the development
of this Hitler War, waits upon Russia
—and Russia is incalculable. Russia's
only policy, apparently, is to wait
until Hitlerism and Capitalism
(Britain and U.S.A.), having destroyed
each other, have laid the world open
to the Stalin brand of Communism
(which is something Lenin never
dreamed of). Yet it is inconceivable
that Russia will stand quietly by
while German over-runs the Balkans,
and controls the Dardanelles and the
Black Sea.

WE in the Pacific are more in-
terested, for the moment, in
the Axis Pact, or Triple Alliance, be-
tween Germany, Italy and Japan,
signed in Berlin on September 27. It
is a 10-years' political, military and
economic pact of mutual assistance,
and its terms are thus summarised:—

(1) Japan recognises the leadership of Ger-
many and Italy in the creation of the new
order in Europe.

(2) Germany and Italy recognise Japan's
leadership in the creation of the new order of
Great Asiatic Lebensraum (living space).

(3) The contracting parties agree to under-
take to support one another militarily, with all
the means at their disposal, in the event of
one of the parties being attacked by a Power
not yet involved in either the war against
Britain or the Sino-Japanese war.

(4) With a view to implementing the terms of
the pact, joint German, Italian, and Japanese
Commissions will be appointed, and will meet
without delay.

(5) The agreement alters nothing in the
political relations at present existing between
each of the contracting parties and Soviet
Russia.

(6) The pact will be effective immediately it is
signed, and will remain in force for 10 years.
The contracting parties, at the request of any
one of them before the expiration of the pact,
shall enter into negotiations for its renewal.

The course of events now seems clear.
Germany, in July and August, expected
to conquer Britain. The invasion was
to commence on September 15. In the
greatest air battle of history, from about
September 10 to September 26, the Ger-
mans were completely defeated—thanks
to the magnificent R.A.F., the staunch-
ness of the British people, and the
material and moral support of the
United States.

A snarling Hitler returned to Berlin
from his "invasion base" on the French
coast, to think out a new plan. How
was the Axis to defeat a Britain that
could not be invaded, and to whom the
Americans were giving ever-increasing
aid? The Italians, who were to attack
Egypt simultaneously with the German
invasion of England, and who duly
marched into the Western Desert, from
Libya, on September 15-20, were now
standing, awaiting German orders.

Roumania, by now, was completely
"Nazified"; and Hitler and Mussolini,
meeting on top of the Brenner Pass on
October 4, decided to occupy Roumania
and, from there, prepare an advance
through the Balkans and Asia Minor—
Turkey and Russia permitting! It is not
yet clear whether the Italian Libyan
army is to advance, or stay where it is
until a German Balkans thrust develops.
British shipping is to be sunk, and
British cities ceaselessly bombed.

Meanwhile, America! There was Hit-
ler's worst headache. He thought he
might presently destroy Britain; but what
of a British-United States combination,
which plainly would come, if Britain
were in danger of defeat? And so he
bethought himself of opportunist Japan.

EVER since Holland was over-run and
France was smashed, Japan had
been in a political fever, eager to
take advantage of the Nazi-given oppor-
tunity to seize new trade and territorial
advantages in Indo-China and the East
Indies, and cock-a-snook at preoccupied
Britain; but afraid to make a grab,
because of America's clearly-stated
demand for the status quo—a demand
backed by the mighty American fleet at
Hawaii.

Both Germany and Japan feared the

United States—though for different reasons. If America could be involved in war with Japan, argued Hitler, she could not give aid to Britain.

And, so, the new Pact—long thought of, but only now definitely sought by Germany. The announcement of the Alliance, at first, shocked public opinion—just as it was intended to do. But that soon passed. To-day, it is seen in true perspective, merely as a bogey created by German and Japanese Nazis—an attempt either to involve Japan and America in an unnecessary war, or to scare America into cowed inactivity, while the three predatory nations subdue and carve up the British Empire. So far from scaring America, it has done more than any other single thing to unite Americans in a determination to assist Britain to rid the world of Nazism.

The Americans have kept their heads; and it can be said now that there will be no war in the Pacific, unless the United States goes to war in Europe beside Britain (which is not likely, at present) or unless Japan deliberately takes steps in the Pacific to force America to fight, which is equally unlikely.

Apart from the fire-eating Army and Navy elements which, at present, have charge of Japan's government, Japan does not want war against a first-class power. The upper and middle-classes of Japan know well that, economically and militarily, Japan is poorly equipped to carry on a large-scale campaign. The condition of her internal affairs, and the position of her Army after three years of war against China, are sufficient proof of that. Her fine, modern Navy would be a great nuisance to Anglo-American Pacific trade; but a war in the Pacific, while greatly embarrassing American and British interests, would utterly destroy the Japanese Empire. And Japan knows it.

UNLESS provoked by Japan, there is no reason why the United States should go to war. This is not—not yet, anyway—a contest between armies, but a war of machines—a struggle as between warships and aeroplanes. America can give far more help to Britain through her workshops, than through her armies. Let our incomparable young Britishers have all the good ships and good planes they want, and they surely will hold secure the frontiers of our free countries, so that we may grimly await the day when conquered Europe will turn upon and destroy the dictators.

The waiting may be long, and the years hard and harsh; but does anyone who knows history imagine that France, Belgium, Holland, Denmark, Norway, Sweden, Poland, Czechoslovakia, Hungary, Roumania (not to mention Germany and Italy themselves) will remain indefinitely as the obedient subjects of the liberty-hating beasts of Nazidom? Clearly, Britain's plan must be to hold the seas, deliver shrewd blows upon the Axis war machine—especially by air—and avoid entanglement in any great military movements. For the rest, we can depend upon forces which have nothing to do with fighters, or fighting machines. Furthermore, it is inevitable that Germany and Russia will clash, sooner or later. If soon, it may shorten and end the war. Watch Balkan developments and Russia's reaction.

And there is the possibility—fantastic, yet definitely there—that the new Pact is aimed, not at the United States, but at Russia.

Do not worry about the Axis Pact,

Rabaul, New Guinea, held a fete on September 29 for the London Relief Fund, to which the Territory contributed most generously. The photograph shows the Administrator (Sir Walter McNicoll) inspecting the guard of honour (composed of New Guinea Volunteer Rifles) at the opening of the fete.



and the Pacific, unless (a) Japan openly moves against Britain or America; (b) Japan tries to seize the Netherlands East Indies or the Philippines. Already, Japan virtually has taken possession of Indo-China. Britain or U.S.A. could have regarded that as a *casus belli*. But why should they? France, sold by anti-British political traitors to the Nazis, is no longer capable of protecting her Empire. Britain is doing her best for the Free French—but no French Colony is alone worth war with Japan. If possession of Indo-China will satisfy Japan, and keep her quiet while the European situation is cleaned up, and thus permit United States to remain at peace—then let her have it.



Miss June Mossman, aged 16, is Rabaul's "wonder swimmer". Recently, under official test by the Royal Life Saving Society, she swam 600 yards, fully dressed (200 yards breast-stroke; 200 yards back-stroke, 200 yards free-style) in 11 mins. 54 secs. The time officially allowed is 20 mins. Although fully clothed, she swam 200 yards over-arm in 3 mins. 15 secs. She is going to school soon, in Brisbane. Rabaul folk are eager that, in Australian swimming contests, she should represent New Guinea, rather than some Queensland club.

COCONUT SHELL

New South Seas Industry

A NEW side-industry for copra producers has developed in the Pacific Islands during the past few months—namely, the supply of coconut-shell charcoal. It is in demand by the Australian authorities for some war purpose that is not disclosed. Supplies are being sent to Sydney from all Territories.

The Colonial Sugar Refining Co., Ltd., working in conjunction with Messrs. Burns, Philp and Co., Ltd., Morris Hedstrom & Co., Ltd., W. R. Carpenter and Co., Ltd., began quietly to collect coconut shell from all the Islands a few months ago. It was obtained from the various copra plantations in bags, which were supplied; and 50/- per ton f.o.b. was paid.

This system now is being revised. As the shell produces only about 20 per cent. of charcoal, it is waste to pay freight on same when, with a little organisation, the charcoal might be made on the plantation and shipped instead.

The firms are still accepting the shell where it has been forwarded under the original arrangement; but all coconut planters are being asked to make new arrangements, for the production of charcoal themselves.

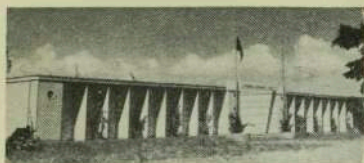
In Fiji, for instance, C.S.R. Co. is training a number of people in the preparation of charcoal; sending these as trained instructors to the various plantations; and the instructors, in their turn, are showing the planters and their labourers how to go about the job. Large oil drums, suitably made up as kilns, are being loaned free to Fiji producers.

The prevailing price for this charcoal now is £7/10/- per ton net, on plantation—bags supplied. The charcoal must be carefully prepared for shipment, otherwise spontaneous combustion may occur.

All details can be obtained from any of the firms mentioned, or by writing direct to the C.S.R. Co., Ltd., of Sydney.

How Gold Revenues Save N. Guinea

IN the year ended June 30, 1940, New Guinea's revenue was £496,690, compared with £460,836 in 1939. Gold revenues increased £59,825; all others decreased. Expenditure was £500,615 (including an exceptional sum, £15,676, for defence) compared with £502,580 in the previous year. The growing gold revenue is all that keeps this Territory's finances sweet. There was a surplus of £59,691 in the Treasury two years ago; now it is down to £14,022. It was bitten into by over £40,000 in 1938-39, and by another £4,000 last year.



The facade of the Rabaul Swimming and Life Saving Club's new swimming pool, which was officially opened by the Acting-Administrator (Hon. H. B. Page) on July 28.

—Photo: C. H. Meen.

New Shipping Lines Wanted

For French Colonies

IT is likely that, in the coming rapid changes in the South Pacific, the hitherto old-world French port of Noumea will become an important point in steamer and airways communications.

Noumea may now be of interest to Australian commerce and shipping. Hitherto, trade of New Caledonia has been mostly with France and Indo-China. Now that Indo-China has virtually gone to Japan, and France has been crucified by the Nazis, the trade of New Caledonia must go towards British Dominions.

It is understood that the matter of providing direct shipping communication between New Caledonia and Australia has been under Australian official consideration. It is thought that Noumea may now have a special interest for Burns, Philp and Co., Ltd., whose regular liners run to Islands ports all around New Caledonia, but do not enter French waters.

The isolated condition of Tahiti and French Oceania also has been receiving consideration—in this case, from the much more alert and vigorous Government of New Zealand, which hopes to collect the, at present, dislocated trade of French Oceania.

It was stated in some Australian newspapers that there was a plan afoot to inaugurate a new shipping service, which would connect the now isolated French colonies of New Caledonia, New Hebrides and Tahiti with North America, on the one side, and Australia and New Zealand on the other. But all the Governments and shipping firms, which might know something about the suggestion, profess ignorance of it.

However, it is certain that something must be done soon to provide regular communications, for the French colonies. It is inconceivable that this should be made a gift to Japan.

Miss Olive Peak, of Victoria, has been accepted by the Methodist Mission for service in Fiji as a nursing sister.



At the Suva Red Cross Carnival: Left—Casualty Station, conducted by young women of St. John's Ambulance Brigade. Right—A leading Fijian, Hon. Ratu J. L. V. Sukuna, who arrived in Suva with a substantial donation from Fijians in the Lau Group is seen (right) in conversation with the leader of a Fijian party. All Suva communities, but especially the Fijians, helped the carnival.

HENRI SAUTOT

Career of New French Governor

THE new Governor of New Caledonia, M. Henri Sautot, whose dramatic arrival in Noumea on September 19 is described elsewhere, joined the French Colonial Service at Dakar, Senegal, in 1908, as a civil service clerk. He entered the Corps of Administrateurs Colonial in 1914, and altogether served for 20 years in French West Africa, including Mauretania and Dahomey, where he came into contact for the first time with English administration (in Nigeria). From 1928 to 1932 he was Governor of the cod-fishing islands of St. Pierre et Miquelon, off Newfoundland.

Then he was sent to the Pacific as Resident Commissioner in the New Hebrides, where he arrived on April 23, 1933, on the same vessel which brought Governor Siadoux to New Caledonia. From 1935 to 1937, he was Acting-Governor in Tahiti, afterwards returning to the Hebrides. He went to France on leave in 1938, returning in March of 1939. Under him, Frenchmen in the New Hebrides were the first in the Pacific to declare for de Gaulle, on July 20, 1940.

OFFICER OF THE ORDER OF BRITISH EMPIRE

IT was officially announced in Fiji in August by the Western Pacific High Commission that Mons. Henri Sautot, described as "Resident Commissioner for France in the New Hebrides", had been appointed Officer of the Order of the British Empire. Apparently, this honour was conferred by the King after M. Sautot had declared himself for Free France and the British Alliance, but before he was appointed by General de Gaulle to be Governor of New Caledonia. The gazette in which the honour is notified is dated August 30, and M. Sautot did not arrive in Noumea until September 19.

Mr. Ivan Champion, one of the best known younger members of the Papuan Public Service, recently obtained leave of absence and proceeded to Sydney, to enlist in the A.I.F. He was accepted for military service but, subsequently, was rejected on the eyesight test. He wears spectacles permanently—as do many members of the A.I.F. It seems extraordinary that this young man, who was able, spectacles and all, to explore successfully and chart large parts of unknown New Guinea, and who would have made an admirable junior officer, should have been rejected as unfit for the Army. Sometimes, the ways of the military machine pass all human understanding.

COPRA

Shipments in Australian Territories

A PART from some shipping activity in New Guinea and Papua, the copra market generally is flat and lifeless. There is no prospect of revival unless (a) new markets are found (for Britain alone cannot absorb Europe's usual quota) and (b) ships are provided for its transportation.

A month ago, there was some chance of an extended market. Sir Walter Carpenter succeeded in arranging for Mexico to receive about 70,000 tons of South Pacific copra p.a., in return for mineral oil supplies. But the latter part of the transaction, most unfortunately, involved Imperial war considerations of a delicate character; and, late in September, it was announced that the deal was off. Only a limited amount of copra now is going to Mexico.

As soon as the new Australian Government is formed, another appeal will be made to the responsible Minister, asking that an attempt be made to open the United States market to South Pacific copra. (See "P.I.M.", of September.)

Meanwhile pending certain Governmental and Parliamentary action, it has not been possible to set up the committee and create the machinery through which Australia is to give relief to distressed coconut planters in Papua and New Guinea. Relief (of a very limited character) is being given directly by the respective Administrations, on written application from individual planters.

On August 28, London promised Canberra that another freighter would be put on to load copra in New Guinea, in place of the Greek vessel which Burns, Philp & Co., had chartered, and which was commandeered. This substitute vessel duly loaded 6,000 tons at Territories' ports in October; and she is being followed shortly by two or three other freighters. This movement of copra in the Territories will considerably improve the economic position in Papua and T.N.G.

A complete inter-island service by a B.P. vessel, recently overhauled, is being resumed, on a 12-weekly basis. This is expected to bring in 60 per cent. of out-ports copra.

CONDITIONS IN FIJI

From a Special Correspondent

SUVA, Oct. 1.

NOTWITHSTANDING the fact of the copra industry having completely collapsed, and the banana trade being little better, the finances of Fiji are buoyant: doubtless owing to the sugar and mining industries continuing to give profitable returns. Should those two industries fail, the Colony of Fiji would indeed be in a parlous condition.

Nevertheless, there are several minor industries being exploited, such as pineapple canning, dairying, poultry-farming, etc., which promise to be profitable.

This summing up will not be considered by any means a gloomy picture. But the fly in the ointment is that the Administration is not popular. We are really under the control of a Dictator, and may be considered almost a totalitarian country. The public have no say whatsoever in the expenditure of public funds.

Taken as a whole, the present policy would seem to be of the sweet, do-nothing variety, except imposing taxes, in every direction, and increasing emoluments and concessions to public servants.

FRENCH PACIFIC COLONIES WHOLLY FOR DE GAULLE

M. Sautot Becomes Governor After Dramatic Events
in N. Caledonia

THE French colonies in the Pacific (New Caledonia and Dependencies, French Oceania and New Hebrides—that is, the French half of the Condominium) have now declared clearly and unequivocally for Free France and the British Alliance. The Nazi-dominated Vichy Government has been repudiated, and the few French officials still loyal to Petain have been allowed to depart. . . . Britain, Australia and New Zealand, while doing everything possible to assist these isolated colonies, are not interfering in any way with the Free French administrations. The latter, however, are faced with such heavy economic and financial troubles that it would appear that some closer union with the British Dominions is inevitable. . . . There were dramatic incidents in New Caledonia before the position there finally was clarified.

IN the September issue of the "P.I.M.", it was apparent that, although 95 per cent. of the 15,000 European population of New Caledonia were for de Gaulle, the high officials insisted on remaining loyal to the puppet government set up by the Nazis in France; and revolt was threatened.

At the end of August, the Governor, M. Maurice Pellicier, resigned, and on September 4 he left Noumea for U.S.A. by Pan American Airways, en route for France. On August 28, by special decree (from Vichy) Colonel Denis, Commander of the garrison, was appointed temporary Governor.

At noon on Friday, August 30, the British High Commissioner for the Western Pacific (Sir Harry Luke) accompanied by Mr. R. D. Blandy (British Resident Commissioner in the New Hebrides) arrived in Noumea, in the Fiji patrol-boat "Viti", and that afternoon, and during the morning of August 31, the British officials held conferences with M. Pellicier (retiring Governor), Colonel Denis (new Governor) and various French officials. One matter discussed, of course, was the administration of the Anglo-French Condominium (the New Hebrides).

It was assumed, in Sydney in mid-September, that Sir Harry Luke would remain for a time in Noumea, and try to assist the French; but, although they were most cordially greeted by all classes in Noumea, and they knew that a tense situation existed, the British scrupulously followed their policy of not interfering in French affairs. They left Noumea on the "Viti", for Port Vila and Suva, at 3 p.m. on August 31.

FOR a week after that—in which week, ex-Governor Pellicier departed—matters appeared fairly quiet. But a very ugly situation was developing.

Governor Denis started fairly well. He expressed friendly feelings towards England, in a broadcast, and he sent the sloop "Dumont d'Urville" (1,969 tons, 136 men), whose commander appeared aggressively anti-de Gaulle, to an anchorage several miles away so that the sight of it at the quay-side should not provoke the already murmuring populace.

Denis urged the people to await the imminent arrival from France of their deputy, M. Brunet, a former Governor of N.C., who would explain to them the whole position.

But the situation rapidly deteriorated. Denis proceeded to exercise dictatorial powers, and frowned officially upon all de Gaulle organisation; and the people would not have it that way. They organised a de Gaulle Committee of 15, under Michel Verges, which was much resented by the high officials.

The Committee demanded that a referendum be taken, on the question of whether the Colony was for or against de Gaulle. Denis sharply refused. All this time, Denis exercised a heavy censorship, and the outside world knew little of what was happening.

The business community was angry and dissatisfied. Its markets were gone and its currency was almost useless. Appeals to Vichy were useless.

One order, presumably from Vichy, issued by Governor Denis, was that the Colony's products were to be sold to Japan. This might be the voice of Vichy, but it clearly was the order of the common enemy, the Nazi Hun, who thus hoped to get, via Japan, valuable metals and vegetable oils. This order was fiercely resented in Noumea.

One source of serious embarrassment was the loss, with M. Paul Vois, on the steamer "Notou" (presumed taken in August by an enemy raider) of documents relating to the reorganisation of the nickel and chrome export business, which M. Vois had dealt with in Australia. Close co-operation with Australia was necessary, if this confusion was to be straightened out.

There were frequent reports, about this time, of a revolt on the warship. They were officially denied. Beyond doubt, however, the bluejackets were for de Gaulle, irrespective of the officers.

THE de Gaulle Committee now began to organise, on a definite plan. Emis-saries went from Noumea far up through New Caledonia, inviting farmers, planters and miners to come to Noumea, and help.

A cutter left Noumea for Port Vila, with the announced intention of bringing Henri Sautot, pro-de Gaulle Resident Commissioner in the New Hebrides, to Noumea, to be Governor. It flew the flag of Free France (the Cross of Lorraine imposed on the Tricolour). The port authorities would not let it go until it flew the flag of the Vichy Government.

Governor Denis saw a revolt developing. He began to threaten punishment, and military law. The de Gaulle Committee defied him, and carried on.

Men from the country, armed, began to converge on Noumea. The Governor put barricades out on the roads, and brought the sloop from her anchorage to the quay.

By Wednesday, September 18, it was clear that the de Gaulle section had organised a big demonstration. It was freely stated that Sautot would arrive the following day.

Denis declared martial law, and called out all soldiers (including certain trained

New Caledonian natives) and navy men. He put guards on the roads, and instituted patrols.

Countrymen were pouring in. They had left their arms outside the town, beyond the barricades, but their numbers were formidable.

A de Gaulle leader, a one-armed man of 55, Francois Pere, who led the agitation for the referendum, was arrested by gendarmes and taken aboard the sloop. Indignant citizens, in vain demanded his release, demonstrating on the quay beside the warship.

Denis was reported to have called



M. Henri Sautot, new Governor of New Caledonia.
—Photo by Courtesy "Sun," Sydney.

Sautot a traitor, and threatened to have him arrested. Posters which appeared, reading "Down with Jews and Freemasons" did nothing to allay public anger.

IT was not Denis, but Commander Toussaint de Quievrecourt, of the gun-boat "Dumont d'Urville", who was looked on as Public Enemy Number One. This aristo-royalist from Reunion tried to turn Noumea into a vast prison, with himself as chief jailer.

New Caledonian people resented the appearance of his warship there at all. They learned that, as he approached the port from Tahiti, in mid-August, he made hostile preparations. When he came into Noumea, at Denis's orders, his orders to his men might easily have caused bloodshed.

When Francois Pere was imprisoned aboard the warship, he crossed verbal swords with the officer.

"The commander", he said, "asked if I wanted to come under the English? I replied that though there was no fear of that, I'd rather be English than macaroni. It was the French of Vichy", I said, "who had deserted the English, not the English who were deserting the French. Caledonians didn't intend to be

(CONTINUED ON PAGE 54)

FATTEN PIGS !

Experiments in Use of Copra

AS the result of an experiment on the use of copra as a pig food carried out by the Hydra Bacon and Meat Company, Limited, of Auckland (says "N.Z. Herald", of October 1), the opinion has been formed by the company that it would be of great feeding value if used in rationed quantities. In view of the need for increased pig production to assist Britain, and the present shortage of the usual foods in New Zealand, the experiment is one of wide interest to pig raisers and feeders.

A small bacon pig fed solely on copra in Fiji under the supervision of the Director of Agriculture, was slaughtered in Fiji, half of it being retained in Suva and the other half being frozen and sent to the company in Auckland to cure. The main object was to determine the effect of copra feeding on the firmness and texture of the fat, and contrary to all ideas that it might produce soft or oily fat, the opposite resulted. The fat was so firm and hard that the company formed its favourable opinion.

Tests also were taken on the eating quality. The ham was boiled and the bacon fried, and in both instances the flavour was good. There was no evidence of the fact that the pig had been fed solely on copra.

NEW GUINEA EXPERIMENT

The "P.I.M." learns that a similar experiment with almost precisely similar results has just been carried out by a leading firm in New Guinea. Further details may be available later.

The "P.I.M." asked, "But is it an economic proposition to produce copra, in the ordinary way, and depend on the sale of fattened pigs for a return?"

The answer was: "Yes, provided the wholesale curing of hams and bacon is undertaken in a systematic manner, at a reasonably central place."

AS SHEEP FODDER

The use of copra as a food for sheep, in droughts, is being investigated by the Graziers' Association of New South Wales, at the request of Burns, Philp and Co. The company stated that favourable results attended an experiment recently on Mulga Station, Roto.

Mr. William McCredie, of the staff of the "Fiji Times and Herald", Suva, visited Sydney in September.

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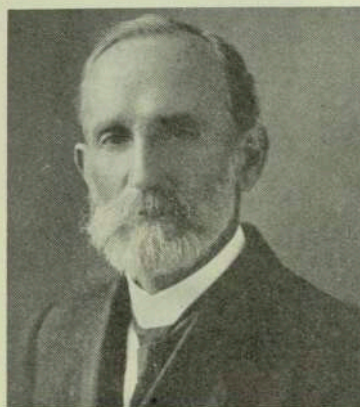
I UNDERSTAND that the Lever soap-works in Balmain, Sydney, use over 20,000 tons of copra annually, and that all that copra comes from Levers' own plantations in the Solomons", writes "Planter".

"Why should Australia give that advantage to the Solomons, a non-Australian territory, and to Levers, one of the great combines and our natural enemy, while there are Australian planters in distress in Australian territories?"

"Why shouldn't Levers be compelled to use some part of the Australian Territories' copra, and so bear some part of the common troubles of our industry?"

DEATH OF PASTOR G. F. JONES

PASTOR G. F. JONES, who was a master mariner, and a veteran missionary of the Seventh Day Adventist Church, having spent 40 years in mis-



sion work in the South Sea Islands, passed away at Wahroonga, N.S.W., on September 14, in his 77th year.

Pastor Jones spent many years in Eastern Polynesia, in the Solomons, in New Guinea and Papua, and, later on, in Lord Howe Island and New Caledonia. He was a man of deep piety and high culture, kind-hearted, humble, and very courageous. In the Islands, where the name of "Jonese" is known and revered, there are left to carry on his work scores of brown-skinned men and women who will hear of his passing with profound sorrow. His wife pre-deceased him, over a year ago.

An Appeal to Readers

PAPER is a commodity "officially rationed". We are liable to severe penalties if we waste paper.

Sending our journal to people whose subscriptions have expired, and who have not yet ordered renewal, is regarded as waste.

Hitherto, we always have continued to send the "P.I.M." for three months, to expired subscribers, while awaiting their renewals. Now, it is not permitted.

We do not wish to lose old readers. Old readers do not wish to lose continuity of "P.I.M." issues.

Therefore, for "the duration of the argument with Adolf", please notify renewal promptly, when warning of the expiry of your subscription is given.

JAPAN AT SAMOA

Shall They be Allowed to Trade ?

From Our Own Correspondent

APIA, Sept. 15.

THE arrival here recently of the trading schooner "Tu'itoga", owned by the Japanese firm of Banno Brothers, caused some commotion. There is speculation as to whether this Japanese firm which now is doing business in New Zealand, Fiji and Tonga, will succeed in obtaining a foot-hold in Western Samoa—which they have tried to do for some time past.

It has been stated freely that the Japanese firm intends to buy out a local firm, and open up on a large scale, buying copra, tapa cloth, tapioca and other Samoan produce. Apia, in such a case, probably would be made a port of call for the planned Japanese shipping line to Noumea, Suva and Tonga.

So far, no license has been granted to Banno Brothers to trade in the territory, and Apia business interests have forwarded a strong protest to the Administration against any license being granted.

In Apia, opinion is divided on the question of the desirability of the Japanese coming to the territory. The larger firms state that trade is at bedrock now, and prospects bad; that European business interests are rigidly excluded from the Japanese mandated islands and that the Japanese would seriously disturb business conditions by underselling. Besides at the present time trade should be directed to Empire channels by preference. It is also pointed out that practically all other South Sea territories have quotas imposed on the importation of Japanese goods and that Samoa should follow suit.

On the other hand there is strong feeling that the Japanese should be allowed to start business. Smaller firms object to the virtual monopoly of trade by the large concerns and believe that the Japanese will break this monopoly by purchasing copra at a better price and by importing cheaper goods. This would also be to the advantage of the Government and the natives by supplying an outlet for the copra production.

Expansion in Tonga

From Our Own Correspondent

NUKUALOFA, Sept. 26.

THE activities of the Japanese firm, Banno Bros. (Tonga), Ltd., in Tonga, and elsewhere in the Pacific, seem to be ever expanding.

As a sideline to their main business in Tonga, they have just opened up the main store of the old firm, O. B. Krause & Co., at Nukualofa (which ceased business at the beginning of the year) under the name of the "Tonga Trading Co.", after having acquired the whole of that firm's property, as a "cash and carry" concern. What they call special price reductions have caught the fickle fancy of the unsophisticated Tongans.

In recent months they have imported large quantities of Japanese cement for the purpose of erecting concrete buildings. The first of these is a big copra shed in the middle of Nukualofa, which is nearing completion. This is to be followed by others, including a hotel along the waterfront, near the site of the old Briggs Picture Hall.

The elder of the Banno brothers, who came on the last "Matua" from Auckland (where a branch of the firm has been in business for some years) sailed on their own motor schooner "Tu'itoga", at the end of August, to Apia, Samoa, to open up a new branch of the firm there.

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ABOUT ISLANDS PEOPLE

Mr. Nicholas Hagen, merchant and shipowner, of Noumea, New Caledonia, was taken to St. Vincent's Private Hospital, Sydney, early in October, suffering from a very bad attack of bronchitis. His condition, on October 11, was reported "improved".

Captain "Pop" Preece, lately harbour-master at Nauru, has retired from the service of the B.P.C. and has settled in a brand-new, ultra-modern home at Burwood, Melbourne. "Pop" and Mrs. Preece were highly regarded at Nauru and on Ocean Island by all who came in contact with them, and they will be always remembered there with affection. Prior to departure from Nauru, he and Mrs. Preece received numerous gifts.

Dr. Clive Backhouse, who obtained leave from the New Guinea Health Department some time ago to join the A.I.F., is now pathologist with the 7th Australian General Hospital.

Mr. P. A. Snow, of the Administrative Service of Fiji, and now District Commissioner in the Lau group, was married recently, in Suva pro-Cathedral, to Miss Anne Harris, of Leicester, England. The Governor of Fiji, Sir Harry Luke, was present at the ceremony.



Mr. John Wiley (chairman of the Queen Committee, Suva Red Cross Carnival), displays excellent taste in choosing camera companions. Left: Miss L. Mansell (Commercial Queen). Right: Miss E. Hopewell (Sports Queen).

Mr. D. G. Kennedy who was stationed for some years in the Ellice Islands, first as Headmaster of the Ellice Islands School at Vaitupu and later as Administrative Officer of the Group, has taken up duty at Tulagi, with the Solomon Islands Administration, where he has been acting as Superintendent of Police pending the arrival from Ocean Island of Mr. J. I. Blaikie, the latter having been promoted to the Tulagi post. Mr. Kennedy will act as Relieving District Officer for the Protectorate after handing over to Mr. Blaikie.

Miss Etella Williams, and Mrs. Cotton Stapleton, of Sydney, both of whom are great-grand-daughters of Rev. John Williams, were at a recent meeting of the Pacific Islands Society. These ladies lived for many years in Western Samoa, where Mrs. Stapleton's grandfather, Mr. John Chauner Williams, was British Consul for 25 years.

Mr. Ed. Pentecost, a well-known and progressive young business man of Noumea, New Caledonia, was in Sydney in September. He is proprietor of Librairie Pentecost (booksellers, etc.), managing director of Electric Radio (electrical supplies) and of Agence Alma (motor cars and accessories).



Rev. H. Lawrence, popular Anglican Chaplain of Rabaul, is at present in Melbourne. It is reported that he is awaiting the arrival from England of his fiancée, after which the wedding bells will ring before his return to N. Guinea. Prior to his transfer to Rabaul early this year, he was with the Melanesian Mission in the Solomons, latterly acting in charge of the Central Training Institution at Pawa, San Cristoval.

Mr. Frank Stock, postmaster at Tulagi, B.S.I.P., accompanied by Mrs. Stock and son John, is spending short furlough in Melbourne, where Mrs. Stock is undergoing treatment for an injury to the eye caused by a rebounding golf ball on the Tulagi links.

Mr. C. G. F. Cartwright, Administrative Officer of the G. and E. Islands Colony, who has spent the past two years on secondment to the Government of the Seychelles, in the Indian Ocean (where the former Resident Commissioner of

IN MEMORIAM

LYALL.—In loving remembrance of my dear son, and our brother, David, who passed away at Daru, Papua, September 17, 1937.

Loved and respected by all around,
Good was your heart, your friendship sound,
To a wonderful life, came a sudden end,
You died as you lived, Son, everyone's friend.

Inserted by his loving Mother and brothers, Victor, Jackie and Clifford.
AT REST.

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the G. and E. Colony, now Sir Arthur Grimble, is Governor), recently passed through Melbourne on his return to Ocean Island, where his many friends will be glad to see him again.

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ENO'S 'FRUIT SALT'

TROPICALITIES

HAVING gone to Tahiti by Matson liner as (as he described it) a "banana tourist", Sir Maynard Hedstrom, of Suva, contributed some interesting impressions of Tahiti to the "Fiji Times". He disagreed emphatically with some of the guide-book stuff published in relation to these Polynesian islands. For instance:—

"I have quoted the statement that 'the women (of Tahiti) are admittedly the most beautiful in the South Seas'. An expression of personal opinion—I saw some beautiful and attractive girls, mostly of mixed blood. One resident told me that only three or four families in Tahiti have preserved the purity of their Polynesian blood. Still, if I were seeking the most beautiful girls in the South Seas, I should first look over Western Samoa, where I have seen girls who appeared to me more beautiful and more attractive than those I happened to see in Tahiti. At a cabaret we visited, the floor dancing, practically confined to swinging and twitching of the hips, was less graceful than I have seen amongst other Polynesians or Euronians."

WHEN, in September, Pan American Airways great Boeing flying-boat was passing south-east of Howland Island, in the Central Pacific, on its first commercial passenger flight from San Francisco to Auckland, one of the passengers, Mrs. Clare Adams, a vice-president of the Women's International Association of Aeronautics, cast into the sea a large wreath of bronze magnolia leaves, in memory of Amelia Earhart Putnam.

On July 3, 1937, Mrs. Putnam, one of the foremost women fliers of the world,

who was attempting to fly around the world from west to east, left Lae in New Guinea for Howland Island, where there was a newly-constructed aerodrome, and was never seen again. She was accompanied by her co-pilot, Captain Fred Noonan.

A SHILLING was found inside a coconut recently bought at a London shop. Perhaps the Islands planter had crossed his palm with silver! —"Punch".

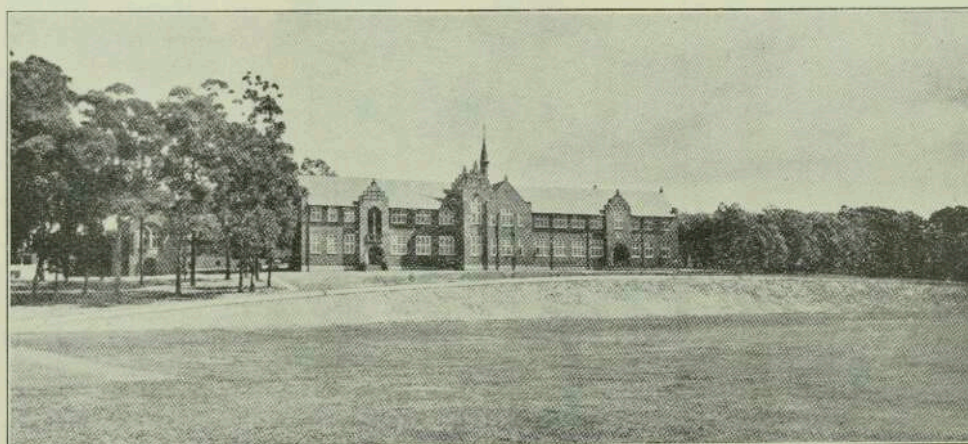
THE "banana tourists" who arrived by the Matson liners "Monterey" and "Mariposa" in Tahiti in August were not allowed to get any advantage from the confused exchange position. Although at that time the latest quotation in the United States was 86 francs to the dollar, the people who arrived on the two American liners were not allowed to receive in Papeete more than 44 francs to the dollar. This was not much more than the normal rate of exchange. Just before the arrival of the "banana tourists" in Papeete, traders there were giving from 100 to 120 francs for every American dollar—but this trading advantage was not going to be permitted to ordinary common tourists whose main purpose in life is regarded as that of leaving as much money as possible in the various ports at which they call. Some of the tourists who knew their currency onions went ashore and insisted on having 60 and even 80 francs for their dollars; but the majority with the fear of the law before them (the French authorities had announced that nothing more than 44 francs were to be given to each dollar) meekly

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accepted the controlled price. Consequently nothing that the tourists bought in Tahiti was cheap—and the tourist snip left behind in the French Colony many thousands of dollars in good money, just at a time when the unfortunate French community wanted it most.

THE anxious advice of a prospective husband in the Islands:—
"Don't play morning bridge—it's nothing but gossip.

"Don't visit the women in the mornings—there's too much scandal.

"Don't be motherly to young cadets, or you'll be talked about.

"Don't go to the Club on Saturday or Sunday—the men don't like it.

"Don't play games in shorts; Mrs. So-and-So looks ridiculous in them."

THE idea of using coconut oil as a fuel for diesel engines is not new, and has been tried out a number of times in Australia", writes "Islands Engineer", commenting on a report in September "P.I.M." that the Fiji Government was experimenting with coconut oil. "About 10 years ago, a German engineer ran a regular motor transport service between Sydney and the Hawkesbury District, N.S.W., with a Mercedes-Benz diesel engine burning coconut oil and it gave quite satisfactory performance. Expert opinion is that diesel engines can be adapted and adjusted to run on practically any vegetable oil fuel, but such substitutes usually cause premature wearing of vital parts, the injector pump particularly, which is one of the most expensive parts of a diesel engine to replace."

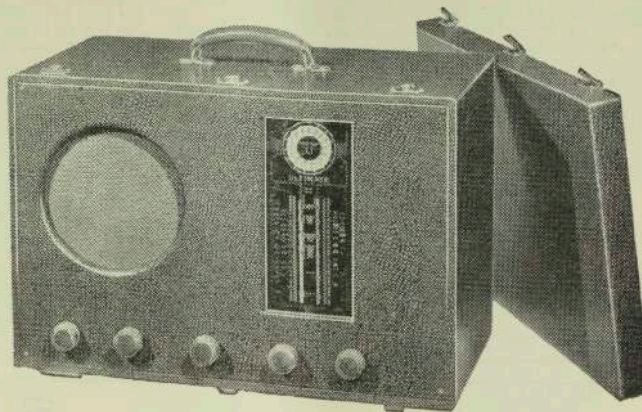
WHEN a beloved missionary, in one of the islands of the Pacific, was being transferred to another station, the native congregation he was leaving made him a present, with these words: "Though you have a white face, you have a black heart."

RECENTLY, spread over a double page, a journal called "Match" published a most sensational photograph entitled "Cannibals Cooking a Man", accompanied by this story:

"This extraordinary photograph was taken by Mrs. Osa Johnson, in the course of a journey which she made with her late husband, Martin, to the island of Esperito Santo, in the New Hebrides. It is probably the only document in existence showing this monstrous ceremony. Different parts of a human body may be seen roasting on the spit; a foot, a calf of a leg, and to the right, a human stomach. The other parts are more difficult to identify. However, the entrails are easily discernible. The natives eat human flesh in the belief that they will become imbued with the strength, courage and other qualities of their victim. That is why they prefer men to women."

After the publication of this photograph, these lines appeared in a Parisian journal: "I was myself in New Caledonia, in 1921, when the Johnson couple were there taking their photographs. I saw them, with my own eyes, arrange and set up the scene of this 'monstrous ceremony', the picture of which they proposed to spread across the world. The press of Noumea denounced their imposture. But, 20 years afterwards, these people can still abuse the easy minds of the French public, thanks to the facilities afforded by an irresponsible press." ("Bulletin du Commerce", Noumea).

SOME happy reunions are reported by Mr. Oscar Nordmann, of Papeete, as a result of the visit to Tahiti of the two Matson liners "Monterey" and "Mariposa", in August. Mr. Nordmann formerly



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was connected with the Matson Line, and he found many of his old friends on the ships. First to arrive was Captain James Rasmussen, to supervise berthing arrangements at Papeete. Mr. Rasmussen and Mr. Nordmann were shipmates on the old "Hilomau" in 1907. Then came the "Monterey", under command of Captain Johanson, with whom Mr. Nordmann was shipmate on the old "Mariposa", in 1907. Another old shipmate was Mr. Dan-nie Mehigan, the purser—they were to-

gether on the old "Mariposa" and the "Sonoma". Then the "Mariposa" came in, and Mr. Nordmann met Mr. Knudson, with whom he was associated on the old "Ventura", and Mr. Bill Casey, with whom he was shipmate on the old "Sierra".

"This Matson cruise to Papeete has been a great success", said Mr. Nordmann, casting a calculating eye over the 15,000 dollars which the tourists left in Tahiti, "and we all pray that the Matson line will make this a regular call."

Here is how the various districts found the £4,318.—

Rabaul	£1,733 4 7
Saamau	203 17 0
Lae	161 0 0
Sepik (Maprik) £52/10/-	
Angoram £31/10/-, Wewak	
£18/5/-	102 5 0
Goldfields and Wau	1,618 16 6
Kavieng	216 11 2
Namatanai	11 1 6
Madang	100 0 0
Manus	21 10 0
Kieta	108 1 3
Kokopo	20 13 0
Talasea	21 0 0

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Springwood Ladies' College**

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M. E. DURAND, Principal.

THERE are few public movements on record in the South Seas to compare in promptness and generosity, with the action of the people of the Mandated Territory in subscribing £4,318 in about 12 days, for the London Relief Fund. Lists published in the "Rabaul Times" suggest that nearly every European and Chinese resident in New Guinea subscribed—£10 was a common donation.

A CORRESPONDENT to "Tooth's KB Chronicle" declares that a certain workman in North Sydney has been given the nickname "U-Boat"—because he sinks so many schooners!

THERE is still no word of the fate of Mr. Paul Vois, the distinguished manager of chrome interests in New Caledonia who was aboard the little cargo ship "Notou" when she disappeared in August between Sydney and New Caledonia—apparently the victim of an enemy raider. Madame Vois and his three children were in France at the time—although the arrival of Madame Vois in Noumea by air line was expected about the end of August. Before France capitulated, Madame Vois drove a Red Cross ambulance in France as her contribution to her country's war effort.

"WHEN you want to kill a man, take him off the road."

Two natives from a remote mountain community were being tried for murder in Papua. They had waylaid a member of a hostile tribe on the track as he travelled homewards from the coast, and they left the corpse lying there, to be found later by the police.

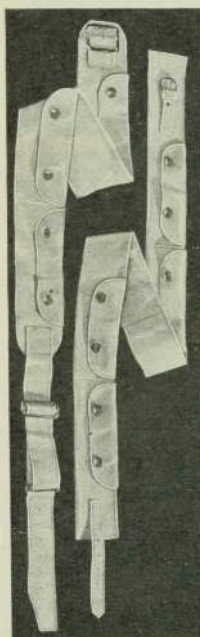
They were convicted and sentenced to two years' imprisonment. At the close of the case, the court interpreter translated the sentence into their language. "That'll teach you not to kill a man on the Government road", he added. "Next time you want to kill a man, take him into the grass. Don't kill him on the road. The Government doesn't like it."

THE love of a Polynesian for a child is well-known. But it is not generally realised to what extent a Polynesian women will go at times in order to gratify that ambition. Some years ago a couple were married in Rarotonga, with all customary feasting. The husband, naturally, wanted offspring, but time passed and there was no sign of a happy event. At last, the husband's relatives showed impatience, and it was then that the wife resorted to stratagem. To her lord's delight, she announced that she was in that condition which, to quote Mr. Dickens, "every wife who truly loves her husband would wish to be". Months passed. Pregnancy is a state that cannot be unduly prolonged—especially when one has a suspicious mother-in-law. The wife arose early one morning, and presented her husband with a small bundle bound in tapa which, she said, was their offspring. At the same time, she warned him that he was on no account to gaze upon its dead features. During the subsequent obsequies, however, the inquisitive "in-law" did so, and so confirmed her suspicions. The "corpse" were merely portion of a banana branch! Thoroughly whakama, or ashamed, the young wife took to the bush. But Polynesian hearts are ever-loving. The husband forgave her. History does not relate whether they lived happily ever after.—"VAKATINI".

AN interesting sidelight on the value of airways communications in the Pacific was provided last month by

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Here are compact accessories, almost indispensable under service conditions at home and overseas. They save space and make packing easier.



KHAKI CANVAS HOLD-ALL
(Illustrated at bottom right),

with strongly bound edges and adjustable encircling strap. Rubber-lined throughout, this is most capacious and compact. It has a full-sized pocket at back, three pockets with flaps for toilet articles, a bottom pocket and adjustable leather loops in centre for razor, tooth-brush, etc. Sizes: 11" x 7" closed; 21" x 11" open.

Price 35/-

PIKE BROTHERS LTD.
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ACTIVE SERVICE WRITING CASE

(Illustrated top right)

Sturdily built, this completely self-contained writing case is made of solid leather with adjustable straps. It is fitted with writing pad, envelopes and blotting paper and has pockets for stamps, cards, tickets, etc., with loops for pencil or fountain pen. Size: 9" x 6" closed; 9" x 18½" open.

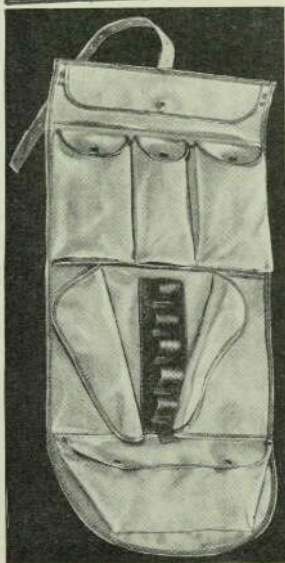
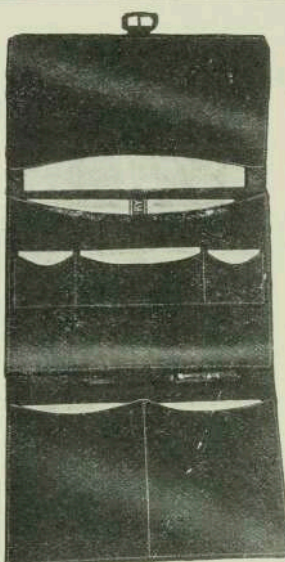
Price 22/6

NEW MONEY BELTS

(Illustrated at left)

The left hand belt is made of smooth, pliant hide, with four large pockets, adjustable strap and buckle. The right hand belt is narrower and has a non-adjustable strap. Also made of smooth hide, with four pockets.

Prices 7/6 and 6/6





Carnival in Suva

Pretty girls of the Indian community added much to the decorations of the float which received an award in the Best Decorated Float Competition, at the Suva Red Cross Carnival, recently. The young woman, standing, was India's representative in the Queen Competition. (Photo by Caine.)

the arrival in New Zealand of the Governor of Alaska, Dr. Ernest Gruening. He left his Arctic headquarters in Nome, on the Bering Strait, flew through the interior of Alaska and Canada down to San Francisco, there joined a Pan American Airways clipper and was in Auckland less than a fortnight after leaving his home. He gave New Zealand reporters some interesting information about the great military, naval and air bases, which the United States is building up along the Central Pacific line from Alaska right down to the Equator.

THE little evacuee from London had been using some London language and the mistress of the house was so upset that she asked the village policeman to try to frighten the lass into better behaviour.

"Are you the little girl who uses bad language?" asked the kindly old cop as the door opened to his knock. "Who

told you?" queried the kid. "A little bird," replied Robert archly. "Well, can you beat it!" gasped the intelligent child. "I like that! And I've been feeding the little b—s!"

PTE. O'Leary: "What's that yer putting in yer breast pocket, Murphy?"

Pte. Murphy: "It's a Mills bomb, so it is. I'm gettin' one back on O'Reilly. Every time he sees me he slaps me on the chest and breaks me pipe. Next time he'll blow his hand off, and serve him right."

Pastor L. V. Wilkinson, of the Australasian Union Conference and a member of the Australasian Missionary College Faculty, has been reappointed Superintendent of the Seventh Day Adventist Mission in Fiji. With his family he will leave for Fiji about December.

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English Silverplate
3-piece Tea Service
£7/10/-

Study this stately 3-piece Tea Set closely. Even the most blasé person would be stirred to admire its richly gleaming, pure Silver surface. The base metal, too, is so sturdy, and it has been most skilfully worked into its final shape by Britain's master Silver-smiths.



45/-

This Condiment Set matches the Tea Service illustrated above. Each of the three pieces is of good weight, stands firmly and is most generously plated with pure Silver. Both Mustard Pot and Salt Cellar have blue, glass inserts.



English Silverplate
4-piece Tea Service
£12/10/-

This is the "Viceroy", a Silverplated Tea Service of outstanding elegance. Tea and Hot Water Jug, Sugar Basin and Milk Jug are all of full, family size. . . Post Free.

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DO YOU KNOW?

GLAMOROUS Inca belles

THE GLAMOROUS BELLES OF OLD PERU CHEWED THE LEAF OF THE COCA TREE TO MAKE THEM INSENSIBLE TO PAIN BEFORE HAVING GOLD FILIGREE WORK INLAID IN THEIR TEETH. TODAY, WE KNOW THERE IS NO BEAUTY LIKE GLEAMING PEARLY TEETH WHITENED AND PROTECTED BY KOLYNOS. KOLYNOS LEAVES TEETH SURGICALLY CLEAN, free from dental decay germs.

his BITE was his Signature!

IN THE MIDDLE AGES THE MOST IMPORTANT DOCUMENTS WERE SEALED WITH THE IMPRESSION OF THE TEETH MADE IN THE HOT WAX OF THE SEAL.

"BACTERIAL MOUTH" starts with DENTAL DECAY

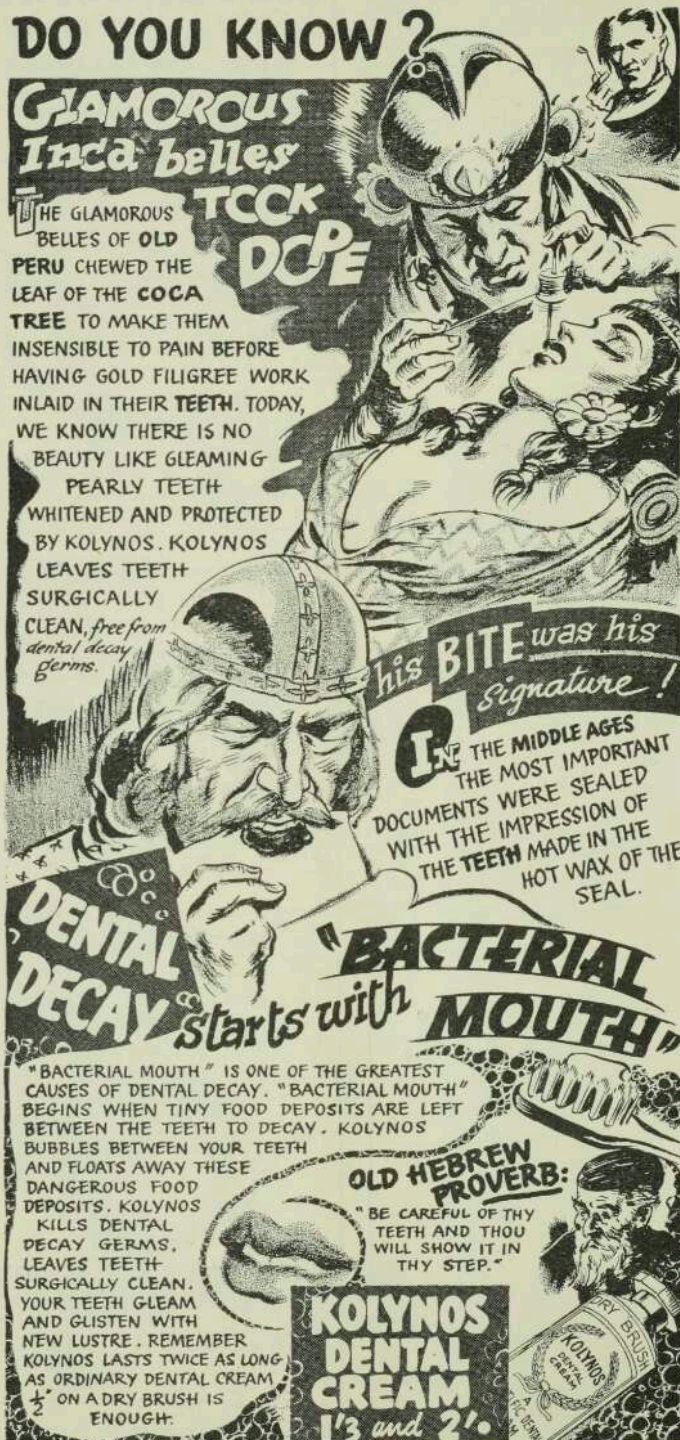
"BACTERIAL MOUTH" IS ONE OF THE GREATEST CAUSES OF DENTAL DECAY. "BACTERIAL MOUTH" BEGINS WHEN TINY FOOD DEPOSITS ARE LEFT BETWEEN THE TEETH TO DECAY. KOLYNOS BUBBLES BETWEEN YOUR TEETH AND FLOATS AWAY THESE DANGEROUS FOOD DEPOSITS. KOLYNOS KILLS DENTAL DECAY GERMS, LEAVES TEETH SURGICALLY CLEAN. YOUR TEETH GLEAM AND GLISTEN WITH NEW LUSTRE. REMEMBER KOLYNOS LASTS TWICE AS LONG AS ORDINARY DENTAL CREAM. $\frac{1}{2}$ ON A DRY BRUSH IS ENOUGH.

OLD HEBREW PROVERB:

"BE CAREFUL OF THY TEETH AND THOU WILL SHOW IT IN THY STEP."

KOLYNOS DENTAL CREAM

1'3 and 2'.



MISSIONS ARE HARD HIT

Reduced Revenues Cripple Their Activities

ONE of the minor tragedies of the present war has been its effect upon missionary activities in the Pacific. The Melanesian Mission, which has operated so long and successfully in the Solomon Islands, New Hebrides and New Britain (New Guinea), is faced with a serious curtailment of financial support from Great Britain. As a result, it has had to effect much retrenchment; a number of mission stations have been closed, and others are about to be closed.

In the New Hebrides, medical work is being maintained on a reduced scale, as is mission work at Kumbun, New Britain; and all hospitals are being controlled by New Zealand members of the mission's staff. The present strength of the leper station at Fuaubu, B.S.I., is being maintained but any extensions are out of the question.

Although English subscriptions have fallen off, both the New Zealand and Australian churches met their full quota in the financial year recently closed. It is obvious that native support in the Islands must necessarily suffer a reduction owing to the state of the copra market.

The numerous mission stations throughout the Pacific Groups, which are wholly or partly self-supporting through copra production, are facing their blackest year. This especially has affected some Roman Catholic Missions and many of the Methodist Missionary Society stations.

Wherever possible, a hurried reorganization is being made, so that mission stations may grow their own foodstuffs and become as far as practicable self-supporting.

These conditions, if they continue for long, will have a serious reaction, insofar that most of the missions, apart from moral teachings, carry out important educational and medical work.

Look For "Man With a Million Patients"

SOMETHING lively and entertaining, and some merciless disclosures of the weaknesses of "old school tie" administration may be expected in a book which Dr. S. M. Lambert has written, and which will be published in January. Its title probably will be "The Man With a Million Patients"; and, as the American medico, in the course of his epochal work in the South Pacific possibly lived on more Pacific Islands than any other European, and as he is noted for his wit and his sharp, discerning eye, the story should be one of the best of its kind seen for many years.

Dr. Lambert, for 22 years, carried on his war against disease in the South Seas; and, when he retired, in 1938, he was well-known, and held in high regard, from Tahiti right across to Papua and New Guinea. He lives now at Walnut Creek, California, U.S.A. Last June, his Alma Mater, Hamilton College, conferred upon him the well-deserved degree of Doctor of Science.

Mr. Eric Spencer, of the Department of Lands and Works, Tulagi, has settled down at his job again after a visit to Australia, where he was unsuccessful in his effort to rejoin the Air Force, with which he served as a pilot for some years prior to the war.

MAN WHO CONQUERED N. GUINEA —C. H. KARIUS

Untimely Death of the Explorer Who First Crossed
Papua and N.G.

WITH little notice from the Australian newspapers, and at the untimely age of 47, Charles Henry Karius, one of Papua's most noted explorers, passed away in Sydney on September 19. Karius had been ill for a considerable time, and he left Papua in July on leave, prior to retirement; but he still was unable to combat his illness successfully, and steadily became worse.

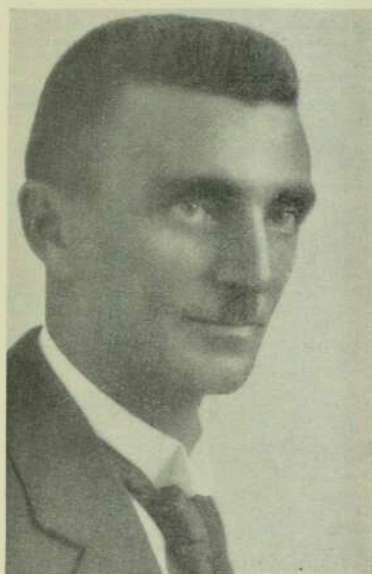
Charles Karius was an outstanding figure among the "Murray men" of Papua—those young Australians who,

loyalty and confidence in the men he led. I myself felt, and I am sure every other Papuan officer who served under him did, too, that one never worked 'for' him, but always 'with' him.

"Slight and wiry in build, he possessed that indefinable quality of toughness that enabled him to endure almost any hardship—and he certainly went through many during his long years in the Territory. Few had his determined ability to keep going on, and on, and on, in the face of the greatest difficulties."

Educated at North Shore Grammar School, Karius served during the Great War with the artillery in France. In 1920, he joined the Papuan Administration as a Patrol Officer; and, attached to stations in the Northern and Central Divisions, he had his first taste of wild Papua by "going bush" to arrest native murderers. In 1925, he established the Kambisi Police Camp, where Mr. Champion first served as his assistant.

"For a time Karius was in the Kuni-



Charles H. Karius.

under the personal direction of the wise and eminent Sir Hubert Murray, did so much in the last two decades to convert Papua from an unknown, jungle-clad, cannibal-infested wilderness into a territory that is now safe and orderly.

The outstanding feat of Karius was the expedition which he led across the centre of the great island of New Guinea in 1927 when, accompanied by Mr. Ivan Champion, he found the source of the Fly and Strickland Rivers in Papua and, on the northern watershed of New Guinea's backbone, the headwaters of the mighty Sepik River, in the Mandated Territory.

"A GREAT LEADER"

"KARIUS'S death is indeed a tragedy", said Mr. Ivan Champion (who accompanied him on the famous "North-West Patrol", as the journey across New Guinea was officially designated), when interviewed in Sydney in September by a "P.I.M." representative.

"For 20 years, he gave himself unstintingly to Papua and in July last came South on retiring leave. He had hoped he would regain his health and strength, and be able to live quietly in Sydney, enjoying a measure of peace and contentment. But it was not to be.

"Karius was a great leader, with a marvellous capacity for inspiring unflinching

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"PETTY GIRL"
SUIT OF
1940**

By Jantzen

A great artist turns to swim suit designing! This year, George Petty, famous for his glamour girls in the American magazine, "Esquire", designs for Jantzen with the same master strokes of line that have made him so famous with brush and canvas. So, as a bouquet to this master of the lovely line, Jantzen calls this the "Petty Girl" suit. It's a suit of youth. "Lastex" yarn has been knitted into Jantzen's soft-gleaming Velva-Sheen fabric for perfect figure control. Its inner surface has the softness of a gardenia petal against your skin. It's ripple-free—fits as you've never known a swim suit could fit. And that shirred neckline!

Jantzen

Jantzen (Aust.) Ltd., Lidcombe, N.S.W.

maipa Valley and Mount Yule area, and it was there that his doggedness and persistence showed themselves", remarked Mr. Champion. "Untamed natives attacked an officer named Flint, killing

some of his police. Karius was sent after the murderers, and for eight weary months he chased them up and down valleys, over mountains, and through rain-soaked jungles and swamps. Eventually he caught them, after the leader, Gouri, had put up a great fight. Incidentally, Gouri became a well-known figure in Port Moresby while serving five years' gaol sentence for his part in the attack on Flint."

FIRST EXPEDITION UNSUCCESSFUL

THE Lieutenant-Governor (Sir Hubert Murray) held Karius in extremely high regard", said Mr. Champion, "and he personally selected him to lead a small expedition in an attempt to cross New Guinea from south to north. I was at Kambisi as officer-in-charge in June, 1926, when Karius unexpectedly walked into my camp and invited me to go with him, having been given a free hand to choose a European assistant. Naturally, I jumped at the chance."

Mr. Champion described the expedition thus:—

Leaving Port Moresby in the Government vessel, "Elevara", on December 3, they crossed the Gulf of Papua and went 500 miles up the Fly River in the Western Division. Stores were transported another 8 miles up-river in the launch of the Daru A.R.M. (Mr. W. Lambden), and the party, consisting of the two white officers, 30 odd native carriers and a small squad of police, was left to its own resources. Karius set off in advance, towards the mountains which divide Papua from the Mandated Territory, while Champion and the main party commenced to relay stores and equipment from one base camp to the next further on.

"During these operations", Mr. Champion recalled, "20 carriers stole some canoes and deserted. This was a bad setback, for we were entirely dependent upon carriers and only 12 remained, with practically the whole of the journey yet to go. I left my camp and went on to Karius to report the desertions. Another man would have fumed in exasperation, but it was typical of his philosophic calmness that when he heard the news he merely looked northwards at the broad expanse of mountainous country stretching before us, the whole of unknown New Guinea, and said quietly, deliberately, 'We'll go on, of course'."

"Some days later, the deserting carriers were rounded up by the local R.M. near Daru, having travelled the length of the Fly through hostile territory, and the R.M. sent them back to us under a police escort", added Mr. Champion.

A NIGHTMARE JOURNEY

EVENTUALLY, after having been delayed by floods, Karius and Champion reached the great limestone barrier, which was crossed only after a difficult, heart-breaking journey. At Mt. Blucher, Karius decided, after reconnoitring, that the only chance of reaching the Sepik, across the Victor Emanuel Range, was for him to make a dash with a small party. Accordingly they split forces—Karius, with 18 carriers and 6 police, going north-east, and Champion remaining for a time to explore the country north-west.

Karius was not able to find a passage through the main dividing range and, short of supplies, was forced to return down the Strickland by rafts. After many adventures he succeeded in reaching Daru. His trip down the Strickland was practically the same nightmare journey as that which Jack Hides and David Lyall made 10 years later, and which ended in the death of Lyall at Daru and of Hides, shortly afterwards, in Sydney.

"Karius's journey through the tortuous Strickland gorges and his descent of the river was an epic in courage and endurance", stated Mr. Champion. "I was privileged, a few years ago, to fly over that broken, terrible country and I was appalled by its nature. They were lucky to reach the coast alive, and it is no wonder that it took such a toll of his health."

After Karius and Champion separated at Mt. Blucher, the latter traced the Palmer River to its source and, from Bolivip village where he stayed for a time, tramped to the Fly, close to its headwaters. Faced with food shortage, he returned to Blucher and then by the Palmer and Fly rafted 500 miles. Finally, he was picked up by Karius who, anxious for the party's safety, had left Daru in the "Elevara", almost immediately after his Strickland journey.

(Continued on Page 52)

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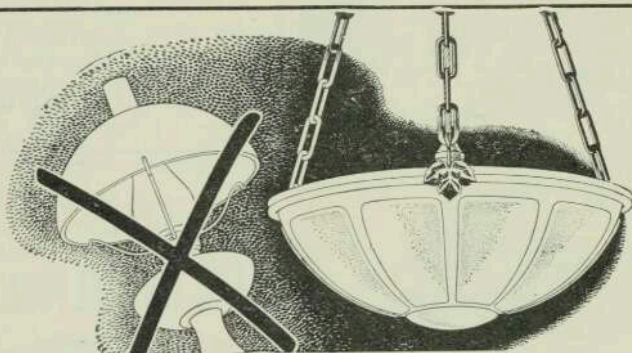
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AND AT BRISBANE and LONGREACH, Q'LD.

RABAU CRICKETERS



The New Guinea Club Cricket Team—premiers in 1940.
Front row, left to right: V. Bath, A. Eglinton, Mr. R. L. Clarke (President of the N.G.C.), H. Kinghorn, J. Marshall.
Back row: J. Barlett, G. Broad, R. L. Solomons, J. Brennan, L. Corbett, G. Kent, S. Kensett.

—Photo. by C. H. Meen.

ANOTHER MINISTER PASSES !

Australian Pacific Territories Suffer in General Election

AS was forecast in this journal in September, the effect of the Australian general election is that there is to be a new Commonwealth Government, and a new Minister in charge of Australia's Pacific Territories.

Mr. Howard Nock, who has been Minister for Territories for several months, was one of the unfortunates who held a "borderline" seat in N.S.W., and he was defeated by Labour in the swing of N.S.W. public opinion against the Menzies Government.

The Territories will be sorry to lose Mr. Nock. He frankly admitted that he did not know much about the tropical territories, but he applied himself to his duties in a very conscientious and thorough manner, no detail being too small for his personal attention.

Mr. Nock was the fifth Minister for Territories within three years. Now, the territories will make the acquaintance of still another Minister.

As we have repeatedly pointed out, it is a shocking thing that these unfortunate communities should be treated in this way. There are five territories—New Guinea, Papua, Northern Territory, Nauru and Norfolk Island. As all of them except Northern Territory are without Parliamentary representation, and as the political appointees who fill the positions of Administrators are little more than rubber stamps for Canberra, it is of importance that the Commonwealth Minister in charge of them should be a highly capable man, with a good working knowledge of the peculiar conditions of tropical administration. But, as a rule, the post of Territories Minister is regarded as of little consequence, and generally is thrown to some Assistant Minister who is merely cutting his administrative teeth.

Lt.-Colonel Phillip Harper, formerly District Medical Officer at Lautoka, Fiji, is at present on active service with a British medical unit in the Middle East. His son, Gerald, who was born in Fiji, has a commission in the R.A.F.

Fiji Expresses the Spirit of the Old R.F.C.

A RESIDENT of Suva, Fiji, Mr. Samuel Howard Ellis, recently sent £5,000 to London to purchase a Hurricane fighter for the Royal Air Force, together with the following message to the Minister of Aircraft and Production (Lord Beaverbrook):—

"My wife and I have cabled you £5,000 for the purchase of a Hurricane. May the name be, 'Spirit of the Royal Air Force'."

"That spirit lives on, vital and ardent, in today's airmen, who accomplish so brilliantly their more arduous, and, hence, more glorious, task."

"You may care to know that Fiji sent five airmen in 1914, of whom two are now again serving in the Empire Air Scheme. Twenty-two men from Fiji have already joined the scheme, and others hope to follow."

Lord Beaverbrook, on September 29, replied:—

"From across the world you have sent a message of encouragement to the Air Force, the

men and women of the aircraft industry, and to all who to-day stand in Britain in the front line of battle.

"To you and your wife I send an expression of heartfelt gratitude for the gift you sent me for the purchase of a Hurricane Fighter."

"You strengthen the power of the Empire, and stand forth among the Empire's foremost champions."

Mr. A. W. Wilkinson, one of the most popular residents of Rarotonga, left the island for New Zealand to receive expert treatment for eye trouble. Mr. Wilkinson came into a considerable inheritance some two years ago, and he and his wife, a native of Tahiti, then went to England. But the lure of the tropical islands, where they had spent half of a happy lifetime, soon brought them back to Rarotonga.

Brother J. R. Dixon, of the Sacred Heart Mission at Sidea, Papua, arrived in Sydney in September by the "Macdhui" on furlough.

Help Yourself to Health!

TOOHEYS OATMEAL STOUT

Here's Toee

TOOHEYS OATMEAL STOUT

SOAP FROM COCONUT OIL

IN an effort to assist New Caledonian copra planters, Noumea soap manufacturers intend to speed up the production of soap based exclusively on coconut oil (states the "Bulletin du Commerce"). Hitherto local soap has been manufactured by a process known as the "Marseilles" method, whereby coconut oil is only one of a number of oil ingredients. It is believed that an excellent coconut oil soap, suitable for all domestic purposes, can be produced.

The same journal announces that attempts will shortly be made in Noumea to manufacture edible coconut oil products, that will possess an agreeable taste and have many uses in the kitchen.

Mr. A. H. Egan has replaced Mr. William D. Carew as British Judge in the New Hebrides Condominium Administration. Before going to Vila in 1935, Mr. Carew was for 14 years in the Fiji Civil Service.

SEAPLANE BASE
AT SUVARegular Stop on P.A.A.
Service

THE Fiji Government, with the formal approval of Great Britain, is to commence immediately the construction of a seaplane base at a bay on the coast of Viti Levu, about two miles from the seaport of Suva, in the direction of the mouth of the Rewa River. Suva Harbour itself, on account of treacherous air currents created by the background of mountains, is not suitable as a seaplane base.

Pan American Airways, on the direct invitation of the British authorities, have agreed to include Suva as a regular call on the regular air mail service

between San Francisco and Auckland, as soon as the base is completed, which is expected to be about the end of this year. The P.A.A. clippers will make an overnight stop at Suva, both going and coming, on the flight between Canton Island and Noumea; and, in view of the importance of this new passenger traffic, it is understood that certain improvements and alterations will be made to the Grand Pacific Hotel, which already is the leading hotel of the South Pacific territories.

The decision that both British and American interests shall use this new seaplane base in Fiji is significant and important. It was actually decided upon at the Pacific Defence Conference held in Wellington, New Zealand, several months ago; and it is evidence of the growing co-operation between the United States and the British Empire Governments in Pacific affairs.

There is a precedent, of course, in Canton Island, where the seaplane station is available to the aircraft of Great Britain and the United States.

A few days after it was announced that Pan American Airways would make use of the Suva seaplane base, a leading Tokio newspaper, on September 24, warned the Japanese that "an important aspect of the Pacific front of Britain, the United States, and Australia, is the projected joint Anglo-American military and commercial air base at Fiji."

NOUMEA-SYDNEY CONNECTION

Important overseas air mails are now coming from Europe to Australia, via the United States, on the South Pacific air mail, conducted by P.A.A.; and it is a source of irritation in Australia that these air mails, having reached Noumea, in New Caledonia, within a few hundred miles of the Australian coast, should be diverted to Auckland and then be brought across the Tasman on another air service—thus causing a loss in time of delivery of from one to two days.

It has been persistently suggested that, sooner or later, P.A.A. will run a branch service from Noumea to Brisbane, in order to meet this demand for greater speed in mail delivery.

Mr. Harold Gatty (Auckland P.A.A. manager), when he was in Sydney late in September, however, stated that Pan American Airways had no intention of extending the service from Noumea to Sydney (a run from Noumea to Brisbane had never even been contemplated) unless they were asked to do so by the Australian Commonwealth authorities. At present, there was no indication that such an arrangement would be made.

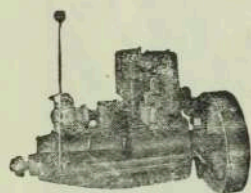
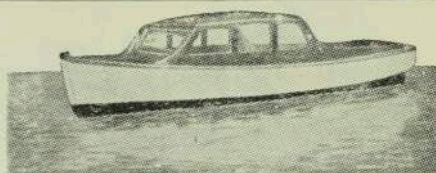
Mr. Gatty said it was hoped eventually to use the P.A.A. luxury yacht "Southern Seas" to convey from Noumea to Sydney Clipper passengers bound for Australia. The yacht would maintain a regular service between Sydney and Noumea, and an interesting round trip for tourists would thus be provided—namely, Sydney to Noumea by luxury yacht, Noumea to Auckland by flying boat, and from Auckland to Sydney by flying boat or steamer.

The yacht was then in Sydney Harbour undergoing overhaul. It would return almost immediately to Noumea, said Mr. Gatty, and remain there for the present, in order to provide Clipper passengers with suitable accommodation during their overnight stay in Noumea. He was unable to say when the yacht would commence a regular service between Noumea and Sydney.

Mr. A. E. Ray, manager for Burns, Philp and Co. Ltd., Kavieng, New Ireland, has been transferred to Lae, Morobe District.

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Prices: 5 h.p. 4 Cycle with Reverse Gear, £52/10/-
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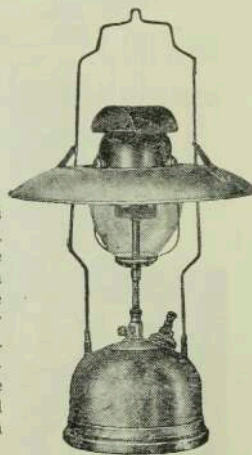
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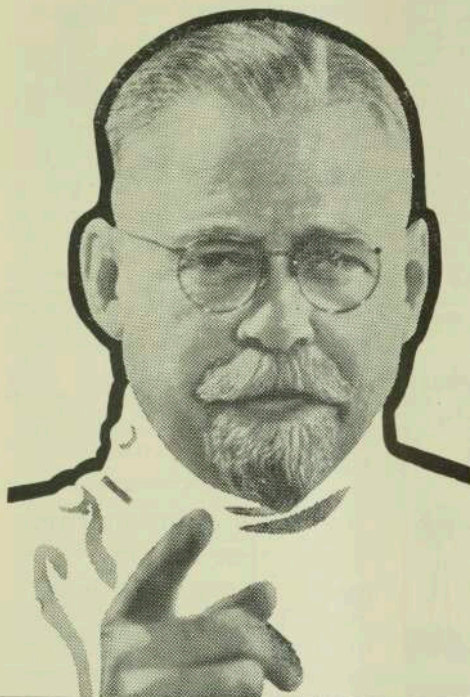
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BIDOMAK re-charges and re-vitalises the whole system with life-giving oxygen, it improves the activity of every gland and organ in the body and is essential for full recovery from the after-effects of Malaria.

SCIENTIFIC CONTROL

Manufactured in the Bidomak Pharmaceutical Laboratories—one of the most up-to-date, hygienic Laboratories in the Southern Hemisphere, to which is attached a fully qualified Doctor of Medicine, and under the control of a qualified chemist who was trained in the most modern and largest English Laboratories in the world.

NERVES

BRAIN-FAG and that DEPRESSED FEELING

Lack of Confidence . . . Headaches . . . Nervous Indigestion
. . . Sleeplessness . . . Listlessness . . . Anaemia . . .
Nerve pains and other similar nervous and Constitutional
weaknesses.

BIDOMAK provides a method of supplying energy to the cells of the body wherever the natural supply of vitality is insufficient to maintain the normal activity of glands and organs. It provides vital mineral elements. It is a scientific compound of certain vital mineral elements which are lacking in the average modern diet, and which include ferrum,

calcium, sodium, potassium, phosphates, glyce-ro-phosphates, and sucrose, as well as other necessary elements. These vital minerals quickly restore vitality, overcome nerves, brain-fag and depressed feeling. It is safe and pleasant to take, and contains no alcohol, opiates or narcotics, it's perfectly safe for even young children, who like to take it because of the pleasant flavor.

WAS NERVOUS WRECK

"For years I have been in ill health. Unable to walk about, had no appetite, couldn't sleep, and my nerves were in a terrible state. I had not been outside the gate for years and began to think I would be an invalid. One day, reading about Bidomak, I decided to get a bottle and give it a trial. After taking this marvellous tonic I soon began to feel much better. My appetite improved and I had more restful nights. After four months it made a marvellous difference to me. My nerves became steady, pain disappeared, and I was able to walk about freely. It is the most wonderful tonic I know."
(Sgd.) Miss E. Williams, 24 Princess Street, Canterbury. 29/6/39.



BIDOMAK

AT ALL LEADING ISLAND STORES

South Seas Bullets For Mr. Hitler

Patriotic Giving in Various Territories

BETWEEN September 12 and 30, the European, Chinese and native communities in the Mandated Territory of New Guinea subscribed £4,138 for the British Bomb Victims Relief Fund; and on October 3 the sum was remitted to London—a splendid effort.

The Rarotonga War Organisation Committee, comprising Europeans and Rarotongans, is very actively collecting money for the patriotic fund. The natives of the district of Tupapa and Marairenga recently collected £50 from two dances which they organised. The Island Council co-operates with the Committee and acts as trustees. The Council had a balance of £2,000 on hand, remaining from the 1914-18 war. Up to September 10, £1,550 had been transmitted

to New Zealand—the last £550 being specifically voted towards the purchase of a fighting aeroplane.

Late in August, a Western Samoan Committee representing Europeans, Euronesians and Samoans began to raise £5,000, wherewith to purchase a fighting plane for the R.A.F. Within a week, £1,332 had been raised. On last advices (mid-September) the £5,000 was within sight.

Mr. and Mrs. George Dillon, of the British Phosphate Commission at Nauru Island, arrived in Melbourne recently on five months' leave. They are spending part of their holiday in the Healesville mountains. Mr. and Mrs. S. Mitchell, also of Nauru, accompanied by daughter Betty, have also been spending furlough in Melbourne. "Sam" has had to have his leave extended because of illness, but expects to return to Nauru soon. He served with the Imperial Forces in Mesopotamia during the last war and is itching to have another "go" this time, but doctors say "nay".

BEHIND THE FAN



Little Freddie Fiji: "Mum! Look at the pretty girl! What a LOVELY fan she has!"

Mother Britain: "Come, my child, I don't like you to talk to strangers. There is much behind that fan that you cannot see."

(Japanese buyers, in August, were offering £9 per ton, Suva, for copra, although the local firms had ceased buying copra for cash. The "catch" was that, for every £9 worth of copra bought by the Japanese, the planter or trader had to buy from £25 to £30 worth of Japanese goods.)

No New Administrator For Papua

THE administrators of Papua remains vacant; and the Australian newspapers continue to exercise their cheery imagination regarding same. Some time ago, one newspaper announced confidently that Sir Walter McNicoll, Administrator of New Guinea, was to be appointed administrator over both territories. This press "rabbit" was allowed to have a good run before it was formally and officially slaughtered by the Minister for Territories.

On September 18, another Sydney newspaper stated that Mr. H. W. Champion, who has been acting as Lieutenant-Governor of Papua since the death of Sir Hubert Murray, would probably be appointed administrator. Canberra, gently questioned, protested that it knew nothing whatever about the matter.

The "P.I.M." holds to its opinion, expressed over two months ago, that the position will not be filled until the new Commonwealth Government has taken office, and the new Minister in charge of Territories has had an opportunity of examining the whole situation.

The Pacific Islands Society in Sydney has instituted a fund, the proceeds of which will make gifts of books to educational institutions in the Pacific. The president (Mr. A. E. Stephen) has given a set of books on carpentry which will be forwarded in due course to the vocational school at Nauru Island. Now comes a gift of £2/2/- to the fund from another ex-Nauruan, Sir Albert Ellis, of Auckland, who was one of the pioneers of the phosphate industry on that island. The Society hopes to expand its scheme which, hitherto, has been confined to a prize for the senior student at the Native Medical School at Suva.

Koitaki Para Rubber Estates, Ltd., a £75,000 company which owns plantations in Papua, earned a net profit of £12,132 in the year ended June 30 last and has paid a dividend of 12½ per cent. The Company made £3,555 profit in 1938, £9,882 in 1939, and £12,132 in 1940.

BUREAUCRATS SOUND ASLEEP

While Isolated French Colonies Beg For New Trade Machinery

ALTHOUGH the French Colonies of New Caledonia and New Hebrides now are wholly dependant, in an economic sense, upon Australia, and all their very considerable trade has been diverted by war conditions from France to Australia, it is not yet apparent that any special step has been taken by the Commonwealth Government to organise and develop this trade, and secure a full economic advantage from it.

The principal products of New Caledonia are metals and copra, and of the New Hebrides, copra, cocoa and coffee.

There is no market in the world now for copra, and only a limited market in Australia for metals. But there is a considerable market in Australia for cocoa, coffee and several other smaller products of the two French colonies; and, as Australia procures most of these commodities from non-British countries, it surely would be a reasonable thing to make arrangements to purchase as much as possible of the products of the two French Colonies, in return for the very substantial purchases of Australian foodstuffs and manufactures, which the French colonists have to make in Australia.

But a formal inquiry made by a Sydney firm, from the Department of Trade and Customs, Canberra, in mid-September, brought the information that the duty on coffee and cocoa beans, ex New Hebrides, is still in force; that nothing has been done to remove the duty on coffee beans, haricot beans, trochus shell,

timber, etc., produced in New Caledonia; and that the Department was prepared to consider "on its merits" any application that might be made for a licence to import goods from New Caledonia or the New Hebrides.

Is it any wonder that the common citizens of the business world sometimes feel that life would not have been lived in vain if only they could have the opportunity of kicking to death a few politicians and bureaucrats!

Why is it that the methods of the business world cannot be applied to the administration of a country. Surely, it is a most reasonable thing that, in the special circumstances created by the war relating to the French Colonies in the Pacific, Australia at this time should immediately take every possible step to develop a new avenue of trade—instead of hanging on to the old systems and blandly quoting regulations that are long out of date!

PAPUAN MISSIONARY'S NARROW ESCAPE

REV. S. H. Dewdney, L.M.S. missionary at Orokolo, Papua, had a narrow escape from drowning recently, when a whaleboat overturned in heavy surf.

There is no reef around Orokolo, and seas sweeping into the Gulf of Papua prevent steamers from lying close in to the shore—stores and mails have to be taken off in small boats. In August, the M.V. "Lakatoi" hove to about a mile off the mission station and Mr. Dewdney, with 10 "boys", launched the whaleboat and set out for her. Safely through the first two lines of breakers, the boat capsized suddenly in a particularly large sea.

When the natives came to the surface, Mr. Dewdney could not be seen. After swimming around for a time, one of the boys dived under the whaleboat, now floating upside down, and found the missionary, weak after the buffeting he had received. When the party reached shore it was discovered that one of the native crew was missing; subsequently his body was recovered.

Mr. Archie S. Glen, formerly of Rotuma, who is well-known in Fiji and Wallis Island, and is now a resident of Sydney, has been elected a member of the Pacific Islands Society.

REG. TRADE MARK, 72,783.

"CINNAMOLIA" PREPARATIONS

No. 1 CINNAMOLIA for Dysentery, diarrhoea and other infections of the alimentary canal. 3/- per bottle.

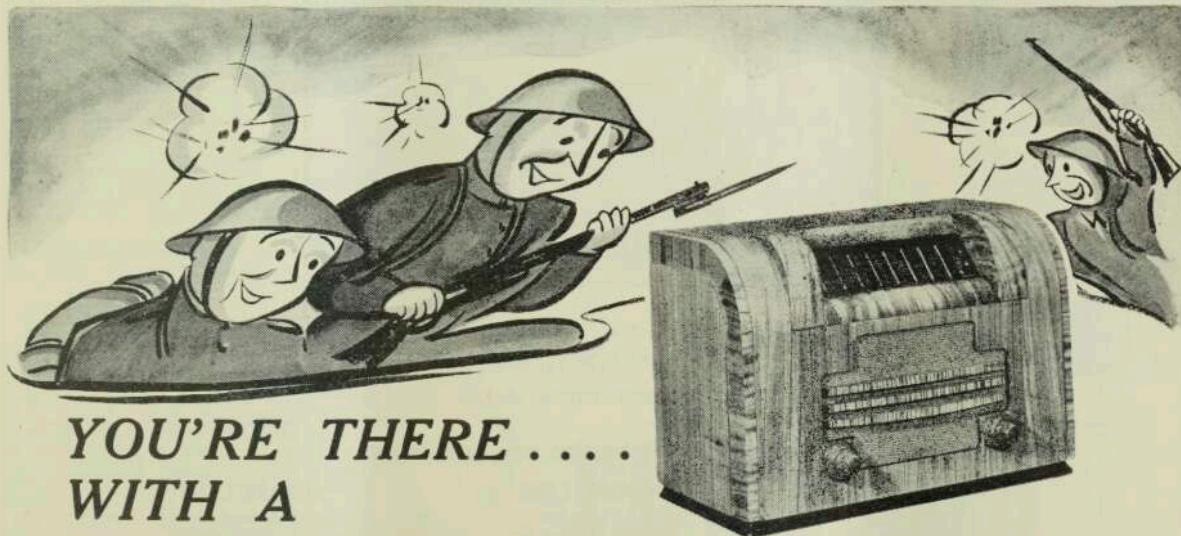
No. 2 CINNAMOLIA INHALANT for Coughs, colds, "flu, catarrh and other infections of the nasal and respiratory passages. 2/- per bottle & dropper.

No. 3 CINNAMOLIA OINTMENT for cuts, scratches, ulcers, piles, etc. 1/6 per pot.

Obtainable at these prices at

FALKS PHARMACY
235 GEORGE ST., SYDNEY.

For Wholesale Rates to Chemists, Hospitals, Institutions, etc., apply to
"CINNAMOLIA" Preparations,
17 Murray Street, Waterloo, N.S.W.



YOU'RE THERE
WITH A
KRIESLER

"THE BEST SET AT ANY PRICE"

London . . . Paris . . . Berlin . . . U.S.A. etc. Perfect long range reception with supreme tonal quality.

Full particulars write:

KRIESLER (AUSTRALASIA) PTY. LTD., BOX 23 P.O. NEWTOWN, N.S.W.

Featured above is Kriesler Model 4K40—Mantel type, 6 volt, vibrator operated radio in moisture proof walnut veneered cabinet. Full size chassis and speaker—specially built for the tropics.

Price 31½ Gns.

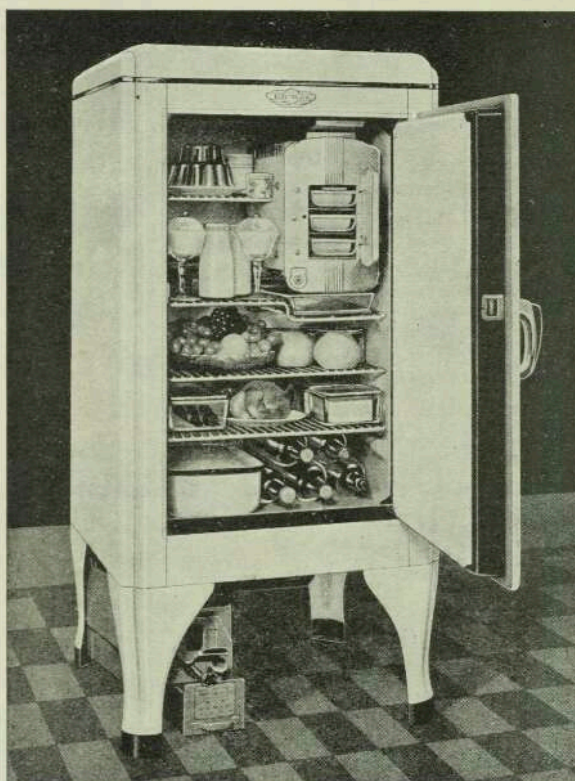
Kriesler 1.4 volt low consumption battery world range portable Model 4K87.

Price 21 Gns.

Modern Refrigeration for the South Sea Islands

The **ELECTROLUX** KEROSENE OPERATED
REFRIGERATOR

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OF
MODERN
SCIENCE



THE
MIRACLE
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ELECTROLUX OFFERS ECONOMICAL, MODERN AND COMPLETELY EFFICIENT REFRIGERATION FOR ISLANDS' HOMES.

FREEZES CONTINUOUSLY WHILE SMALL LAMP BURNS.
Freezing controlled by simply regulating height of flame.

Uses only $\frac{3}{4}$ gallon of kerosene per week.

MOTORLESS . . . NO PARTS TO GET OUT OF ORDER.

MODEL L22

Capacity
2.2 cubic feet.

MODEL L380

(as illustrated)
Capacity 4 cubic feet.

MODEL LK550

Capacity
5.5 cubic feet.

GUARANTEED FOR TWO YEARS.

- Write to your Local Distributor for prices and full details.

Obtainable from:

W. R. Carpenter & Company Ltd.—Sydney, and the following New Guinea Branches: Rabaul, Salamaua, Wau, Kavieng, Madang, and Wewak.

W. R. Carpenter & Coy. (Solomon Is.) Pty. Ltd.—Tulagi, British Solomon Islands.
On Chang & Company Pty. Ltd.—Butaritari, Gilbert and Ellice Islands.

Representation in Papua and New Hebrides.

New Colonists in Phoenix Group

Why Burns Philp Gave up Lease of Islands

THE article giving the history of Canton Island and other portions of the Phoenix Group, which was published in the September issue of the "P.I.M.", places some interesting facts of Central Pacific history upon record. I should like to make that record complete by explaining what has happened there in recent years (writes a correspondent).

The interests of Captain Allen in the Phoenix Group, comprising the islands of Canton, Sydney, Hull, Gardner, Phoenix and Birney, were purchased in 1926, from the liquidator of the Samoa Shipping and Trading Co., Ltd., by Burns Philp (South Sea) Co. Ltd. The licence to occupy these islands of the Phoenix Group, which was originally granted by the British Government, was for a period of 99 years, and this licence still had 75 years to run when the islands passed into the control and occupation of Burns Philp (S.S.) Co., Ltd., in 1926.

Burns Philp (S.S.) Co., Ltd., gave particular attention to the large fertile islands of Hull and Sydney, and gangs of labourers were sent there and considerable areas planted up in coconuts.

In 1937-38, just when these extensive coconut plantations were coming into profitable bearing, the Phoenix Group—hitherto unpopulated and scarcely noted upon the current maps—came suddenly into world-wide importance because of their position on the direct aeroplane route between Hawaii and Fiji.

In 1938, the British High Commissioner for the Western Pacific informed Burns Philp (S.S.) Co., Ltd., that the administrator of the Gilbert and Ellice Islands Colony had reported that a surplus of population in the Gilbert Islands was creating an embarrassment; that it was desired to transfer this surplus population from the Gilberts to some other islands in the Pacific—preferably islands already developed and with considerable areas of good land suitable for gardening, and with an abundant supply of fish, sea-foal and other Islands food; and the High Commissioner regarded the Phoenix Group as being admirably suited for settlement because of their general fertility and their ample supply of native food-stuffs.

Discussions ensued between the High Commissioner and the directors of Burns Philp (S.S.) Co., Ltd., and finally the latter, in the belief that they were thereby performing an Imperial service, relinquished their interests in the Phoenix Group to the British Government for a nominal payment, representing the capital expended on development since 1926. The arrangement was completed in 1938 and the High Commission lost no time in transferring considerable numbers of Gilbert Islands natives, as colonists, to the unoccupied islands of the Phoenix Group—especially Hull and Sydney Islands.

It may be noted now, as a matter of record, that American interests have established an important seaplane base on Canton Island; that Canton Island and Enderbury Island are now under the joint control of the United States and Great Britain; and that the other islands of the Phoenix Group are part of the Gilbert and Ellice Islands Colony Administration, and are being colonised by Gilbertese natives.

Monsieur Robert Kuter has replaced Monsieur Adolphe de Gaillande as Assistant French Resident Commissioner in the New Hebrides.

DEATH OF "TEXAS" GREEN, M.P.

SINCERE regret will be felt in New Guinea when it is known that kindly old "Texas" Green (better known as Mr. A. E. Green, M.P., "unofficial member for the Mandated Territory") died in Kalgoolie, on October 2, at the age of 70.

He had wandered far and wide across the world in his younger days, and it was from some of his more colourful experiences in Central America that he derived the nickname of "Texas". He was elected Labour member for Kalgoolie in 1912 and had held the seat ever since.

Several years ago, he paid a visit to the Mandated Territory and was so interested in all he saw and heard that he made the interests of the Mandated Territory—and especially the interests of the oppressed and non-official com-

munity—his special concern in Parliament. None in Papua or New Guinea ever appealed in vain to him for help—no matter how trivial his grievance, the always courteous but very tenacious Mr. Green would follow the matter out to the bitter end. His was a pleasing and colourful personality and the Federal Parliament is the poorer for his passing.

Mr. Trasford Smith, of the British Colonial Office, London, has been appointed Assistant to the British Resident Commissioner in the New Hebrides.

Mr. C. E. J. Wilson, District Officer at Vanikoro, Santa Cruz Group, B.S.I., is at present spending five months' leave in Australia.

Madame A. Henin, wife of a French planter on the island of Efate, New Hebrides, died recently and was buried at Vila.

Sparkling
refreshment
from pure
Malt and
Hops



FOSTER'S
LAGER



Death of Well-Known Papuan Woman

Mrs. R. A. M. Vieusseux

From Our Own Correspondent

PORT MORESBY, Oct. 2. ON September 28, the death occurred in Port Moresby of the well-known resident Mrs. R. A. M. Vieusseux, one of the most remarkable personalities that Papua has known.

Mrs. Vieusseux had been in ill-health for many months, and her condition became serious; but nevertheless the news of her death came as a great shock to her relatives and many friends throughout the Territory.

She was born in Gympie, Queensland, and arrived in Papua in 1923, when as Mrs. Field, she and her husband, Mr. R. A. Field, undertook the management of the "Courier" Office and edited the "Papuan Courier". Mr. Field had formerly owned the "Proserpine Observer", of which he was also editor, and it was in Proserpine that Mrs. Vieusseux gained experience in newspaper work. She acted here as correspondent for various southern newspapers until a few weeks before her death.

On the death of Mr. Field, Mrs. Field carried on bravely, and engaged in many enterprises. After her marriage with Mr. Vieusseux, and his subsequent ill-health, she successfully undertook and carried on a transport and garage business, which included the superintendence of loading and discharging all steamers calling at Port Moresby. At all times and in all weathers, travellers would see this staunch little figure on the wharf, efficiently carrying on her work, which she continued to the end.

The funeral, which took place at the Konedobu cemetery, was conducted by the Rev. D. E. Ure, following a service at the Ela Protestant Church, and was attended by nearly every member of the community including the acting Administrator (Hon. H. W. Champion) and the Official Secretary (Hon. H. L. Murray).

Mrs. Vieusseux was esteemed for her great kindness and cheerful disposition, and her great courage and energy. The extent of her services to those in trouble or needing assistance will never be known. She leaves two children, a son and daughter, by her first marriage; Mr. R. Field, who recently enlisted with the defence forces in Australia, and Mrs. Perichon, now residing with her husband at Rabaul, N.T.G.

POPULAR SUVA GIRLS



Three popular business girls of Suva.—Left to right, they are: Miss A. Scott, Miss M. Wangman and Miss B. Cleary. Miss Wangman will arrive in Sydney shortly to take up training at Prince Alfred Hospital, preparatory to offering her services overseas as a Red Cross nurse.

FATALITY AT BULOLO

From Our Own Correspondent

WAU, Oct. 4. ON October 2, H. Brooke, an offer on the No. 7 dredge of the Bulolo Gold Dredging Co., was aloft carrying out his work, when he was struck by a cable. He lost his grip and fell 30 feet to the deck of the dredge, and thence into the water—which is about 80 feet deep around the dredge, and has a silt bottom. In spite of immediate efforts to locate him, his body has not yet been recovered.

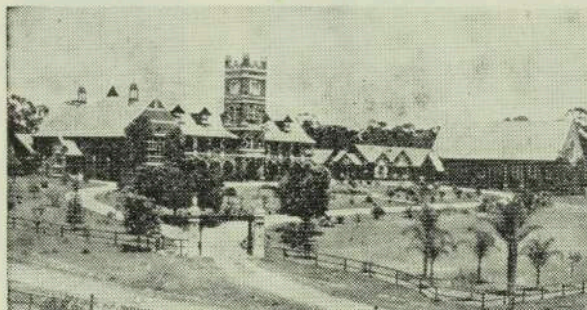
Rev. J. D. Madigan, of the Sacred Heart Mission, Rabaul, N.G., arrived in Sydney in September.

END COUGHS ✓
WITH
WOODS'
GREAT Peppermint CURE

Relief comes with very first dose. Tastes good—acts fast. Best for Flu Colds and Coughs. Try a 1/- bottle to-day.

The death occurred recently of Mr. A. V. Bellamy, one of the well-known planters in New Guinea. He developed pneumonia, and died while being taken by his schooner from Patlangat Plantation to the Kavieng Hospital. He had been many years in the Territory, sometimes trading on his own account, and more latterly acting as manager of coconut plantations. He took over the management of Mr. H. Adam's Patlangat plantation a few months ago.

The Southport Church of England Schools



Both Schools make a CONCESSION TO CHILDREN OF RETURNED SOLDIERS, also to brothers and sisters attending the Schools simultaneously.

ST. HILDA'S SCHOOL CHURCH OF ENGLAND GRAMMAR SCHOOL FOR GIRLS.

Thorough general education from Primary to University Senior Public Examination Standard. Beautiful new building, large, airy rooms, electric light, septic system, all modern conveniences, mild climate, sea bathing. Special care taken of delicate girls.

Pupils may specialise in Pianoforte, Violin, Singing, the Art of Speech, Art (painting, drawing, etc.), Handicrafts, Domestic Science, Commercial Subjects, Physical Culture, Swimming and Dancing.

The School has 25 acres of ground, so there is every facility for sport. JUNIOR SCHOOL receives pupils from the age of five years.

First Term for 1941 Commences February 4. For Prospectus and all particulars, apply to The Principal, WINIFRED L. FITTOCK, B.A.

THE SOUTHPORT SCHOOL (FOR BOYS)

(Founded by the Right Rev. H. H. Dixon, M.A., Bishop Coadjutor of the Diocese of Brisbane.)

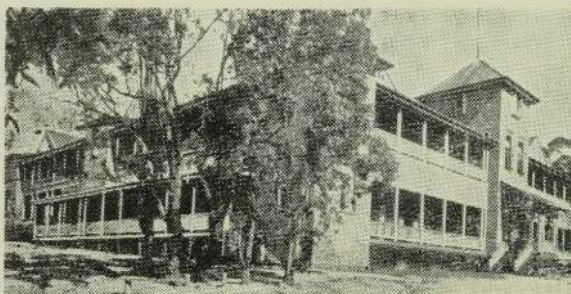
Head Master: J. N. Radcliffe, M.A., Dip. Ed. Full Secondary Course to University Matriculation, and all Examinations. New Chemistry Laboratory. Special Commercial Courses for Business or Station Life. All Sports, including Rowing and Swimming at the school.

A SEPARATE JUNIOR HOUSE provides accommodation for 75 boys from six years of age.

Master in Charge: C. G. PEARCE, B.A. Candidates prepared for State Scholarships.

FIRST TERM FOR 1941 COMMENCES FEBRUARY 4.

Illustrated Prospectus on application to THE BURSAR, The Southport School, SOUTHPORT, Q.



Scientific Cruise

"Director" Expedition in the Pacific

ON a scientific cruise through the South Seas, the American yacht "Director II" arrived in New Caledonia recently from Fiji and during September members of the party were in the interior collecting flora and ornithological specimens for despatch to the New York Museum of Natural History. She arrived in Brisbane on October 6.

The "Director" left U.S.A. on February 1, 1940, and, having lost two sails in a Cuban storm, stayed six weeks at Panama undergoing repairs (says the "Bulletin du Commerce", of Noumea). The party then called at Malpelo Island, where four members landed to rectify navigation charts—the first persons on the island since 1860.

At Galapagos Group, the next port of call, men of the expedition found an egg of the rare "Dusky Gull", the first ever having been recorded. From Tower Island (Isla Genovesa), they went to Charles Island (Isla Santa Maria), where a German named Whitmer has lived alone for eight years. Three weeks' sailing took them to the Marquesas Group, and then on to Tahiti, where they remained for a month, recording native music.

Pago Pago (Am. Samoa) next saw the expedition and, after a month's stay there, they went on to Fiji. On Vanua Levu, Mr. Bruce Fahnestock, leader of the party obtained a large number of photographs of rocks covered with curious inscriptions, which he took back to U.S.A. for identification, when he left the "Director" at Suva a short time later. The hieroglyphics were described as "almost identical with designs engraved on stones found in India".

Heading for New Caledonia, the "Director" put in at Conway Reef, where they found three old wrecks, and a number of cannon and cannon balls, dating from 1850. Conway had not been visited since 1903.

Formerly used in the liquor trade during prohibition days, the "Director" was purchased by the Fahnestock family in 1938. She is 137 ft. long, with 25 ft. beam, and has a displacement of 110 tons.

The expedition originally comprised: Bruce Fahnestock, leader (who left the yacht at Fiji and returned to America); Sheridan Fahnestock, captain of the "Director"; their mother, Mrs. Fahnestock; Ned Dair, first officer and artist, who was with the Fahnestocks on their mission in the Pacific in 1935-8; Dr. Jack Morris, who disembarked at Samoa; Coleman Glover, radio operator; George Folster, second officer and assistant to the head of the expedition; Jack Scott, anthropologist; George Peterson, of the New York Museum (who journeyed as far as Samoa); Laddie Reday, electrician; Roy Glover, chief engineer; together with nine passengers including three women and members of the crew. It is expected that the "Director" will return to U.S.A. in about a year's time.

Scholarships for Islands Lads

The King's School, one of the Great Public Schools of New South Wales, advises that four Exhibitions, each to the value of £60 a year and tenable for three years, are at present open to boys between 12 and 16. Winners must enter the school as boarders, beginning at the first term of 1941. Ordinarily, entry forms for the Exhibitions should reach the Headmaster not later than October 22, but the School Council has extended the closing date for sons of Islands residents. Details of the Exhibitions will be found in the King's School announcement published in this issue.***

VALUE OF SHARKS

Letter to the Editor

NO doubt, some readers have had their interest stirred in the commercial possibilities of shark fishing—as discussed in recent issues of the "P.I.M.". Perhaps it has not been made sufficiently clear that there are many fine points connected with the business, and that a skin or fin cut the wrong way, or the oil heated to the wrong temperature in rendering, can completely ruin the commercial value of the various products. Furthermore, the value of products from the various varieties of shark—of which there are many—varies very considerably.

Several years ago, I was particularly interested in the subject, and while in London, towards the end of 1938, I collected a considerable amount of information from the Imperial Institute and from several firms who handle the products. This material ranges from full details concerning the making and repairing of nets to the drying of the meat, curing of skins, preparing of rectum tubes, full information regarding the identification of the various varieties, etc.—in short, just about everything except the actual latitude and longitude of the best fishing grounds.

Owing to ill-health I have not been able to make use of the information gathered. However, should any of your readers be interested, I am prepared to supply typed copies, complete with sketches, etc. (the whole covering about 15 pages of foolscap) on receipt of 2/6, to cover cost of paper, postage and typing.

I am, etc.,

JAMES P. SHORTALL.

Spur Road, Colyton,
F.elding, New Zealand.
September 23, 1940.

Captain Walton Drake, R.N., who was Administrator of Norfolk Island from 1904 to 1907, died at Wahroonga, N.S.W., on September 9. He was responsible, with the late Sir Francis Suttor, for locating the anchor from H.M.S. "Sirius", which was lost off N.I., and sending it to Australia for erection in its present position in Macquarie Place, Sydney.

GET POSITIVE RELIEF FROM

HEADACHE
TROPICAL FEVERS
HEAT EXHAUSTION
All Nerve and Muscular Pains!

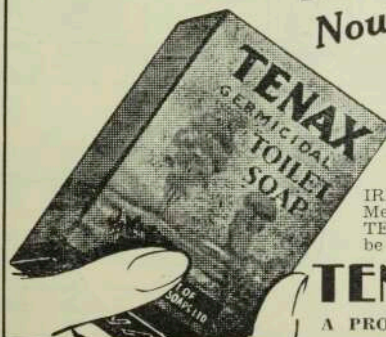
Tested and proved for over 20 years, genuine Vincent's A.P.C. is acknowledged by the medical profession and the public as the safest and best to relieve all pains and tropical fevers. The reason why Vincent's A.P.C. is safer and more effective is because it is prepared on the prescription originated by the medical superintendent of one of Australia's largest public hospitals, where it was first used. Genuine Vincent's A.P.C. is the only A.P.C. prepared on this scientific hospital prescription. No other A.P.C. is the same as Vincent's.

Genuine
VINCENT'S
A.P.C.
POWDER & TABLETS
1/4 AND 1/2
SINGLES & 24 ea.

FOR SAFETY'S SAKE—SAY "VINCENT'S".

Your favourite!
TENAX
SOAP

Now only 9^d per Tablet!



GERMS of Diphtheria, Malaria, Dhoobie Itch, Tinea 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 SOAP
A PRODUCT OF AUSTRALIAN SOAPS, LTD.

DISCOVERY OF RAROTONGA

Important New Evidence

THE average person, if asked who was the discoverer of Rarotonga, would invariably reply: "The Rev. John Williams". Such, however, was not the case, though Williams, obviously under a misapprehension, made that claim for himself.

The late Mr. Ralph W. G. Gosset, of Sydney, who lived on the island as a young man, and was deeply versed in its history since European contact, made research into this aspect of European discovery in the Mitchell Library, in Sydney. The last article that he wrote, "Notes on the Discovery of Rarotonga", appears in the August issue of "The Australian Geographer". (Mr. Gosset, at the time of his death, in June, was the president of the Geographical Society of N.S.W.) His conclusions are summarised as follows:—

(1) The "Bounty", with Fletcher Christian in charge, in May, 1789, was the first European vessel to sight Rarotonga. No one landed, but natives visited the ship.

(2) The "Seringapatam", on May 23, 1814, was the second ship to sight the is-

land. Again no one landed, but natives went off to the ship.

(3) The "Cumberland" (Captain Goodenough) in August, 1814, entered Ngatangiia Harbour, and anchored. The ship remained there for some time, and the crew were the first white people to land, and leave some account of their visit.

(4) The "Endeavour" (Captain John Dibbs), with the Rev. John Williams, landed missionary teachers there, also some Rarotongan natives, (who had been at Aitutaki) on July 25, 1823.

(5) The "Medway" (Captain White) arrived there on March 5, 1824. No one landed, nor did any natives go off to the vessel.

Mr. Gosset pointed out that considerable research yet remains for the investigator, especially in connection with early Calcutta papers, the Honourable East India Company's papers, and the whaling records at Nantucket and New Bedford (U.S.A.). "There is a wide field open for this work", he wrote, "and doubtless in the fullness of time someone with the leisure and means will carry it out, and thus add considerably to our geographical knowledge (of Rarotonga)."

His note on the "Seringapatam" was important, inasmuch as his extracts from the pencilled log (one of the treasures of the Mitchell Library) have not, apparently, been published previously. This vessel had been captured by the U.S. frigate "Essex" and kept a prisoner at Nukuhiva, in the Marquesas Islands. Fourteen British seamen, however, obtained possession of the "Seringapatam", and sailed for Sydney. There was no officer on board to navigate but, as the log testifies, one member of the crew must have had some knowledge of navigation.

The Mitchell Library possesses a set of old Arrowsmith charts, the earliest dated October 1, 1789. There is no record of their origin, or even how the Library came into possession of them. On the back of one was written in pencil the log

of the voyage from Nukuhiva to Sydney. Mr. Gosset came to the conclusion that the pencilled record of the voyage mentioned can be accepted as authentic.

Although the log did not mention the name of the island found on May 23, 1814, it did give the island's latitude and longitude, which agree approximately with that of Rarotonga. One extract he gives says: "... Made an island, name unknown. ... Calm. Natives came alongside. We permitted several to come aboard ... they seemed to have no knowledge of ever seeing a ship or any white person as they came and smelt us and seemed to discredit our being alive." (The "smelling" refers to the hongi, or ancient Maori form of greeting by pressing noses.)

It was known, of course, that John Williams had knowledge of Rarotonga before he set eyes on the island. Mr. Gosset has the following to say concerning the famous missionary: "As Williams's pioneering nature would make him avid for information of new island discoveries in order to diffuse Christianity, he would necessarily endeavour to obtain all the knowledge he could of the Eastern Pacific. To that end he would have been a subscriber to what was then the only newspaper in the South Pacific, 'The Sydney Gazette', and he would probably have seen Goodenough's account of Rarotonga in 1814, nine years before he himself went there."

If so, one wonders, why did Williams make such a positive claim to being its discoverer?

Goodenough's "Cumberland", by the way, is credited by Mr. Gosset with having introduced the first fleas in Rarotonga. On that voyage she was absent from Sydney for nine months. Well might one ask, as did the writer of this article, what was she doing during that period? "Goodenough's reputation was not of the best", said Mr. Gosset. Therefore, that still elusive character probably had a good reason for his silence.—E.R.

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N.I. INDUSTRIES

Passionfruit—Beans—Oranges—Fish

UNDER the vigorous direction of the Administrator, Major-General Sir Charles Rosenthal, and in spite of the trade handicaps imposed by war conditions, Norfolk Island is developing its economic resources and planning an increased export trade in passionfruit, beans and oranges. Messrs. Cottees, Ltd., of Australia, are handling the canned passionfruit, but are operating at a disadvantage because the war has restricted the overseas market for canned passionfruit.

When the Administrator was recently in Australia he made inquiries about markets for his territory's products, and he reported as follows on his return to a meeting of growers: There was a good and increasing market in Australia for beans; while in Sydney he had examined N.I. oranges, in transit to New Zealand, and they suffered in comparison with Australian irrigation oranges—the latter were much larger and of more attractive appearance, but the N.I. oranges were much superior in flavour; that the K.P.M. line probably next season would put on two faster vessels to run between the Islands and N.Z., and one might make a regular call at Norfolk Island on its way to Auckland.

The Administrator said there was a shortage of fish in N.Z. and Australia owing to trawlers being used for war purposes, and he believed that a fish export industry could be set up on Norfolk Island. Messrs. Cottees, Ltd., were prepared to provide a fishing vessel and erect a freezer. The Commonwealth Government was anxious that the cultivation of N.I. flax should be proceeded with, and there also was a demand for ramie and other similar fibrous plants.

In a note to the Editor, the Administrator says that the statement in the July issue of the "P.I.M." that there are some scores of tung oil trees in Norfolk Island now yielding luxuriantly is not correct. There are a number of young tung trees doing well in Norfolk Island, but only one tree, in the Anson Bay district, which is some years old, has borne abundantly during the past four years. The Administrator also says that the plan to provide a sheltered anchorage at Norfolk Island refers to a proposed causeway from Point Hunter to Nepean Island, and not from the boat-landing at Kingston to Nepean Island, as stated in "P.I.M.". The boat-landing is approximately half a mile from Point Hunter.

Rev. Dr. Walter Ivens, vicar of Warehorne, Kent, England, who was an authority on Melanesian languages, died late in September, aged 70. For some years he was travelling secretary in the Pacific for the Melanesian Mission.

JOURNAL OF THE POLYNESIAN SOCIETY

THE June issue of the Polynesian Society's Journal, recently to hand, contains a number of interesting articles dealing with the Pacific Islands. This is the second Centennial number issued by the Society, whose headquarters are in Wellington.

It must have struck many readers of early South Seas records left by missionaries and travellers that there are discrepancies in the reports they gave of native myths and traditions. In a searching article, Dr. Katharine Luomala, of the Bishop Museum (Honolulu), attempts some assessments of such sources, as well as others less common. In the process, she produces interesting anomalies, upsets a few accepted stories and gives authority for others.

Dr. H. Ian Hogbin's paper on the existence of Polynesian elements among the Melanesian areas demonstrates the method of using myths and legends, physical characteristics, and articles of material culture as bases for comparison and identification.

Mrs. H. B. R. Parham continues her useful annotated list of Fiji plants. Also of Fijian interest is Mr. R. R. C. MacLachlan's comprehensive treatise on Fijian native pottery; the Journal is always notable for the excellence of its

illustrations, and supplementing this article they are quite up to standard. Illustrations again, are an eloquent adjunct to the supplement on Polynesian artifacts from the Oldman collection, which are well explained in brief notes. There are three other short items on Easter and other islands and a couple on aspects of Maori history and genealogy.

Mr. A. L. Lewis, manager of W. H. Grove and Sons, Ltd., Rarotonga, Cook Group, returned to New Zealand in September, accompanied by his wife and two daughters.

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Captain J. D. Cambell, of Rarotonga, Cook Islands, was in New Zealand in September spending furlough.

Mr. James Rennie, of Ngatangalia, Rarotonga, Cook Islands, recently married Miss Clemency Williams, of Hastings, New Zealand. Mr. Rennie, who graduated at the end of 1939 as N.M.P. from the Suva Medical School, is now serving with the N.Z. military forces. His bride, who spent several months at Rarotonga early this year, is a member of a pioneer New Zealand family long known for its hospitality to Cook Islanders staying in the Dominion.

Origin of Paper-Bag Cookery?

THE upper waters of the Bariji River, Papua, are in high country, covered with a thick growth of bamboo, and the women there use no pots for preparing their husband's meals.

When they want to cook, they cut a three-foot length of young bamboo, in which they place the food, after cutting it up in convenient pieces. They then seal up the ends with clay, and place the bamboo in hot ashes. When the bamboo blackens and shows signs of cracking the food is cooked and shows a very palatable appearance.

EARLY SHIPS AT PITCAIRN ISLAND

HERE is some interesting history from the Central Pacific, kindly supplied by Mrs. Ada M. Christian, of Pitcairn Island. It is a list, copied from the ancient record kept by John Buffett, of all the British ships that called at Pitcairn Island, from the time that the descendants of the "Bounty" mutineers were found, until 1853, when the island's present Registrar was established.

Some well-known names, and some famous voyages are noted in this list.

Ship's name.	Commander's name.
1814—H.M.S. "Briton"	Capt. Staines.
H.M.S. "Tagus"	Capt. Pison.
1825—Dec. 5: "Blossom"	Capt. W. F. Beechy.
1830—March 15: "Serapis"	W. Waldergrave.
1831—Feb. 28: "Comet"	Alex. A. Sandilands.
1833—Jan. 10: "Challenger"	Capt. Freemantle.
1837—Jan. 11: "Actean"	Lord Russell.
Dec. 8: "Imogene"	H. H. Bruce.
1838—Nov. 20: "Fly"	Russel Elliot.
1839—Nov. 9: "Sparrowhawk"	J. Shepherd.
1841—Aug. 18: "Curacao"	Jenken Jones.
1843—Mar. 5: "Talbot"	Sir Thomas Thompson.
1844—July 26: "Basilisk"	H. Hunt.
1849—July 11: "Pandora"	J. Wood.
Aug. 11: "Daphne"	E. G. Fanshawe.
1852—Jan. 29: "Daedalus"	Geo. Wellesley.
Aug. 18: "Portland"	H. Chads.
Nov. 17: "Cockatille"	W. W. Dillon.
1853—Jan. 24: "Virago"	Jas. Prevost.

The first steamboat to come to Pitcairn. In firing a salute to the "Virago" from the "Bounty's" gun, as she was leaving, an explosion occurred which shattered Matthew McCoy's right arm. The accident was witnessed from the "Virago", and a boat with the doctor and assistants was sent on shore. The arm was amputated in the hope of saving his life, but during the night (Jan. 27) he died.

1853—May 15: "Portland", Flagship of Rear Admiral Fairfax Moresby.—H. Chads.

Tennis in American Samoa

From a Special Correspondent

PAGO PAGO, Sept. 1.
CIVILIAN tennis enthusiasts in Pago Pago recently formed the Tutuila Tennis Club and set out to raise funds for a concrete court. Generously assisted by the Government, the committee held a Sports Queen Competition and a very successful dance. The new Governor and



The Sports Queen: Miss Elizabeth Wulf.

Mrs. Wild attended, and the Governor carried out the ceremony of crowning the Sports Queen. Miss Elizabeth Wulf, an ex-Apia resident, whose sales of tickets amounted to 38 dollars, was proclaimed Queen, and she was later presented with a Slazenger tennis racquet on behalf of Messrs. Slazengers (Aust.), Pty., Ltd. Miss Wulf asked that the racquet be raffled for the benefit of club funds, and 20 dollars was thus collected. The winner, Mrs. Pritchard, decided to raffle the racquet again, and it is likely that an additional 50 dollars will be obtained. Funds are now in the vicinity of 400 dollars.

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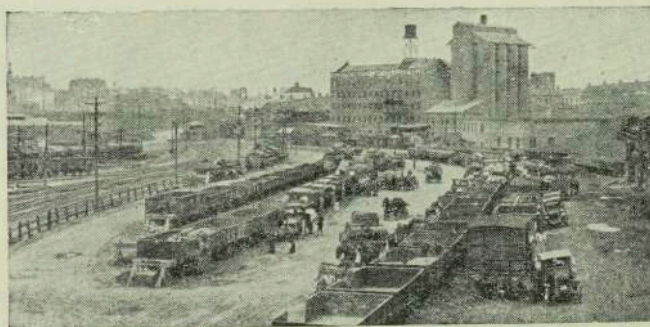
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IN PATH OF PACIFIC'S WORST HURRICANE

Terrifying Experience of French Trader's Family in New Hebrides Cyclone

IN February last, the central islands of the New Hebrides were ravaged by a great, terrifying hurricane—probably one of the worst in Pacific history. The area is credited by Australian meteorologists with at least one hurricane (1922) more severe than any other recorded in the South Seas, yet both Europeans and natives were emphatic that the February tornado surpassed even its fury.

The hurricane lasted a comparatively short time—the fiercest part of it a little more than an hour—but, as one New Hebrides resident who has encountered every cyclone in the Group since the beginning of the century, expressed it: "For that hour, I really thought the last day had come—I have never seen anything like it!"

In the July "P.I.M." was published the poignant story of a planter who lost everything he had worked for and accumulated during his lifetime, when the hurricane swept through his property; and, in the August issue, photographs showed how the island of Emae had been devastated. We now have received the following graphic account of the experience of a French trader (Monsieur J. Dupuy) and his family when the tornado hit Tonga Island.

SUNDAY, 5 p.m. (February 18): Barometric pressure reads 28.7 (Note: M. Dupuy's barometer needs about .4 inch added to make correct sea-level reading).

At 5.15 p.m., barometric pressure 28.6. The sea is calm and flat, like a mirror. Strong squalls spin over the water, lifting up wisps of sea-spray. And so we are warned—there will be a hurricane and, as always, in the night!

We take all precautions, but not having complete confidence in the solidity of our house, we decide to take refuge in the store, as in a fort, to resist the assault of the winds. Barometer still falling; now 28.1.

At 2 a.m., with the glass reading 27.1, the elements are unleashed. We disconnect the radio and pack it in its case. Half an hour later, we rouse the children and, followed by our two "boys", make our way with difficulty to the concrete store.

From this moment, it is "all tricks lost"! The store, apparently so solid, was torn to pieces in less than five minutes. The roof gave way first, after some vertical gusts of wind from Lumbukuti valley, E.S.E., which were as shattering as a great battleship's broadside. The rafters broke away, smashed just like matches; and then the roofing flew off in a single piece. In which direction? Without doubt, into the sea, for to this day we have not recovered a single sheet of it!

Then the walls facing north and south hurled themselves down upon us, crushing almost everything under their considerable weight. We escaped certain death by a miracle. Outside, too, death was hovering near as we fled from the ruined store, my wife and children pressing close to me: sheet-iron sailed through the air just above our heads, with a whistling sound like shrapnel. Around us, as we ran, coconut palms and other trees, including a huge uprooted mango, fell as at the touch of a giant, unseen hand. At last we reached the house which, to our astonishment, had weathered the "blow" very well.

It was then that a sudden and absolute calm succeeded the infernal noise of the wind, which had blown, up to now, from the south-east. Thus we survived the first phase of the tempest.

DECEIVED by the misleading calm, my wife began to prepare a cup of tea, for we were all chilled from cold. There was no breath of wind—not even enough to waver the spirit-flame burning in the cup of our "primus"—and we were beginning to joke light-heartedly about the intense terror we had just endured.

Suddenly, from the north, we heard a furious roar, similar to the noises preceding an earthquake. In a few seconds the storm was upon us again, this time with unprecedented force and velocity. In a twinkling, the old house collapsed. We had time only to scramble under the floor, to a little corner somewhat sheltered by two pillars of concrete. There, flat on our stomachs, in this narrow corner of

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THE FAVOURITE SCHOOL LUNCH

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tutary refuge, we awaited the dawn of a better day.

That was the second phase of the hurricane—but not the end. Four days after the cataclysm, the wind had still not completed the round of the compass; it still kept blowing from the N.E., and the sea was still very disturbed.

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In our life, already long, we have been eye-witnesses of four true hurricanes, almost as strong as this, but none behaved like this last one. They all commenced in the east or south-east and, after 12, 18 or 24 hours, the wind completed the turn of the compass and then, as in the old adage, "the calm succeeded the storm".

THREE weeks later, on the morning of March 12, I went up to the plateau of Lumbukuti village, having arranged to meet the neighbouring British trader and make an inspection of the damaged native plantations. As we could not possibly go around the whole island in one day together, we agreed to divide the task and walk in opposite directions. So we parted, to meet again on the morrow where my house formerly stood and to share our impressions.

We found that Lumbukuti plateau was the least affected. About 25 per cent. of the coconut palms had been destroyed, trees aged from 15 to 20 years. It appeared to us that the plantations of Tavakiki, Pakoa and all the others, as far as the village of Pele, cannot hope to make recovery under three to five years.

From Pele on, it was desolation, destruction, and utter ruin—so not to be taxed with exaggeration, I should say that 85 per cent. of the palms were devastated. The village plantations at Lupalea, Woraviu, Ravenga, Kurumambe, Purau, Oriu, Itakoma, Euto and Mangarisi were in the same lamentable condition.

The crown of martyrdom, though, was awarded to the following villages: Meriu, Bongabonga and Panita—there, practically nothing remained. The trunks of the few trees that were standing resembled dead men's bones, for they had been stripped bare by the voracious winds.

As for my pretty station at the beach, with its concrete store, its comfortable house, its girdle of oranges, coconuts, nakavikas, and venerable mango trees, and its beautiful green turf, thick and short, that stretched like a carpet to the sea—what remains of it? Merely a cold heap of ruins!

C.I. Banana Trade Languishes

"Matua's" Calls Reduced

From Our Own Correspondent

RAROTONGA, Sept. 2.
A BOMBSHELL was dropped in Rarotongan commercial circles last month when the Resident Commissioner announced that the usual monthly mail steamer, M.V. "Matua", would omit this port in alternative months until next orange season. This is the outcome of the stagnation in banana planting during the last two years, the Administration no longer being able to guarantee sufficient fruit to make the monthly trips worth-while.

With the N.Z. Government buying bananas under the Fruit Control scheme here at 4/- per case, the bulk of the growers hold the opinion that it is profiteering on the sale of fruit in New Zealand, since market prices there are firm. Growers, therefore, consider 4/- insufficient and the result is—a two-monthly steamer service. In view of the fact that Samoa and Fiji, with their big areas of land suitable for banana planting on a large commercial scale, are continually seeking larger quotas it seems unlikely that the fall in C.I. banana exports will be felt anywhere else than in the unfortunate Cook Islands!

Exports of tomatoes and kumaras, which are still in the hands of the "grasping" traders, are bringing in particularly good returns this year and, in consequence, the pinch has not yet been felt.

Not since the first development of the Cook Islands fruit export trade have things come to such a parlous state. One boat per month is not considered sufficient to make banana planting pay; anybody foolish enough to plant for a two-monthly steamer would soon be ruined.

C.I. growers are not the only ones who believe that the N.Z. Government is not giving Islands planters a fair deal. Some months ago Mr. J. Hutchinson, a prominent planter from Tonga, voiced the same opinion in the newspapers, giving figures to back his statements.

EDUCATING YOUR CHILDREN.

OF interest to Islands residents contemplating sending their children to Australia for education is the announcement of the Southport Schools, in this issue. Situated on the Pacific coast of Southern Queensland, the Southport School for boys and St. Hilda's School for girls offer every facility for study and sport. Apart from the usual curriculum, both schools specialise in developing the art of correct speech. Special arrangements can be made to care for Islands pupils over the schools' vacation periods. Details can be obtained from the Bursar, Southport School, or the Principal, St. Hilda's School, Southport, Queensland.—***

Mr. J. B. Grove, head of the Islands trading company of W. H. Grove and Sons, Ltd., whose headquarters are in Auckland, N.Z., visited Suva and Tahiti recently.

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NEW GUINEA COUNCIL

Various Effects of War

From Our Own Correspondent

RABAU, Sept. 26.

THE following changes in membership were referred to when the Administrator (Sir Walter McNicoll) formally opened the 13th session of the New Guinea Legislative Council on September 24:—

A motion was adopted expressing the Council's sense of deep loss in the death of Hon. W. E. Grose (which occurred in Melbourne last May).

Hon. Harry Adams, newly-appointed, was welcomed to the Council.

Hon. R. C. A. Ollerenshaw was granted leave of absence, as he was in camp in Australia with the A.I.F.

Hon. B. B. Perriman intimated that, as he is not now permanently resident in the Territory, he had forwarded his resignation to the Governor-General.

The Administrator said that out of the many men who had enlisted in New Guinea and been drafted to Australia, 57 were members of the Public Service.

GOLDFIELDS ROAD PROSPECTS

The Administrator referred to the construction of the Goldfields Road. Plans for certain sections had been completed and instructions were being awaited from Canberra. Up to date, the cost of the surveys and examinations had been over £17,000. He pointed out the financial aspect of the road construction, and intimated that the public loan of £150,000, which had been promised, might not now be forthcoming.

THE COPRA POSITION

Reference was also made by the Administrator to the copra position, and the Commonwealth Government proposed relief measures for planters. He spoke of the problem of inter-island shipping which, as a result of there being no concentration of produce at central points, has been practically abandoned.

RELIEF FOR MORTGAGORS

The most important Bill introduced was the Mortgagors Relief Bill, which is on similar lines to the Ordinance which was in operation in 1934, and which was extended in 1936. It provides that, while copra is "depressed", repayment obligations under expropriated plantations shall be suspended.

The Treasurer, Mr. Townsend, introduced the Budget. His figures showed the estimated revenue for the coming year (ending June 30, 1941) as £471,350, with an estimated expenditure of £485,355. With a surplus of some £14,000 carried from the past year, it was expected that at the end of the present year there would be a small surplus.

There was some comment on the Budget from Non-Official members, but no alteration was made in the original figures, and the estimates were passed.

It was pointed out, however, that the items "Salaries and Contingencies", mounted to £390,000, as compared with New Works of £51,000, out of a total estimated expenditure of £485,000—which did not appear well in the case of a young, vigorous country.

Dr. Monfort and Dr. Lamy, of the New Hebrides Medical Service, arrived in Sydney recently from Vila, en route to England to offer their services to General de Gaulle, leader of the Free French forces. Their wives and children will remain in Australia.



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N.G. PUBLIC SERVICE

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

TRANSFERS

Health Dept.—C. B. Walsh, Medical Assistant, Rabaul to Salamaua; Dr. H. S. Roberts, Medical Officer, Wewak to Wau; D. Joyce, Medical Assistant, Talasea to Rabaul.

District Services Dept.—S. H. Filan, Clerk, Rabaul to Buka Passage.

Agriculture Dept.—J. A. Ewen, Inspector and Instructor, Manus to Rabaul.

Police Force.—L. G. Dean, Warrant Officer, Salamaua to Rabaul; N. B. N. Blood, Warrant Officer, Kieta to Rabaul; G. M. Hill, Warrant Officer, Rabaul to Salamaua.

TEMPORARY ENGAGEMENTS

J. C. Goad, to be Medical Assistant.

A daughter was born to Mr. and Mrs. E. G. McAdam at Namanula Hospital, Rabaul, New Guinea, on September 19.

"Comforts" for Kieta Soldiers

SINCE its inauguration a year ago, the Kieta District Comforts Fund, under the direction of Mr. Drummond Thompson (chairman and treasurer), has raised £365, donations having been received from 90 per cent. of the British and foreign residents and from local natives. The district was divided into four groups and subscriptions from each have been:—Numa Numa, £163 (including £28 from indentured labourers); Kieta, £82; Buka Passage, £80; Marists, £40.

Three-quarters of the money raised has been passed on to the Red Cross Association. Out of the balance, a donation was forwarded to Rabaul for the N.G. Ambulance Appeal and much material bought, from which Kieta auxiliary workers have made socks, scarves, shirts and pullovers for the Navy League, London. Commencing shortly, a parcel of selected "comforts" valued at 30/- each will be sent monthly to men from Kieta District serving overseas. McIlraiths, Ltd., of Sydney, having accepted responsibility for packing and despatching parcels. Burns, Philp and Co., Ltd., has granted free freight on their vessels for all "Comforts".

EATING A CHINAMAN A DAY**New Light on the Rossel Island Horror**

MOST persons familiar with Western Pacific history have heard of the Rossel Island horror. Some 80 years ago, a ship carrying Chinese coolies was lost on either Heron or Rossel Island, in Eastern Papua. Some escaped, but most of the 300 who remained were captured by the natives, imprisoned (some say, in a compound, where they were fattened) and slaughtered, cooked and eaten at the rate of two or three a day.

The following article is a translation by Mrs. Mollie Lett, of Port Moresby, of a section of an old book which she found, written by V. de Rochas.

IN the month of December, 1858, seven castaways, rescued by the English schooner "Prince of Denmark" arrived at Port de France in New Caledonia. The leader of these unfortunate men, Captain P— appeared before the authorities of the colony, where I happened to be when he made his report, of which the following is a summary.

Captain P— had left Hong Kong the previous July, on the three master "Saint Paul", with a crew of twenty, and 317 Chinese passengers, engaged for work on the Australian gold-fields. Delayed by calms, and threatened by shortage of supplies, the captain, in his anxiety to reach Sydney as soon as possible, decided upon a course between the Solomons and the Louisiade Archipelago, rather than the usual course round these islands.

This, it is true, was a dangerous procedure, but he was driven to it by sheer necessity. Unfortunately, gales and thick mists followed calm weather, and for three days the captain was unable to get his correct bearings, and was forced to rely on dead reckoning; with the result that, on the third day, the vessel grounded on a reef.

But where? The captain was not certain. All he knew was that he was somewhere in Melanesia, and therefore in inhospitable country.

The vessel struck several hours before dawn, and at daylight it was clear that they were fast on the extreme point of a large reef; running for several thousand yards from the shore, which was banked by densely wooded mountains; probably inhabited.

Owing to heavy seas, it was soon necessary to abandon the "Saint Paul" and, fortunately, rocks afforded means of crossing to a small island, some distance away; otherwise it would have been impossible to transport the large number of men before the vessel became a total wreck. Here, at least, they obtained refuge. All that they were able to rescue from the wreck were a few barrels of damp flour, two or three sides of salt meat, and a number of cases of preserved foods. Slender resources indeed, for so large a party, and added to their problems was that of water. There was none on the island.

Captain P— made haste to cross to the mainland with a number of his crew and passengers, where he chose a camping-ground on the bank of a creek, a short distance from the beach, in sight of the island. Here, while preparing the ground, they made contact with natives, black in colour, and extremely ugly and savage and naked. At first sight, they appeared timid, which was encouraging, and the captain was even able to secure a few coconuts. They were making arrangements for the accommodation of the en-

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Where old-time cannibal feasts were held on Rossel Island — "Jeh-bega", or a sitting-down place, made of flat stones in circular formation.

tire party, when they were suddenly attacked by a large number, armed with spears and clubs.

The fight was not long in doubt. Several sailors and Chinese were killed; others escaped by swimming, while some were rescued by the captain's boat, already transporting men to the camp. When the roll was called, it was found that 8 sailors and several Chinese were missing. They were short of arms, possessing only 5 or 6 muskets and a number of hatchets, and the boats were unable to carry a large party. Moreover, the Chinese had become demoralised.

Natives were prowling round the island in canoes, but a few shots were enough to frighten them away. But here they were faced with a crowning misfortune. They had no percussion caps—which made it impossible to fire without dismounting the nipples of the muskets, and applying fire with a fire-stick, as was the custom centuries ago. Two men were required to fire a shot. One to aim, the other to apply the fire.

The following morning Captain P—landed at the camping place, and searched for his companions. He found the camp destroyed, and not a living thing in sight. Returning to the isle he laid the position before the Chinamen, and asked them whether they did not

agree that the best plan for all concerned would be for him to leave with the 11 sailors, in an attempt to reach an English settlement in Australia, where he hoped to charter a vessel to come to their aid at once.

The proposal was accepted. It was difficult to perceive a better plan. The Chinese had sufficient food from the wreck to support them on short rations for a week. Those who accompanied the captain had nothing except a dozen cases of preserved foods, and as much water as three pairs of sea boots could hold. The firearms and ammunition were left with the Chinese.

The captain's party was picked up in a sad plight, and taken to New Caledonia, five months after the wreck.

So far, I have only related Captain P—'s statements. I will now give my own experiences on board the warship which was despatched from New Caledonia to rescue the wretched men, who had been waiting 100 days on a coral rock of Rossel Island, looking out for help that was so long overdue.

We left Port de France on December 27, 1858. According to the captain's report, he had struck at the eastern extremity of the Louisiade Archipelago, probably at Adele Island. On January 5,

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1859, a small and densely wooded island hove in sight, but we could see no sign of the "Saint Paul" on the low coral shore, and Captain P— who accompanied us, knowing that he had grounded near high land, suggested an island ahead.

This was Rossel Island and we approached it and soon sighted the "Saint Paul", with her bowsprit and poop still showing above the reef. It could be seen that had the "Saint Paul" passed only a few hundred yards further on her course, she would have weathered the reef.

Nearby, lay the isle, only about 20 by 35 yards in area. It was deserted. We looked in vain for signals from the 300 Chinamen who had been left on this coral patch.

On landing, one officer found a ragged tent still fixed to two trees, some rags, and two corpses buried under a layer of pebbles. He also found a large quantity of burnt shells, which had apparently served as food for the unfortunate men. Several tree-trunks, sawn a few feet

from the ground, had been hollowed out for the purpose of collecting water. The light was failing and as the anchorage was unknown to us we were compelled to wait outside.

At the first streak of dawn, our commander sought for an entrance through the reef and found an anchorage.

Immediately on anchoring, armed parties were sent in search of the castaways. We kept close to the shore in the hope of meeting natives or some of the missing Chinamen. We sighted two canoes containing natives. They evaded us and soon disappeared in the thick mangrove.

We continued on our course, and while we were skirting the shore, we saw a small, naked figure wading towards us in the water, beckoning to us without speaking a word. This conduct suggested a fugitive, and therefore one of the castaways.

The poor little Chinaman threw him-

self into the arms of Captain P— and his first words were "all dead". We were horrified. It was inconceivable that 317 Chinamen could have become the prey of the type of native we had just seen, badly armed and of poor physique. However, the Chinaman, who expressed himself as much by signs as by broken English, soon left us in no doubt of the dreadful tragedy. Four of his companions, he informed us, remained on shore, one of whom belonged to the crew, and was probably the master-carpenter. This was a Prussian, shipped at Hong Kong.

According to the Chinaman, this unfortunate man was tied up and was being closely watched, and was in the last stages of consumption. The natives had decorated him with a nose-bone, one of their most favoured ornaments. Without doubt, the carpenter had been adopted by some chief, like the little Chinaman, who wore a necklace and armlets.

We continued until we came to a creek, where the Chinaman assured us stood a village. We very soon found ourselves in the presence of about 30 natives. We had hidden our arms but they held aloof and it was impossible to come to friendly terms. However, one of the boldest approached armed with spears, and attempted to persuade the Chinaman to return to them.

Having failed with the Chinaman, they turned their attention to us. The natives, after refusing our gifts, attempted to surround us, but seeing that we were prepared they withdrew. In the end we were forced to retire, as we could gain nothing from the wretched people. Our demands for the return of the four prisoners, through the intervention of the little Chinaman, fell on deaf ears. We therefore proceeded along the coastline.

We stopped at the mouth of a stream, where Captain P— had established his first camp. There a dreadful sight met our eyes. Heaps of clothes, and pig-tails, marked the spot where the unfortunate Chinamen had been massacred. An overthrown trunk had served as a block, on which they placed the neck of each victim.

It appeared from the Chinaman's description (which he succeeded in making us understand) that the natives had torn off the pig tails before the Chinamen were killed, and had afterwards cut their throats with a spear, but not before flogging them with sticks to make their flesh soft for eating.

This frightful description was later confirmed and elaborated in Sydney by an interpreter. It was true in every detail.

It appeared that, so long as the castaways were able to sustain themselves on the islet they remained deaf to the invitations of the savages, who prowled round their refuge in canoes, offering them food and water on the mainland. By a miracle of industry and ingenuity, the Chinamen had succeeded in making drinking water by means of a distilling apparatus, improvised with large marine shells, and pipes of leather saved from the wreck. They had also cut and hollowed trees, only a little larger than brushwood, in which they had stored water caught in the canvas of their tents.

But at last, having long exhausted their provisions and the beds of shell-fish nearby, and having already seen two of their number die of starvation, the bravest, or the most desperate, succumbed to the treacherous advances of the savages and left for the mainland. The savages took them by threes, which was as many as the canoes would hold, to the old camping ground, where they were met by a howling mob. The cries of the victims could not reach the island, and trees concealed the massacre from the

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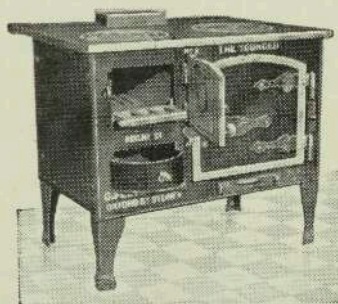
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sight of the luckless creatures who remained on the rock.

The sight of this human slaughter-yard so affected us that we hastened to leave it, and, returning to the ship, we reached the mouth of the creek opposite the anchorage. Here, clouds of smoke could be seen inland and, thinking the creek might contain a village, we entered.

So luxuriant was the vegetation that we were plunged in darkness, which prevented us from seeing the movements of the natives. But, the appearance of a scout in the trees was soon followed by yells and a shower of stones. We seized our arms and, though the first shot had no effect, it was not long before they vanished, howling like wild beasts. Only two or three of our men were hit.

We continued up stream but, owing to shallow water, were forced to retire before the village was in sight, and we returned to our vessel.

ALL through the following night we heard shouting and trumpet notes (conch shell), and fires burned on all sides of our anchorage, and we concluded that they were rallying for an attack. The following morning our boats returned to the spot where we had met the Chinaman and to the village nearby, but, being attacked, they were forced to defend themselves. They returned, however, without any satisfactory results. For one could not regard the shooting of 3 or 4 savages as an adequate reprisal. We later approached a second village. Here the result was as unsatisfactory as before. Our commander, realising that we could gain nothing and that each fresh attempt to make friendly contact would fail, turned his attention to reprisals.

The resources of a despatch boat are limited; but two boats were sent ashore, manned by 32 men, under four officers, and carrying in addition to small arms, a light howitzer. The boats were taken into shallow water.

Before a landing could be made, the crews were attacked by a howling mob of savages, who hurled stones at them from the beach, where a large body of young men stood in the rear waiting with their killing spears to despatch the invaders as soon as they should be stunned by the stones. Women urged on their men, thrashing the water with long poles, shrieking in hysterical fury.

The reply was brief and emphatic. The naval party landed, and the howitzer fired a single charge, backed by the muskets of the naval men, before the savage mob had time to retreat into the jungle. Nor were they seen again and, beyond the burning of a small village, nothing more could be done. The order given to our Commander before leaving Port de France was clear and stringent.

Before the village was burned, we searched in vain for the missing men. A pole planted in the ground, carrying a crosspiece painted with red and black bars, suggested their presence. We searched the neighbourhood, but without finding a trace of our compatriots. At last, after collecting all the Chinese clothing, found heaped in the huts, we returned to our vessel, and shortly afterwards got under way for Sydney.

The reader may judge whether the reprisals were comparable with the sanguinary horrors that provoked them. But he may be assured that everything that was possible was done, with the limited resources at our command, and restricted as we were by the very rigid instructions from New Caledonia.

That is the end of the story of M. de Rochas.

It is easy to understand the disappointment, expressed by de Rochas, that the punishment inflicted should fail by so large a margin to fit the hideous crime

that earned it, but orders are orders, and must be obeyed.

Had de Rochas lived, he may have been interested to learn that the savages of Rossel Island, according to the old men of Rossel to-day, regarded the wholesale massacre of the Chinamen, if not with horror, at least with something like shame, and a crime against the custom which demanded sacrifices only on the death of chiefs. They attributed the crime to the ungovernable appetite for human flesh of their chief Muwo, which had reached its peak when the luckless castaways were stranded on Heron Island in 1858.

Apparently, the Chinamen had saved the inhabitants from an embarrassing situation.

Monsieur C. Schmidt, who for eighteen months has been editor of the New Caledonian newspaper "La France Australe", published daily at Noumea, has resigned.

Surgeon-Lieutenant Pouliquen recently arrived in Vila to take up the post of medical officer to the New Hebrides militia.

Mr. A. W. Donald, director of A. B. Donald, Ltd., Islands merchants of Auckland, N.Z., recently paid a brief visit to Fiji and Tahiti.

Dr. R. A. Spence, of Rabaul, New Guinea, has taken up duties with the

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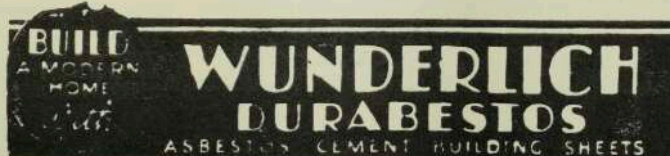
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LEPROSY IN COOK GROUP

From Our Own Correspondent

NOTWITHSTANDING modern and increased medical services, the scourge of leprosy is apparently not decreasing in the Cook Islands.

A recent trip of the C.I. schooner "Tiare Taporo" took 12 lepers from Aitutaki to the concentration island at Penrhyn, there to await removal to Makogai (Fiji). Although Aitutaki has the highest leper rate in the Cook Group, it is reported that two or three persons in Rarotonga are now under observation.

John Numa, a Suva-trained Native Medical Practitioner, who has been in charge of the Penrhyn leper station for the past 3½ years, came to Rarotonga by the return trip of the "Tiare Taporo". Another Suva graduate, Tu Nia Rua, has taken his place. Altogether, the work of these native trainees is of inestimable value; one hopes that their fine services will be adequately rewarded by increased prospects for advancement.

Miss W. Shearman, daughter of Mr. Herbert Shearman, of Rarotonga arrived in New Zealand recently from the Cook Islands by the "Matua".

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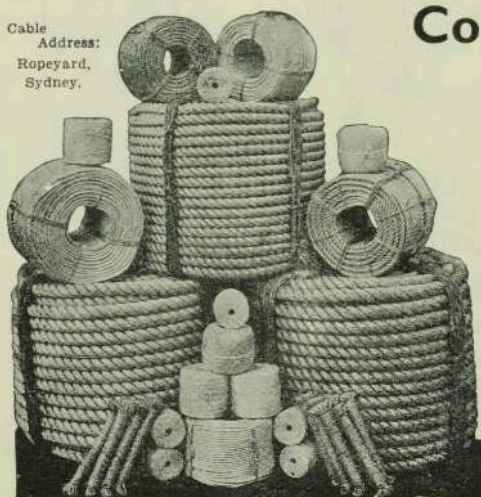
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**Administrative Problems
in Pacific****Does British Method Show
"Decadence"?**

THE British conception of trusteeship for native peoples in the Pacific and on its margins was discussed by Dr. Raymond Firth, reader in anthropology in the University of London, at a luncheon gathering in Auckland on August 22 by the Auckland branch of the Royal Empire Society (says "New Zealand Herald").

A traveller in British Pacific countries, said Dr. Firth, was struck by the complexity of the problems they presented and of their political relations with Great Britain. There were the great self-governing Dominions, Crown colonies, Dominions' colonies, Malayan protectorates ruled by sultans with British advisers, mandated territories, and finally the Anglo-French Condominium in the New Hebrides, which had been termed "an experiment in obstructive co-operation".

THE ETHICAL AIM

The role of the British people in the Pacific had varied considerably and so had the aims of its policy. Among these had been political and economic development, strategic and political control, and philanthropic or humanitarian objectives, often associated with the aims of Christian missionaries. Combinations of all these three could be traced in every territory.

The principle that the well-being of the native peoples was a paramount consideration, and the ethical aim accompanying it, were novel and had never been entertained by ancient Rome or 16th century Spain.

The conception of Imperial trusteeship was in marked contrast with German or Japanese conceptions. How it had been arrived at was difficult to explain. Continental critics said that it was a sign of decadence, and that Britain, being now unable to hold native peoples by force, was endeavoring to do so by persuasion. Others declared that it was a belated reaction from the evils of the industrial revolution, an attack of "social conscience", or a clever, if unintentional, move in the Imperial game. None of these was a complete explanation, but all were elements in the process.

CHALLENGE OF ANOTHER SYSTEM

Dr. Firth reviewed in detail many of the problems encountered by administrators in endeavouring to help native peoples to realise their own welfare in a changing modern world. He expressed the warmest approval of the British Government's decision to set aside £5,000,000 a year for development in the Colonial Empire and a further £500,000 a year for research.

The rate of progress, he said, varied much as between different regions, and every improvement carried with it some disadvantages in the transition from old ways to new. However, his travels had convinced him that British officials were faithfully and competently seeking to do a good job of work. The British Commonwealth must be prepared to make sacrifices and yield some economic advantages in the cause of Empire-building. It had to face the challenge of a Machiavellian system which was unhampered by moral preoccupations, and which might be the more efficient. This called for a measure of sacrifice and more clearly-cut aims.

Mr. W. Bryan retired recently from the position of Union Co. wharfinger at Avarua, Rarotonga and has gone to New Zealand.

J. M. Salmon, of Rarotonga

His Connection With the Tahiti
Salmons

Letter to the Editor

REFERRING to the remarks of Eric Ramsden in your issues of July and August, concerning John Mortimer Salmon, I can but say that I personally knew John for some years, and as he and I were the only Europeans living in Arorangi settlement (Rarotonga) at the time we foregathered often.

Now as John was obviously a European with no strain of Polynesian blood, apparently he could not have been descended from Arii-taimai, of Papara (Tahiti) but this does not exclude relationship. The Salmons of Tahiti and John mutually claimed and admitted close relationship, referring to each other as cousins. I always gathered from John that he was born in America, but grew up in Tahiti.

Tati Salmon, of Tahiti, and his sister Queen Maru (wife of Pomare V) invariably enquired concerning the welfare of their "feti" (relative) John, from Rarotongan visitors to Tahiti. For some months, Tati Salmon was his visiting guest about 1897, as were Tati's two sons Tauraa and Mote (understood to be native for Mortimer) in 1904.

Brander married a sister of Tati, hence the connection of John and Brander and the setting up of John in a branch store for Brander in early part of 1874 when brought to Rarotonga by Brander's boat, the "Venus".

John had an adopted son Willie from the Tahitian Salmons. This lad, then about 13, was drowned almost in front of my home, in 1909, I think. (We who live here in this kindly climate have hazy ideas of dates—events, not dates, are kept in mind.) John's father, it was always understood, had been a wealthy man.

I am extending my tales regarding John Mortimer Salmon and as I have friendships which should enable me to learn as much as the Papara Salmons know of him, I shall probably have many more details for publication later on. I am principally concerned with his Rarotongan adventures, but as it seems to be a matter of some interest, I intend to explore further afield.

I was always given to understand that John was partly Jewish; one naturally did not press such enquiry on the "subject". To me it seemed that certain minor mannerisms he had confirmed that opinion.

I am, etc.,
CLOGHOGUE.

Rarotonga, C.I., 2/9/1940.

Native Speedster and Bad Smash

From Our Own Correspondent

PORT MORESBY, Oct. 1.

TWO natives were killed, and many injured seriously, early on September 25, when a lorry-load of labourers was overturned, as the result of furious driving.

The lorry, owned by Burns, Philp and Co., driven by a native George Herosi, was on its way from Koki, with nearly 30 natives, making for the town along Ela beach road. The driver, wishing to keep ahead of a following lorry raced his machine; and, making the curve into Musgrave Street, he lost control. The lorry overturned, crushing a number of natives underneath it.

One native had his leg nearly severed, and he died shortly after amputation. A second died the following day, from head injuries. Three others, including the driver, are in a serious condition.

The injured were taken to the native hospital, where four doctors were quickly in attendance—the Chief Medical Officer (Dr. F. Williams), Dr. Spence, Dr. Preston (of the Defence services) and a visiting doctor, who offered his services.

Mrs. Annie Buckland, wife of Mr. Geoffrey Buckland, of the A.W.A. station at Rabaul, New Guinea, died in Namanula Hospital at the end of September at the age of 27. They were married only in January, last year, and lived for a time at Bulolo before going to Rabaul.

Mr. F. O'Neil has been appointed manager of the Southern Pacific Insurance Co., Ltd., Rabaul, New Guinea, replacing Mr. G. Kent, who recently enlisted.

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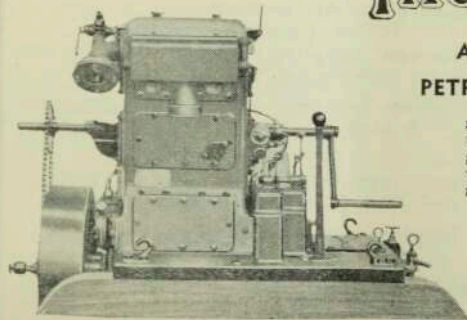
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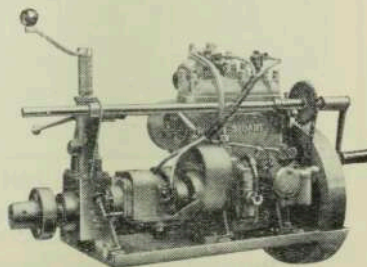
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A TAHITIAN INTERLUDE

HE stood on the sidewalk in Papeete, across from the noisy bars on the "Quai de Commerce". He was old and seemed to be of pure Tahitian blood.

There he stood, watching with fascination the crowd that seemed to have gone mad.

Drunken people staggered out of the bars. A fight was in full progress. Two men, with blood streaming down their faces and their eyes swollen, were led back to the ship. A tipsy youth ran after a frightened native girl, seizing her by the hair, which she wore long and falling down her back. Hell seemed to have broken loose all over the place.

The native watched with an amazed expression. He walked over to me and asked in good French: "These ships, when do they go, monsieur?"

"To-morrow", I answered. "How quiet and lonely this place will be after we have left."

"Quiet, but not lonely", he answered. "You see, lonely we are never, and we really do not have to find our 'escape' in beer halls."

"You do not seem to approve of the way we are having a good time."

"A good time?" He looked at me in astonishment. "A good time, monsieur. Do you really call this a good time? Excuse me for saying so, but I have never in all my life seen and heard so many shocking things. But then, I have never seen so many white people together in Tahiti."

He spoke with bitterness, and he assured me several times that he did not mean to be rude. I felt that he spoke for the whole Tahitian race, a race that is

dying fast to make room for the white man with his "civilisation".

"I am an old man", he added. "I am not sorry to die. I have known Tahiti when it was almost unspoiled. Then life was simple, and we did not buy contentment in gin bottles."

"I have two lovely daughters. They are now at home in my hut near the beach. They watched the ships arrive yesterday. For days they have been flushed with excitement; they wanted to meet some of the nice white friends. They stood around the streets for hours, and then came home disappointed and sad. They have seen their white friends at their worst and do not care if they never see them again. I am rather glad for that, as they will appreciate Tahiti and Tahitians in the future."

The old man tried to smile: "Bon nuit! I must not bore you with my story. It really is the story of all the races in the South Seas. But then 'le temps passe'. Bon nuit, forgive me." and so he walked away.

I walked back to the ship, passing groups of silent and watching Tahitians—watching the white man going a-muck in the dance halls, finding no time to watch the most beautiful sunset I have ever seen.—J.

Mr. W. R. Huntley, who has had charge of the Methodist Mission's Vunakambi Plantation in New Britain for some years, has resigned in order to accept a post in the New Guinea Administration Service.

Mr. H. Carpenter, eldest son of Mr. W. H. Carpenter, manager of the Rabaul branch of W. R. Carpenter and Co., Ltd., New Guinea, arrived in New Britain from Sydney by plane in September to spend a short holiday with his parents.

EDIE CREEK CLOUD-BURST DOES MUCH DAMAGE

From Our Own Correspondent

WAU, Sept. 28.

ON Saturday, September 21, there was a cloud burst at Edie Creek, and 6½ inches of rain fell in an hour. Severe damage was done in the mines, and there were narrow escapes from deaths by drowning.

One miner, with two natives, had to swim in the rising waters in a mine with just enough head-room to reach the cage, the door of which could not be opened, as it was under water. Climbing on to the top of the cage, this party was brought to the surface just in time to avert a catastrophe.

Some portions of the mines were so severely damaged that they will not be workable for months.

Embarrassed, But Carrying On

A TRUE picture of economic conditions in the Pacific Territories is provided by the half-yearly report of Burns Philp (S.S.) Co., Ltd. Copra is almost unsaleable; but most of the Territories are carrying on with alternative industries.

The directors state that, with the British Government holding about a year's supply of copra and the over-supplied Mexican market the only other market available, the value of copra has been below cost of production for some time. Many plantations and trading stations have either curtailed production or closed down. Several of the company's inter-island ships have been laid up.

In the sugar and mining districts, merchandise operations have been satisfactory and sundry Islands products continue to find a moderate market in Australia, New Zealand and U.S.A.

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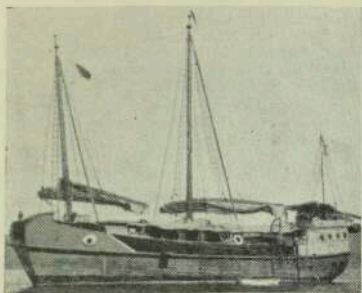
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The Unusual Yacht "Chang Ho"



A Chinese junk, property of Mrs. Archbold, of New York (aunt of the leader of the expedition of that name), arrived at Rabaul on August 27.

The vessel, constructed at Hong Kong in 1939, is fitted with air-conditioning and refrigeration and is extremely luxurious. Captained by Mr. Skofield, and manned by a Filipino crew, it is now on its way to be delivered to the owner in America. The "Chang Ho" will call also at Fiji and the Bahamas. (Photo. by C. H. Meen).

FREIGHTS UP

20 Per Cent. Above
Pre-War

FREIGHT rates on ships plying between Australia and Papua, New Guinea and Norfolk Island, and between ports in those territories, were increased on October 2, under permission from the Commonwealth Prices Commissioner, to be 20 per cent. above the rates ruling immediately before the outbreak of war. But if the ships are less than 500 tons gross, plying between these territories, the rate must not be more than 12½ per cent. above pre-war rates.

Immediately after the outbreak of war, in September, 1939, the shipping companies raised freights by 20 per cent., but the Commonwealth authority, after an examination, reduced the increase to 10 per cent. on pre-war rates—and it remained at this until October 2.

The reasons given for the recent increase are, first, that war risks insurance now is considerably heavier; there have been substantial rises in the cost of oil fuel and coal; there have been rises in wages; and there have been increased costs due to the vessels having to steam over long routes under official direction.

Will "Tiare Taporo" Risk C.I.
Hurricane Season?

From Our Own Correspondent

COOK Islands residents are wondering what will happen to the "Tiare Taporo", sole means of inter-island communication, when next hurricane season comes. Usually, C.I. schooners are sent to Papeete (Fr. Oceania) from December to April, but in these uncertain times it is unlikely that ships will leave British ports for any length of time.

Mr. Mohammad Tahir, a Fiji-born Muslim, returned to Nausori recently, after spending seven years in India, during which period he obtained a B.A. degree from Punjab University and an L.T. degree from Allahabad University.

STORAGE OF COCONUTS

The following letter, by Mr. G. A. Loudon, of Port Moresby, was published recently in the "Papuan Courier":—

THE following may be of interest to many small coconut planters like myself. It is an experiment Mr. D. Ross, of Obu, is carrying out for me at Cu Ou Creek, and might well be given a trial by small individual owners, who have to remain on their estates, perhaps idle, during this fearful depression.

Down every tenth row of palms a wall of nuts is built, about five feet wide by four feet high. First you lay a heavy mat of fronds on the ground, then a layer of nuts, then another layer of fronds and so on, up to four feet, or higher if you like; when the desired height is reached, a thick, heavy roofing of fronds is used to top off.

Only a very few boys are required for

this work, and it keeps an estate free from disease and nuts.

If I remember rightly, this system was carried out by a Ceylon planter who lived in a very wet district. For about seven months in the year they had very heavy rain, then for four or five months very dry weather. During the four or five months of dry weather he sun-dried all his crop.

If there are any of your readers who have tried this experiment, I shall be glad to hear from them. I am not sure if better results would not be obtained by husking the nuts before stacking.

The Resident Commissioner of the Cook Islands, Judge Ayson, C.M.G., has been asked to accept office as vice-president of the Pacific Islands Society. This is intended as a form of appreciation of the Judge's long years of good service in the New Zealand Territory.

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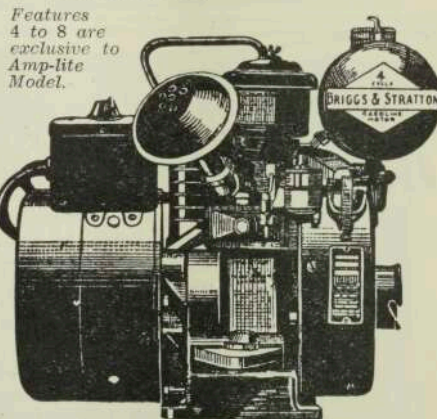
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Pro-Germanism and N. Guinea Missions

Outspoken Reply to Father Madigan

From a Special Correspondent

WAU, October 1.
THERE is intense indignation in the Territory, as a result of the improper, scurrilous attack upon administrative officers by Father Madigan, in a recent issue of the "Catholic Press" (see "P.I.M.", September, 1940).

Perhaps you will allow me to present, with equal frankness, the other side of the picture. Father Madigan's attack was made in defence of the German-Roman Catholic missions in New Guinea, whom he and others (including the "P.I.M.") claim are staffed by non-Nazis. There are those who think otherwise, however.

Let us take the position at Sek, where there is a very large Catholic mission, with a large German personnel. It is alleged that here some 600 native women work in the preparation of desiccated coconut, etc., under the supervision of nuns. These women are collected from native villages where, owing to their absence, the population decreases and such villages become closed to recruiting on this account. The women are herded together in wired enclosures; live in huts of which every door and window is locked and barred at nights; they are

escorted to work and back again; they are marched to Mass and back again; they are not permitted any communication with the males of their species. By the time the Mission has finished with them, many of these females are of unmarriageable age. They are then sent back on their villages.

All this is free labour; these women are not paid—they live on work, prayers and very plain food. They are kept at the Mission presumably for their moral good, and thus the Mission competes unfairly with commercial enterprise. Many boys who come from these villages, and have been repatriated, are precluded from renewing their contracts with firms and individuals under the N.A.R., because their villages are becoming de-populated. How can they assist in propagation, if their women are locked behind barbed wire at the Mission? And a great number of these boys desire to get back to better conditions.

Father Madigan declared that it was an outrage that priests of his order—enemy aliens—should be interned. The Administration has erred on the side of leniency, in sifting every grain of evidence before internment of any enemy aliens, and all those interned undoubtedly merited it. There still remain others who merit it. Why should a priest hide behind his cloth, escape internment, and be allowed to continue enemy propaganda? If public feeling here were consulted, Father Madigan might find himself interned.

Father Madigan harps on the medical attention (among other benefits) bestowed on the natives of his Mission. It is a well-known fact, on the mainland at any rate, that every sick case that possibly can be sent is sent to the P.H.D. for treatment. Compare this with the Lutheran Mission, which has up-to-date hospitals and is doing wonderful medical work among natives.

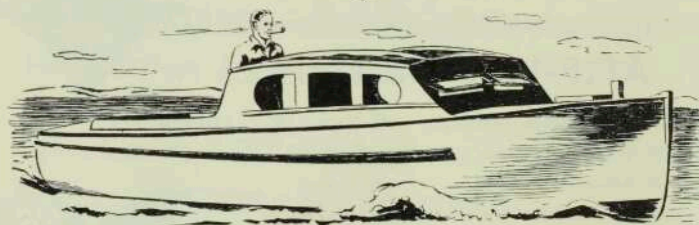
It is a remarkable fact that boys indentured to this particular Mission rarely make a second contract. There must be something in this, when natives who work on plantations and the gold-fields make contract after contract.

It is a matter of speculation among mainland residents as to why a German Mission is to-day allowed to own and fly a plane from its Sek aerodrome! It will be argued that it is not a mission plane; but there are people who know better. It is also asked why they should own a launch, or launches, and put to sea, going who knows where, and on what business bent!

Father Madigan's reference to "sexual beasts, without religion, morality or respect for themselves" would appear to be definitely libellous, particularly as he states that the Administration hushes up the majority of cases of misconduct between officials and natives. This is definitely untrue. It is just as easy for people who know of conditions in the Sepik district to make somewhat similar charges against missionaries. And perhaps just as baseless!

Father Madigan's appeal to co-religionists outside the Territory to co-operate in a movement against the War Securities legislation could be classed as "Fifth Column" activity (as a sympathiser with enemy aliens, if for no other reason). The German Missions in New Guinea have been given enough rope to hang themselves with in times of peace, and that rope should now be used, when the British Empire is fighting a life-or-death struggle against the horrors and iniquities that Germany stands for to-day.

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N.Z. Labour is Strangling Rarotonga

From a Special Correspondent

RAROTONGA, Sept. 2.
ONE by one, old European residents of Rarotonga are leaving the island, escaping from the blanket pall of depression.

The withdrawal of the monthly San Francisco mail service, but more particularly the fruit purchase monopoly policy of the N.Z. Labour Government, and the "stand and deliver" theft of the personal rights of growers in their own products, have made life uncomfortable and unprofitable.

Immediately on the inauguration of this scheme, sacrificing growers, European and native, to the New Zealand middlemen, Mrs. Percy Brown sold her



Three old-timers of Rarotonga Public Works Department—Left to right: T. C. Worrall, for many years in charge of the freezer; Henry Williams, present officer in charge; Marcus Estall, planter and previously in charge of waterworks.

property and departed. The estate, purchased by the Seventh Day Adventist Mission, using the costless labour of converts and with a headquarters to aid, may not feel the effects of the policy and loss of the steamer too deeply, but all others do.

The next to find it impossible to continue under the imposed conditions was Mr. R. McKegg, the able manager of the Cook Islands Trading Co., and he folded up his tent and went away.

Mr. J. Murray followed; and now Mr. T. C. Worrall, better known as "Jimmy", goes.

Twenty-eight years ago, Jimmy landed to assume a place as assistant in the store of A. B. Donald Ltd. In 1914, Jimmy was one of the first to depart for the Western front. A few years passed, and Jimmy was back with us again, badly wounded and prematurely aged. He established himself as a motor engineer for the then rapidly-increasing motor vehicles.

Success was his for a number of years, until want of money forced native owners to choose between becoming their own engineers or of converting the chassis, etc., of their vehicles into horse-drawn waggons. For several years he acted as motor engineer for the Administration, but a stranger from New Zealand having been imported to live on Islands funds, Jimmy's work in the freezer and on the Administration motor vehicles ceased. Jimmy has decided to try for employment in wider fields.

The policy of the N.Z. Labour Government is slowly but surely garrotting Rarotonga. There is a vicious circle of non-paying purchase price for bananas,

consequent non-planting, resultant insufficient cargo for steamer, now reduction of monthly mail service to bi-monthly.

EDITORIAL NOTE: It is only fair to say that there is another side to the Cook Islands picture. There are those who claim that the present Government-controlled marketing scheme has been the salvation of the native growers. We shall publish, probably in next issue, an article by a resident of Mangaia, which says that the native orange-growers there are enjoying a period of unexampled prosperity.

QUICK MONEY FROM N.G. GOLDFIELDS

From Our Own Correspondent

WAU, Oct. 4.
NEW Guinea's "London Relief Fund Appeal" has received £1,618 from the goldfields. This splendid response follows the £1,050 raised for a goldfields ambulance for the A.I.F. There is no doubt about the goldfields, when it comes to giving.

A public meeting was held in Wau on September 29, to consider the appointment of trustees to handle and co-ordinate all future monies raised here for patriotic purposes.

The following were elected to represent Wau and confer with delegates from outstations: Major H. T aylour, Messrs. K. B. Gross, W. G. Mitchell, D. Vertigan and J. A. Bretag.

Mr. and Mrs. Baden Jones, of Rabaul, T.N.G., are spending a short furlough in Melbourne. Baden, who is one of the old hands of Rabaul's Expro. Board days, has recently been conducting a transport business there. He has come South for a medical overhaul.

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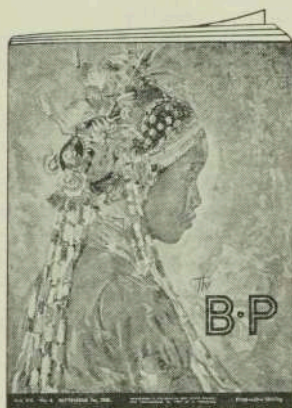
POLYNESIAN CLUB

THE Polynesian Club of Sydney's meetings have been the scene of many re-unions, when members greet friends from Polynesia and other overseas places. Among recent interesting visitors were: Mr. Robert Young, a young Pitcairn Islander; two charming Islands visitors, Miss Ana Laurenson of Apia, Samoa, who is closely related to the Royal Chief Tamasese, as well as to the High Chief Faumuina, of Samoa, and Miss Matariri Nicholas, from Avarua, Rarotonga, who is staying at Wahroonga with her aunt, Mrs. Waugh, formerly of Avarua; M. Marc Grand (with Madame and Miss Grand) of Vila, New Hebrides, who is a son of M. Henri Grand, a well-known resident of Tahiti; Mr. Rangaihi Te Aka, a young Maori, of Taranaki, who responded to his welcome with a "karanga" in the old Maori style, waving branches of green fern; Dr. A.

Earl, recently of Trinidad, and now at Nauru; Mr. George Farwell, whose play on a Tahitian subject, "Peacocks in Paradise", is now running at a Sydney Little Theatre.

The Polynesian members have responded well to the call to arms, and many are in uniform. Among them are Charles Nobbs of Norfolk (who is in the R.A.A.F.), Victor Tipene and Wiremu Takarangi, N.Z. Maori, who are in camp. Hemi Hawkins, another Maori, is already in England. Others are in Palestine.

Nearly 1,300 cases of fruit juice were included in a large shipment of Cook Islands produce which arrived in Auckland, N.Z. recently. In the Cook Islands there has been developed a growing industry in which the juice is extracted from exceptionally large oranges, which had little commercial value.



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Administration That Consistently Stands On its Head

The Strange Record of Expert Commissions in New Guinea

From Our Own Correspondent

RABAUL, Oct. 1.
COMMISSIONS, or committees of inquiry, into matters affecting New Guinea function conscientiously, from time to time, submit their recommendations, and are promptly forgotten. Some Minister, or some person at the Federal Capital, over-rides the expert advice of the properly-constituted board of inquiry.

In 1937, after the eruption, we had the Woolnough-Stehn Inquiry into the safety of Rabaul. The removal of the capital was recommended.

To find a suitable capital site, another committee was appointed, under Brig.-General Griffiths, and it travelled far and wide, seeking a suitable area. Lae was recommended as the best location.

The Minister, Mr. Hughes, favoured Salamaua and there was lengthy argument. Eventually, the Federal Government said that the capital would remain at Rabaul.

Then came a committee, under Mr. F. W. Egglestone, to inquire about the administrative merging of Papua and New Guinea. They also travelled many miles, collected much valuable information, and their recommendation was against amalgamation. Now, there would appear to be a move for a unification of the administrations; Papua's executive head has been brought down to the level of New Guinea's—a mere Administrator; Canberra is to have more say than ever in its legislative procedure.

A road from Salamaua to Wau, on the goldfields, was provided for by the Legislative Council of New Guinea; a special Bill authorising it went through the Commonwealth Parliament and Mr. Hughes, himself, undertook to see, personally, that the road went through. But there is no sign of the road being built—it is shelved, apparently.

Another local committee was formed to investigate the need for the re-introduction of the Mortgagees' Relief Bill; the recommendation of this committee was a negative one. But, at the last meeting of the Council, the Relief Bill was formally brought in and passed.

More recently, there was a local committee of inquiry into the Native Labour question. It is some months since the inquiry closed, but there has been no report submitted yet. The betting is a bob to a pinch of copra that, whatever the committee's recommendations are, Canberra will step in and reverse them.

Why the appointment of these commissions and committees if no notice is taken of them?

The Pacific Islands Society organised a special function in Sydney on September 25 to assist the Netherlands Relief Fund. The Consul-General for the Netherlands and his wife were the guests of honour, and other guests included the Crown Prince of Tonga, Admiral Peakes (who is an expert on Pacific defence) and Mrs. Peakes, Mr. and Mrs. Patrick Purcell (of Penang, Malaya) and Mademoiselle Alix Hagen (of Noumea). The function produced £20 for the fund.

Famous Anthropologist Dead

From Our Own Correspondent

PORT MORESBY, Oct. 1.
A FAMOUS anthropologist, Dr. C. G. Seligman, died in Britain on September 20. Dr. Seligman visited Papua in 1903, accompanied by Dr. W. M. Strong (later C.M.O. of the Territory) and Mr. A. H. Dunning. He arrived with the Daniell Ethnological Expedition. Dr. Seligman, Dr. Strong and Mr. Dunning, while waiting for Mr. Daniell and his schooner "Kori", accompanied the act-



ing Administrator (Judge C. S. Robinson) on a visit of inspection to the Western Division, as far as the Bensbach River (which forms the boundary of Papua and Dutch New Guinea). the river was ascended for 90 miles, and some time was spent with the Toro tribe, which inhabit the upper reaches of the river.

After leaving the west, a call was made at Yule Island, from where Dr. Seligman visited the Mekao district, before returning to Port Moresby. On the arrival of the "Kori", the scientific party proceeded to the eastern end of the territory, where the natives of Milne Bay, especially those of the group of hamlets known as Waga Waga, formed the subject of a special study, as shown in Dr. Seligman's book "The Melanesians of New Guinea".

The accompanying photographs, which show the "Kori" under sail, and Dr. Seligman measuring a native's head, at Waima, Eastern Papua, were taken at the time (1903) by Mr. Dunning.

Mr. Ted Cameron, of the engineering executive staff of the B.P.C. at Nauru, accompanied by Mrs. Cameron, is in Melbourne on leave.

RED CROSS DONATIONS IN B.S.I.

From a Special Correspondent

TULAGI, Sept. 4.

THE following additional amounts for the British Solomon Islands Red Cross Fund were received recently:—

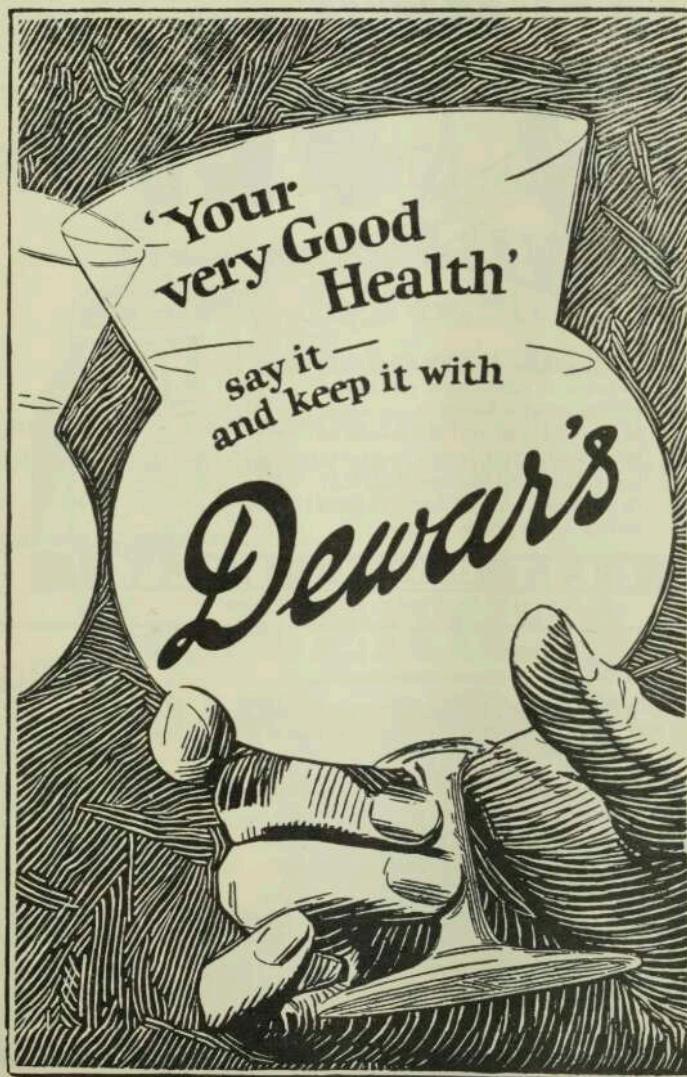
May.—S.S.E. Mission, 10/-; R. McKerlie, £1; Bishop Aubin, £2/10/-; Johnson Soro, 18/-; Labour Boys, Three Sisters, £2/1/-; Mr. & Mrs. French, £2; F. & M. Namauleg, £1; F. G. Everett, £2/2/-; Raffle (cigarettes given by Mr. Wilson), £3/6/6; Sale of Savouries, £7/9/6; Weekly Subscriptions, £2/4/-.

June.—Tulagi Club, £10/10/-; Mr. & Mrs. Boye, £1; D. K. Mitchell, £5/5/-; G. Harkins, 10/6; Lt.-Cdr. & Mrs. L. W. S. Wright, £1; W. A. Holloway, £3/3/-; Maekall, of Malu'u, £10/9/9; Baetalua, of Po'odo, £4/1/6; Pindoki (Nggela), 4/-; Major Sanders, £3/3/-; Mr. & Mrs. R. S. Taylor, £5; J. C. Williams, £2/2/-; Mr. & Mrs. Clarke, £1/1/-; Bazaar, £126/13/-; Auction, M.V. "Yunnan", £19/14/-; Kira Kira Station, £2/2/-; Fairymead Sugar Co., £5/5/-; O. M. Bergin, £2/2/-; Messrs. J. C. Robertson, G. W. Johnson, W. J. Webber, H. Donnelly, J. P. Payne, L. A. Slater, F. G. Elliot, G. Agnew, £1/1/- each; H. C. MacStuart, £2/2/-; Mrs. Hill, £1; Tomatoes (Mrs. Miller), £1/4/6; Savouries, £6/16/3.

July.—Gizo donations, £1/3/2; F. H. Thresher, £1; F. A. Rhoades, £1/1/-; Meringe Lagoon (Mother's Union), £1; Mrs. Sprott, 10/-; L. F. Gill, £5; A. R. Dick, £1/1/-; V. D. Bent, 10/-; G. Kuper, 15/-; Weekly Donations, £1/10/-; Rev. Mason (Flu contributions), 10/-; Mrs. F. N. Harris, £1/1/-; Sale of Curio, 15/-; Tennis Tournament, 13/-; R. C. Laycock, £12/10/-; Savouries, £7/12/6; Members' Donations, £5/0/6.

August.—Fruit, 11/6; Teapots (Melanesian Mission), £2/6/-; Cheque Guessing Competition (Mr. Hay), £10/8/-; J. M. McInnis, £1/1/-; Auki Police, £1/10/-; Maena, 10/-; Vegetables (Horticultural Society), £2/11/-; Native Basket (E. Wickham), 2/6; Bridge Tournament, £1/6/-; A. W. Wilson, 10/-; Members' Donations, 16/-; Savouries, £7/16/3.

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Residents of Tahiti will learn with regret of the sudden death in Sydney of Mrs. Louise Floyd Murray, of Kowloon, Hong Kong, who had been evacuated with other women from Hong Kong, and had been one month in Australia when her untimely death occurred. Mrs. Murray, whose Tahitian name was Manuura (the Bird of Paradise), came of an old Tahitian family, and, through her father, Edward Chapman, was related to almost every family in the island. She was born in Swatow, China, where her father had been in the Government Service. An aunt of Mrs. Murray was the late and renowned Lovaina Chapman, hostess of the Hotel Tiare in its palmy days, and friend of writers and poets. Mrs. Murray was an overseas member of the Polynesian Club of Sydney, and was chief guest at a welcome in the club-room, only three days before her death. She spoke at least five Chinese dialects, as well as English, French and Tahitian.

'ANY RUCK?'

A Tale of Manganian Magic

DURING three recent months, the natives of Mangania have contributed £140 to the Patriotic Fund—the highest figure, I believe, for the Cook Group outside of Rarotonga itself. The total from the whole Group is really splendid—particularly when one bears in mind the poorness of the Cook Islanders since copra lost value.

While a large number of purely spontaneous gifts have swelled the Manganian total, a considerable proportion has been derived from the patriotic dances held in the open-sided, cement-floored cargo shed on the beach, which serves as the local "Royal Hall".

I have endeavoured to make myself useful at these functions by providing

conjuring interludes. Carrying a kit of conjuring apparatus in the Pacific Islands affords one not only a vast amount of amusement, but some remarkable insights to native character.

On the occasion of the last patriotic dance, I was sitting on the counter in my store, running over final points of the evening's programme with Tere Williams our local N.M.P., who renders valuable assistance as my interpreter and "gag-man", when Makike, our village constable, called in to make a small purchase.

While pulling his money from his hip-pocket, he unwittingly dropped a £1 note, and I was just about to call his attention to the fact when my companion gave me a "pipe-down" signal. As soon as Makike had left the store, Tere retrieved the note and handed it to me.

"Here is the chance of your lifetime!", he exclaimed. "All you have to do is to wait until Makike discovers his loss, then 'find' the note—and your reputation as a 'tangata manamana' will know no bounds!"

By a coincidence, I had arranged to run a series of all the "money-making" tricks that I know to "make money for the Patriotic Fund".

Well, we watched P. C. Makike, and for the greater part of the evening he was his old, cheery self. The shock came when he visited the stall, where an enterprising Rarotongan gentleman was dispensing drinks in the form of rain-water tinted a delicate pink with cochineal, (fully complying with the Cook Islands alcohol laws), and jaw-testing dough-nuts.

When he felt for his money, a change came upon the constable's countenance as a storm-cloud darkens a summer sky. I felt horribly guilty as we watched the poor fellow "frisk" himself, and start to hunt around with his flashlight.

It was some time before he came into contact with us, when Tere inquired why the look of anguish.

"Don't worry", he said, having lent a sympathetic ear to Makike's sad tale. "Wait until the 'popaa' has finished his performance, and then we will see if he can do anything for you."

Makike waited anxiously until I had concluded my turn, when I invited him to join us round my "black art" table.

I showed an empty metal case, closed it, and placed it in the centre of the table. There were a couple of minutes of strained silence while I "concentrated"; then I reopened the case, and there, sure enough, was the missing £1 note.

There were tears in Makike's eyes as he cranked my arm and thanked me again and again. I felt mean at playing

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such a trick, but Tere was screwing himself up in knots, trying to control his laughter.

The next day, of course, the whole island was talking of this latest demonstration of my wonderful powers. But another day later came a somewhat embarrassing sequel.

Ngai, a young woman of ample proportions, entered the store with solemn countenance, and beckoned me to the far end of the counter, where, with furtive glances at the other customers, she addressed me in a low whisper—so low that I was some time in getting the drift of her own particular brand of English mixed with Maori.

It turned out that her poor mother was crying her eyes out over the loss of a £1 note, and she had come to me quite confident of my ability to "find" it!

Here was a fine go. My ears burned as I paced the back-yard seeking a solution. To gain time, I suggested that Ngai call back at four o'clock.

When in difficulty, I make a point of appealing to the superior knowledge of our Resident Agent, and I hurried to "the office", where I found that gentleman with my friend Dr. Williams.

I explained my predicament—and waited patiently until the pair of them had recovered from an extraordinary fit of convulsions.

"Ha! Hum!" said the R.A., having regained his composure. "For the sake of your reputation, I think the best thing you can do is to give the girl a pound."

To which I replied, "Oh yeah! And I suppose you fellows will get a lot of fun sitting on my verandah to-morrow watching me handing out quids to heart-broken Mangaians?"

However, punctually at four o'clock, Ngai entered the store door and fixed me with a searching gaze.

"Any ruck?" she asked.

"No luck," I replied.

"Aue! Pad ruck!"

I tried to ease myself out by explaining that as the loss was in the next village, it was a bit beyond my sphere. In the case of Makike, the loss was much closer to me—which was telling the truth, if nothing else!

For the next two days, Ngai hung around my store, watching my every movement, as though expecting that any moment I might pull a £1 note from my ear or something, until I felt almost like giving her a pound to be rid of her haunting presence.

I have since learned that her poor old mother is herself a noted "lady witch-doctor", and it has been suggested that the lost note may have been a "frame-up", prompted by professional jealousy, to test my powers. But, whichever way you look at it, I can always point out that the "physician was unable to cure herself".

Anyway, I have decided to cut out all "money-making" tricks—or I am afraid it may cost me quite a lot of money to uphold my reputation as a "Tangata Manamana"—and that would be very "pad ruck".—W.S.B.

Mr. Harold R. Rabone, of Sydney, has followed in the literary footsteps of his distinguished grandfather, the Rev. Stephen Rabone, of Tonga, and published a book, Rabone's Tongan dictionary is now regarded as a Polynesian classic. The former's work deals with Lord Howe Island, and is based on a lecture which he delivered some time ago before the Royal Australian Historical Society. Mr. Rabone has frequently visited Lord Howe, Norfolk and the Tongan Islands.

Captain A. S. Fitch, managing director of Steamships Trading Co., Ltd., Port Moresby, is spending his annual furlough, as usual, in Sydney.

Two New Hebrides Murderers Reprieved

ALTHOUGH it was reported from Vila in May last that Seine Sicambi and Nari, two members of the savage Big Nambas tribe of the New Hebrides, had been sentenced to death and executed for the murder of M. Paul Mazoyer, a French planter, we learn now that the execution was not carried out. The French and British High Commissioners for the Western Pacific, invoking powers conferred upon them by the 1914 Protocol, commuted the sentences to 10 years' hard labour.

M. Mazoyer, of Aore, was recruiting at Malekula Island in October, 1939, when natives from the shore, aided by some of his own crew, attacked the schooner. After fierce fighting, Mazoyer was overpowered and killed. Some time later, three Malekula natives were captured and tried in Vila for murder. One received five years' hard labour and the other two (Sicambi and Nari) were sentenced to death.

Monsieur G. Jeanson, a French official in the New Hebrides, recently left Vila for France, his post in the Condominium Administration having been abolished, as a measure of economy.

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Returned to Tulagi recently after furlough in Australia is Mr. "Jock" Beveridge with Mrs. Beveridge. "Jock" and Mrs. Beveridge came to Tulagi originally from Fiji. He is Deputy Superintendent of Police at Tulagi, plays an excellent game of golf, and wears the Military Medal awarded in the Great War, his service in which terminated as a prisoner of war in Germany, with the rank of Lieutenant.

Another recent returnee to the Protectorate is Mrs. Gaskell, of Buena Vista, Nggela Island, who underwent a serious operation during her stay in Melbourne. Mrs. Gaskell, whose husband is one of the oldest residents in the Solomons, has lived there for over 20 years. Her two sons Geoff. and Jack recently offered themselves for the A.I.F.

Another Arcadia That Missed

Story of the "Percy Edwards"

A REQUEST by a correspondent, in the July "P.I.M.", for some details of the career of the brigantine "Percy Edwards" has brought forth the story of a strange expedition.

Mr. F. Hill, of 844 Military Road, Mosman, Sydney, gives the following extracts from "a story of great length":

The American ship "Big Bonanza" arrived in San Francisco in 1896, and her skipper, Captain Bergmann, reported that, while his ship was becalmed off the island of St. John, in the Hermit Group,

they found that the island was populated entirely by "dusky amazons"—ladies who were ready and willing to entertain visitors.

When they spread this story around, people laughed at them. But a company was started, with shares at fifty dollars; and soon they had a hundred shareholders. The company was called the "United Brotherhood of the South Seas". The shareholders included 50 young men, who were to go to the island of St. John, to start a colony—a sort of Arcadia.

The brigantine, "Percy Edwards", of 189 tons register, was bought for 3,000 dollars. She sailed from San Francisco on February 25, 1897, with Bougainville, in the Solomons, as the final destination. They called at Honolulu, thence to Levuka, and thence to Suva.

The authorities refused to let the party land at Bougainville, so the Brotherhood was abandoned, and they sailed for New Zealand.

On the way they ran into dirty weather, and the old vessel began to leak. The course was set for New Caledonia, where the "P.E." was sold for 4,000 dollars to a French trader, who was said to have used her as a "blackbirder".

From then on the "P.E." was not heard of, but in 1914 the "bones" of an old ship on the beach at Noumea were identified, without hesitation, as that of the "Percy Edwards", by an elderly man who was once a cadet on her.

How the "P.E." Ended Her Career

Mr. Thomas Nicholls, of Vila, New Hebrides, has supplied the following information:—

THE vessel "Percy Edwards" arrived at Noumea about 1897, under the command of Captain Julius Peterson. The remainder of the expedition disbanded and some of them remained in New Caledonia for some time. Captain Peterson went to the New Hebrides, where he settled, first at Tanna and, later, at Pentecost and Santo. At the latter place, he made a large plantation, which he afterwards sold to Kerr Bros.

The "Percy Edwards" was bought by the Societe Francaise des Nouvelles Hebrides. This company refitted her and renamed her the "Jeanette", and used her for recruiting in the New Hebrides. When she had outlived her use she was beached in the southern end of Vila Harbour, near Colardeau's plantation, where time and hurricanes gradually broke her up. She has now completely disappeared.

WHALE OIL FROM TONGA

WHEN a request was made recently to Australia that whale oil from Tonga be allowed in duty free, the Australian Government took one look at the trade figures between the two countries, and hastened to grant the concession. Australia's exports to Tonga average about £30,000 annually, whereas Tonga's annual exports to Australia do not average more than £150. Many whales pass through the Tongan Islands in the season and it is hoped that a few may now be caught and the valuable oil exported to Australia, where a considerable quantity is used.

It is reported that the storekeeping business conducted in Nukualofa, Tonga, for many years by Mr. W. Davidson, closed down recently.

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Story of "Uncle Parkin" Christian

GEORGE HENRY PARKIN CHRISTIAN born at Pitcairn Island, on October 16, 1853, died at Norfolk Island on August 28, 1940, in his 87th year. He was descended, through



his father, from Fletcher Christian, and through his mother from Edward Young and John Mills, of the "Bounty". He is survived by a married daughter, living in New Zealand, his wife and four sons having predeceased him.

Of splendid physique, he had led an adventurous life. For many years he served on whaling ships operating off the New Zealand coast. For two years, he was on the whaler "A. R. Towns", owned by Mr. Robert Towns, of Sydney. For about 8 years

he was mate on whalers belonging to Mr. R. Wing, of New Bedford, U.S.A.—the "Chas. W. Morgan", "California", "Canton", and "Lydia"—in which he made several voyages to the Arctic Ocean, and earned a great reputation as a whale-killer. He was for a time employed by Mr. Merriman, of Sydney, diving for pearl-shell in Torres Strait, and was for some years a diver in the service of the Auckland Harbour Board, N.Z.

At the age of 72, he took command of the schooner "Resolution", built at N.I. for trading with New Zealand. Unfortunately, this venture proved a failure, and the schooner was sold, so he settled down in his little cottage at Steel's Point. Here he lived alone, his sturdy, independent spirit and great physical strength enabling him to attend to his own needs. Strange as it may seem, for a man who had spent so many years in the rough atmosphere of whaling ships, he neither smoked, drank, nor used bad language. Quiet, upright and unassuming, he was indeed a very fine character.

Of the 194 members of the Pitcairn Island community who landed on Norfolk Island on June 8, 1856, only two now survive—one on Pitcairn Island (Charles Carleton Vieder Young, born April 20, 1850) and one on Norfolk Island ("Aunt Selina" Buffett, born February 4, 1856).

—J. D. McCOMISH.

"UNTOUCHABLES"

THE erection of a polling booth in Port Moresby, so that the members of the garrison stationed there might record their votes in the Commonwealth general election on September 21, brought home sharply to the residents of that Territory the fact that, although they are governed from Canberra just as directly and more severely than any district in Australia, they have no vote and no say in the character of the Government.

The "Papuan Courier", commenting bitterly on the position, said: "In the political life of Australia, to which we are bound, we all are outcasts and untouchables, and we have no say."

Of course, the other side of the picture, which the newspaper does not stress, is that the residents of Papua escape the frightful burden of taxation imposed upon all who receive incomes in Australia. They cannot have it both ways!

Mr. L. G. Vial, well-known Madang Patrol Officer, arrived in Sydney by the September "Macdhui" on furlough.

Mr. Wilfred J. Ragg, a member of a pioneer Fiji family, died recently in Melbourne, aged 56. Born in Suva, he was trained as an engineer and for some years served on the Fiji Government yacht "Pioneer". Later, he joined the Union S.S. Co., and for 10 years was second engineer on the "Niagara", before being transferred to the Co.'s South Australia-Tasmania run.

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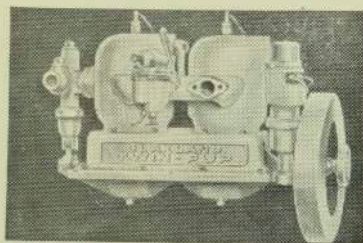
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DANES IN THE PACIFIC

THERE has reached us, through devious channels, from unhappy Denmark—at present occupied by the Nazis, and therefore shut off from the rest of the world—a letter written by Bent R. Nielsen, journalist, 28-1 Oester Voldgate, Copenhagen. Mr. Nielsen has made a hobby of collecting the story of the adventurous lives of Danes who have become domiciled in the South Seas, and his letter has particular reference to the history of Captain Viggo Rasmussen (well-known in Polynesia). Mr. Nielsen gives the following details of South

Pacific Danes whose histories he has collected:—

"Old Harry", who lived and died a hermit, on Deliverance Is., Torres Strait. His real name was Henrik Enevoldsen. (See Maugham's story "German Harry", in "Cosmopolitan").

"German Harry" actually was Captain Soren Christensen, born in Jutland, lived in Australia, New Guinea and different islands and died in Sydney in 1912 or 1913.

Captain, trader and consul (Norway), Christian Kaad, born Sonderborg, Denmark; lived and died (some years ago) at Levuka, Fiji. He had three children there, with Danish names.

Peter Hansen, born in Langeland, He was captain and trader for Queen Emma and Hernsheim. He lived at French Is. and New Guinea, and died there 10 years ago. Port Peterhafen is called after him. He had several children there.

William Leonard (or Edvard Christian Antonius Nielson Ortoff) was born in Samso and lived as a trader for Hernsheim on Wuvulu, Matty Is., New Guinea. He was the sole white man ("King") for many years. He had three children there with Danish names, and he died and was buried there on Matty Plantation, 1920-22.

Captain Orbek was pilot for R. L. Stevenson, from Tahiti to Makemo Is., on the ship "Casco". He lived for many years on Makemo, where Alain Gerbault met him on his voyage from U.S.A. to Europe. His son, Willie Orbek, a half-caste, is living in Papeete, or on the schooner "Gisborne" in Tahiti.

Captain Sonne (Sonnichsen) born on Fano, was master of McLeod's schooner "Windward Ho", and lived at Port Havannah, (Efate Is.), New Hebrides.

Mr. Nielsen would be very glad to receive further particulars about these or other Danish men in the Pacific. It is difficult to communicate with Denmark, however, so long as the Nazi hordes occupy the country.

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writes: "I was almost dead with Asthma. Had lost 40 lbs. in weight, suffered coughing, choking and strangling every night—couldn't sleep—expected to die. Mendaco stopped spasms first night and I have had no Asthma since in over 2 years." Mrs. A. W. writes: "I had Asthma for 25 years. After using Mendaco I can sleep all night and have not had an attack since taking it." Mrs. G. E. C. writes: "I bless the day I first heard of Mendaco. What a god-send it is to a poor woman like me who for 35 years never knew what it was to have a good night's rest. The constant fight between Asthma and sleep was wearing me down, but I feel now I want to forget my past suffering."

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Continued Growth of Fiji Goldfield

IT was reported recently in Suva that it is confidently anticipated that Vatukoula goldfield (Tavua, Northern Fiji) will this year produce gold worth £1,000,000 Fijian—thus taking definite second place to the sugar industry in the scale of Fijian production.

The three mines on the goldfield, which are under the control of Mr. F. G. Theodore, are Emperor, Loloma and Dolphin, and between them they employ 1,700 men.

The goldfield now is a hive of activity. Everything is operated by electric power derived from Tavua Power Pty., Ltd., and the most modern equipment is being installed. For example, over 100 carpenters are working under European supervision in the carpentry and furniture shops. The little town is spreading constantly, as ever more new cottages are erected for the various staffs. There are three communities—Europeans, Euroneseans and Fijians.

The establishment of this great gold industry, within a period of five or six years, is one of the romances of the South Seas.

Mr. D. G. Tomblings, C.M.G. M.A., arrived in Fiji recently to be headmaster of the Queen Victoria School for Boys. Since 1925 he had been principal of Makerere College, Uganda, in East Africa.

Rev. R. L. Newman and Miss Bessie Smith, of the New Guinea Mission, were married in Queensland during their recent furlough. They have now returned to Papua and are stationed at Eroro.

SHARKS IN FIJI



These snapshots of sharks recently caught by Messrs. L. Bentley and V. Jacka, of Suva, are kindly supplied by Mr. M. I. Rushton. They were caught at Nukulau Island, some 8 miles from the mainland—and Nukulau is well patronised by week-end parties from Suva. The sharks measured 11 ft. and 12 ft. respectively. One of them had a girth in excess of 6 ft. One contained 35 young, fully developed sharks.

—Photo. by C. H. Meen.

The well-known Melanesian Mission motor vessel "Southern Cross" has been laid up in the Solomon Islands for the duration of the war.

HUMAN TYPES—AND A USEFUL BOOK

THERE must be lots of ordinary European folk who spend their lives amongst the native people of the Pacific who would gladly give a little time to the closer understanding of the natives and their customs and concepts if only a descriptive book, in social anthropology, written in the language of the layman, were available. Such folk will be interested in a recent 200-page work published by Nelson, of London, written by Dr. Raymond Firth, well-known in Pacific anthropology. The book goes far towards meeting the above need; for it is of a popular nature, without over-simplification or deliberate writing down to popular appeal. Selecting his material and human types from all over the world, Firth treats the subject from every angle; including the questions of race, social structure, magic, religion, economics and technology (native crafts). It would be hard to find a better or more comprehensive introduction to anthropology amongst the welter of recent publications in that field. To the student about to start his course in anthropology, it should be no less valuable than to the interested layman. And note the cost—2/- in England.—ANTHROPOS.

Mr. R. J. Keegan, of the Solomon Islands Administration, who has been for two years or more District Officer at Faisi, has been transferred for administrative duty to the Gilbert and Ellice Islands Colony. There has been considerable interchange of officials between these two Colonies during the past few months, both being under the jurisdiction of the High Commissioner for the Western Pacific.

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A written examination and Intelligence Test will be held at the School on Friday and Saturday, November 1st and 2nd.

Arrangements may be made for boys living at a considerable distance from the School to be examined in their own locality.

Entry Forms should reach the Headmaster not later than October 22nd.

For full particulars of these Exhibitions and of other Exhibitions and Scholarships at The King's School, apply to

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Dr. David, of Santo, New Hebrides, recently returned to France and has been succeeded by Dr. Massall. The latter's post at Norsup, Malekula, has been filled by a new French medical officer, Dr. Languillon.

DEATH OF MR. C. H. KARIUS

(Continued from Page 18)

THOUGH far from well on his return to Port Moresby, Karius sought permission to attempt the crossing again, confident that it would succeed in the light of knowledge gained from the first expedition, and Sir Hubert Murray readily consented. After several months' leave, regaining their severely damaged health, Karius and Champion left again on September 17, 1927.

Following much the same route, they went up the Fly, again in the "Elevara", and then struck overland across to Mt. Blucher and Bollivip. Obtaining food proved a serious problem, the natives scarcely having sufficient for their own needs in this off-season. After finding the actual source of the Fly the party pushed on through treacherous limestone, at a high altitude. They continued north-north-west, along country pitted with yawning chasms and huge crater-like pot-holes; and, finally, they crossed the Victor Emanuel Range at 8,500 ft. and came down upon the valley from whence the Sepik flows.

Following the Sepik, the party went through country hitherto unmapped, inhabited by many types of new natives. At this stage Champion became almost a cripple, the result of a knee injury, and had to be carried on a litter up and down the precipitous mountain-sides and along the broken terrain through which the Sepik runs. Bracken and Hoffnungs Rivers, flowing in from the west, were crossed, and the party finally emerged from the mountains on to flat forest country.

KARIUS'S BRAVERY

"JUST about this time", interrupted Mr. Champion, "Karius figured in an incident that will remain long in my

memory. With three police, he was ahead of the main party and I, still handicapped by my bad leg, was limping along with the carriers.

"Suddenly, we heard a commotion and much shouting in front. Karius had come upon a native village and taken it completely by surprise. Scores of fully armed men piled out of a large village-house and in an instant three lines of warriors stood a dozen yards in front of him, with bows drawn. Karius faced them without flinching, and continued to walk towards them, knowing that any trace of hesitation or unfriendliness would have been the signal for a deadly flight of arrows.

"There were tense moments as he kept advancing, with arm upraised and calling peace words we had learnt from other tribes, but which these men, of course, did not understand. Then a change came over the natives—they relaxed, seeing there was no intention of an attack; and soon they were crowding around us with gifts of sago. It was touch and go, but Karius's pluck and nerve saved us."

Onward the expedition marched, keeping as close to the river as the country permitted. Then, having passed Mountain Gate, where Dr. Schultze, the German scientist arrived with the Dutch-German Boundary Commission in 1910-11, it was decided to take to rafts, but when a number had been built, heavy rains swelled the river into a roaring, swirling mass of water impossible to navigate with any degree of safety. One experiment by Champion resulted in his nearly being drowned, when the frail log-raft cap-sized.

Continuing overland again, through a maze of swamps and thick jungle, the leaders and men were seized with violent illness and fever, from polluted drinking water. A few more days' travelling, and they were able to begin rafting, at a point some 580 miles from the river-

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mouth. Then, after a day on rafts, they came quite unexpectedly upon the Papuan Government vessel "Elevara". Never was a sight more welcome.

By a fine feat of navigation, Mr. B. W. Ritchie, of the Papuan Service, had brought the "Elevara" around the coasts of Papua and New Guinea and 500 miles up the dangerous waters of the Sepik. The party was exceptionally fortunate in meeting the vessel, for Ritchie intended, within a day or so to return down the river to replenish supplies. As it was, they were saved many days of hazardous rafting, and returned to Port Moresby on board the little steamer.

HONoured BY KING

ON all sides, the epic journey across Papua and New Guinea was hailed as one of the finest exploits in the history of the two territories. It was a triumph for the policy of peaceful penetration, for on both expeditions there was no brush with any of the countless tribes met with—the only loss to the party was a carrier who died from sickness a day before they were picked up by the "Elevara". The following year, the King awarded Karius the Patron's Gold Medal of the Royal Geographical Society.

After an extended period of leave abroad—he was a very keen traveller and invariably spent his furlough in foreign parts—Karius returned to Papua and went to Baniara station, in the North-Eastern Division. Then followed four or five years at Kokoda (N.D.), until he was appointed Acting Resident Magistrate at Buna. Subsequently he served at Cape Nelson (N.E.D.), Rigo (C.D.) and Kerema (G.D.), before being appointed Resident Magistrate at Kikori, in the Delta Division, remaining there until he left for Australia.

It was a peculiar coincidence that Ivan Champion was sent to Kikori to relieve Karius, when Lake Kutubu Police Camp was closed down a few months ago; and the reunion called for much reminiscing. Mr. Champion did not remain long at Kikori after Karius left—he decided to come to Australia to seek enlistment.

Apart from his renown as an explorer, Karius won the admiration of his fellow officers in the Service by the way he laid-out and arranged the various posts he was stationed at. He had a fine reputation as a builder, and he made Kikori, where he served last, one of the best out-stations in the Territory. Though modest about his accomplishments, he really could turn his hand to almost anything—cooking and piano playing were two of his hobbies that delighted his close friends—but always throughout his life his first and foremost interest was Papua, the land of his adoption, and he was never more content than when "on patrol".

Mr. Karius was married, and is survived by his wife, who now is living in Sydney.

Back in the Solomons after a term on secondment to the G. and E. Islands Colony as Secretary to the Government at Ocean Island, is Mr. L. W. S. Wright, who had been posted to the Ysabel District. Mr. Wright was D.O. at Guadalcanal for some years prior to his temporary transfer to Ocean Island. He is regarded as something of an authority on the native people of Guadalcanal and their culture, of which he made a special study during his term as District Officer there.

Monsieur Loraine Chevillard, second son of the late Monsieur M. F. Chevillard, one of the foremost French pioneers in the New Hebrides, died at the end of August. His plantation was at Sarmettes, Malekula Island.

NEED MARRIAGE SPOIL A WOMAN'S BEAUTY?

Jack and Betty Tyler were a happily married couple. They had two of the loveliest little youngsters you could imagine. Jack had a good position and Betty was the sort of woman who knew how to make friends and keep them. They should have been happy . . . very happy. But they weren't, and here's the reason why. Betty had always sworn to herself before marriage that she would not let marriage ruin her appearance. Of course, it's easy to make such promises to yourself, but they're not always so easy to keep. Listen now to Jack. Betty is powdering her nose. Jack is looking at her in a very critical way. After a while he says:

"You're always messing round with your powder puff. What's the matter with you lately? If it's not your powder puff it's your lipstick."

Those few words cut Betty to the quick. She didn't say anything at the time, but that night before she went to bed she sat in front of her big mirror. She looked at herself closely. This is what she thought:

"He's noticed . . . I'm losing my looks . . . and no wonder . . . this heat. You'd think I was forty to look at me. I'm always tired, worn out. What IS the matter with me?"

Then she looked at herself very critically in the mirror and this is what she saw. Her eyes were dull, her skin had a strained, pinched look . . . it was pasty too. Her hair was lifeless and there were tiny little lines beginning to show round her eyes, and above her eyebrows. Something had to be done! She decided to have a chat to her doctor. She told him everything. And then finished up by saying:

"I know it's no use trying to fix myself up with face creams and powder and paint. It's something more than that, doctor, and it's beginning to show on my face! Do you think it's the heat?"

"Well, Mrs. Tyler," said the doctor, "it's not just the heat alone. The most important thing you've told me is that you wake tired in the mornings. That means a lot. You see, when you wake tired in the morning you naturally become more tired as the day goes on. You feel dull, listless. And that's really Night-Starvation. Not many people realise it, but even at night you go on using up energy. Your heart beats, your lungs make muscular movements; and it stands to reason, if energy isn't replaced, you wake tired. And that's when this hot climate begins to tell on you. The best thing for you is Horlicks. Get some Horlicks and drink a cupful every night before you go to bed. You'll feel right as rain in no time."

Horlicks made a wonderful difference to Betty. It was marvellous the way her strength and vitality came back. A couple of months after her visit to the doctor she and Jack were starting off one morning for a picnic. The children were ready, all the sandwiches were cut. Betty had been going like fury all the morning and still looked so fresh and lovely that Jack remarked on it.

"Bet," he said, "it's marvellous the difference that's come over you during the last month. You look really lovely!"

If you wake up tired . . . get more tired as the day goes on, then the chances are that you're suffering from Night-Starvation. Remember what the doctor said. A cupful of Horlicks last thing at night before bed guards against Night-Starvation and replaces energy lost during sleep. You wake up feeling full of life and vitality.



FRENCH PACIFIC COLONIES JOIN DE GAULLE

(Continued from Page 8)

deserters, anyway. The commander didn't seem to relish what I said."

THINGS happened in Noumea streets that Wednesday evening, after Pere was taken aboard, for which the gun-boat only was to blame.

It was an unforgivable mistake to associate native New Caledonian troops (Tirailleurs de la Pacifique, good soldiers and popular locally) with the gun-boat's sailors in the patrol, which blundered its way through the town, after a state of siege had been proclaimed by Governor Denis.

Cinemas, bars, etc., were promptly closed. Control formally passing from the civil police to the military.

But this measure did not procure tranquility. The patrol found an angry crowd waiting for them, the moment they arrived at the market place.

An ensign from the gun-boat, striking ridiculous attitudes, kept shouting, "In the name of the law, I order you all to disperse." But nobody listened to him—or, rather, they told him to go away and treat himself in an impolite manner.

The patrol was quickly surrounded and swamped. Being reassembled, and moving off under difficulty, the local lads linking arms with the Caledonian troops and even helped to carry their rifles. It was evident that no Tirailleur would obey any order to fire on a fellow citizen, though the sailors might do so.

The crowd arrived at the quay, and the gun-boat turned a hostile searchlight on the crowd, and seemed to have hoses and guns ready.

Then things got warmer. Stones flew

from all quarters after the patrol had been reinforced by a score or more of sailors. Volleys and cries of "Vive de Gaulle" were answered by sudden rushes by armed men. There were one or two injured, but injuries were slight.

The patrol went on board at 10 p.m. after one sailor had discharged his rifle in the air; and the whole town went to bed to await a stirring morrow.

THAT morrow (Thursday, September 19) turned out a day of emotion and final rejoicing.

Hundreds more men poured in, full of fight, from the bush. They had dumped their rifles en route, as town entrances were guarded by military.

The crowd passed from war memorial to Town Hall and Signal Hill and wherever they went, de Gaulle flags were hoisted. A deputation demanded the resignation of Colonel Denis in favour of M. Henri Sautot, who was by now outside the harbour, on board a Norwegian ship which had brought him from the New Hebrides.

Instead of ordering Sautot's arrest, as he had promised the previous day, Denis allowed him to land unopposed.

M. Sautot landed about noon. Shortly before, Pere was released from the war-ship.

Sautot was met by the acting-commandant of the troops who, with Messrs. Verges, Prinnet, Rabot, Pognon and others, members of the de Gaulle Committee asked him to arrange matters with Governor Denis in keeping with the people's decision.

Henri Sautot's journey, on foot, to Government House, at the head of a vast crowd singing the "Marseillaise", was a triumphal procession.

It was about 1 p.m. when Sautot, from the balcony of Government House, was able to announce that Denis had resigned and he had assumed control. The popular will had won.

The French Empire, said M. Sautot, amid cheers, must save the Mother Country, crushed under the German boot, and the only way to do that was to rally to the great patriot de Gaulle, whom future history would call liberator. Up to now New Caledonia had been the only French Pacific Colony whose directors had been able to suppress the popular will. But now they, with the people of the New Hebrides and Tahiti, formed a Pacific bastion alongside the British Empire, against aggression. Their sole aim was to save France.

Following this speech, the de Gaulle flag was hoisted over Government House; and when the new Governor formally took over at 2 p.m. Australian pressmen (one of whom had been threatened by Denis with expulsion the previous week) were able to get off cables that at last they felt had some chance of reaching their destination.

That evening, September 19, Colonel Denis and his family proceeded to the northern town of La Foa, under a civil guard, while another civil guard looked after Government House.

The Departmental heads decided to carry on, and the 600 men from the country were able to return, satisfied with the part they had played for the cause they had at heart.

They were, however, within two days

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called back (and in even greater force, and this time armed with rifles) to counter plotting by a group of disgruntled metropolitan officers and sous-officiers. Supported by the New Caledonian-born troops almost to a man, they cleaned up the situation by securing possession of the infantry and artillery barracks, and of the coastal batteries at Artillery Point and Ile de Nou.

IT happened that Tuesday, September 24, was the 87th anniversary of the

founding of the Colony; and the occasion was marked by practically the whole population—including men from the outside districts—making an enthusiastic demonstration for Free France, General de Gaulle, and the British alliance. Governor Sautot laid a wreath upon the memorial of the Great War; and afterwards he took the salute in a grand march-past.

There were notable speeches. Governor Sautot declared that there was nothing

to indicate that Australia has designs upon the independence of New Caledonia. A leader of the de Gaulle movement said: "None will suffer by the Colony's decision to follow de Gaulle. Nothing is more certain than that France will be reborn."

Everywhere there were great displays of friendship, towards Britain and Australia.

Meantime, refractory officers and their



The Fiji Government's new patrol vessel "Viti", just after it arrived beside the wharf at Noumea, with Sir Harry Luke (High Commissioner for the Western Pacific) on August 20. Residents of Noumea are seen gathering on the wharf. Soon afterwards, they made a strong, spontaneous demonstration in favour of General de Gaulle and the British Alliance, and against the Petain Government.

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families were put aboard a merchant ship with the intention of sending them to Indo-China; but the situation was then obscure, since the New Caledonian crew, being for de Gaulle, wanted to go to Sydney.

To save the warship commander's face, an arrangement was announced, permitting the departure for Indo-China, apparently, of the hostile "Dumont d'Urville".

An interesting incident occurred aboard this warship when a group of soldiers assembled on the wharf, shouting "Vive de Gaulle" and singing the "Marseillaise". The sailors aboard (many among them

de Gaulle supporters when ashore) joined in the singing, and one of them was heard to shout the de Gaulle rallying cry.

By the time this appears in print, a clean-up appears possible in the magistrature. Meanwhile, Governor Sautot is proving an energetic and popular administrator, and the way his speeches are greeted show that both he and the cause of Free France, for which he stands, have taken a real hold on the people of New Caledonia.

It is reported in Australia that there are in New Caledonia 1,200 Free Frenchmen who are anxious to join General de

Gaulle's forces against Nazi Germany. Many of them, if they cannot join de Gaulle, would like to form a unit of the Australian Army.

THE DISPLACED OFFICIALS

It was officially reported in Canberra on September 26 that the little group of high French officials who had tried to hold New Caledonia for the pro-Nazi Government at Vichy had been gathered aboard the warship "Dumont d'Urville" at Noumea, and permitted to leave—for Indo-China, it was understood. But, as Japan since has displayed activity in Indo-China, this plan may have been changed.

The position of M. Maurice Pellicier is obscure. He left by P.A.A. flying-boat for U.S.A. and Europe on September 4. Later reports indicate that, instead of going to France, he may join General de Gaulle in London. He had been only 10 months in Noumea, where he succeeded M. Barthes as Governor in October, 1939.

POSITION IN FRENCH OCEANIA

IT was announced by the Prime Minister of New Zealand on October 1 that a representative of the New Zealand Government had discussed with the Free French Administration in Tahiti methods of collaboration between French Oceania and the British Commonwealth.

These matters were now the subject of consultation between New Zealand, Britain and Australia, and it was intended that New Zealand, as the closest neighbour of French Oceania, should maintain contact with the islands.

Mr. Fraser denied a suggestion that Tahiti was now practically a British protectorate. "The administration of French Oceania, under the authority of General de Gaulle, and through his appointee, Governor Edmond Mansard, is freely co-operating with the British Commonwealth in the struggle for freedom, and is in no way under the supervision of New Zealand or any other British Government", Mr. Fraser said.

Mr. Fraser added that the new Governor and his advisers appeared to be firmly in control of the situation and to have the support of the great majority of the French and Polynesian population.

GRAVE ECONOMIC PROBLEM

It is clear, however, that the economic situation in Tahiti and throughout the Colony is very bad. Almost all essential supplies, like food and oil, are in short supply. The Colony is eager to buy British or American goods; but, owing to the collapse of its overseas markets, it has little external credit, and neither Australia, New Zealand nor the United States has a demand for Tahitian products.

Ways and means of helping the French colonies through this crisis are being sought by the British and Dominions Governments.

Sympathy For Ex-Governors

TAHITI and French Oceania appear to have settled down quietly under the Free French regime. General de Gaulle, in September, nominated M. Edmond Mansard to be Governor, after the popular M. de Gery, Governor under the old regime, had resigned and left the Colony.

Interviewed in San Francisco early in October, M. de Gery spoke in friendly fashion of the new regime M. de Gery, like M. Maurice Pellicier, while loyal to France, is not the type of Frenchman who would be expected to submit humbly to the Hun-dominated Government at Vichy.

Both are fine men and splendid officials. It is to be hoped that British under-

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McIlrath's Xmas Cakes, 3 lbs. in Fancy Tin	3/10½ each
McIlrath's Special Quality Xmas Cakes, 2, 3, 4, 5 & 6 lb. size, 1/6 & 1/9 lb.	
Arnott's Fruit Cakes, 16 oz. Sealed Tins	1/9 tin, 20/6 doz.
Arnott's Christmas Puddings, 1 lb.	1/7½ tin, 19/- doz.
Arnott's Christmas Puddings, 2 lb.	3/1 tin, 35/6 doz.
Arnott's "King's Own" Biscuits, 1½ lb.	2/11 tin
Special Quality Christmas Hams, 12 to 14 lb.	per lb. 1/6½
Best Fruit Mincemeat, 12 oz.	1/1 jar, 12/6 doz.
Freshly Roasted Peanuts	10½d. lb., 10/- doz.
Walnuts in Shell	1/2 lb., 13/6 doz.
Dessert Almonds in Shell	1/4½ lb., 16/- doz.
Dessert Almond Kernels	4 ozs. for 11½d., 3/6 lb.
Ground Almonds	4 oz. 1/4½ tin, 8 oz. 2/7½ tin
New Season's Muscatel Clusters	8 oz. 10½d. pkt., 16 oz. 1/6 pkt.
Choice Australian Pressed Figs in Cellophane, 8 oz. 9½d. pkt., 16 oz. 1/6 pkt.	
Finest Crystallised Ginger	1/1½ lb.
Preserved Ginger in Syrup, 16 oz.	1/8 jar, 19/6 doz.
Mixed Cake & Pudding Fruits with Peel ..	16 oz. 1/1 pkt., 12/9 doz.
Best Jelly Crystals, all Flavours	4 oz. 4½d. pkt., 4/3 doz.
Cut Mixed Peel (ready for use)	8 oz. 7½d. pkt., 7/3 doz.
New Season's Extra Choice Currants	6½d. lb., 6/3 doz.
New Season's Extra Choice Sultaninas	6d. lb., 5/9 doz.
New Season's Finest Pitted Dates	8½d. lb., 8/3 doz.
Cadbury's Tropical Pack Chocolates, 1 lb.	3/9 tin, 44/- doz.
"I.X.L." Sliced Peaches, 30 oz.	9½d. tin, 9/4½ doz.
"I.X.L." Bartlett Pears, 30 oz.	11½d. tin, 11/3 doz.
"I.X.L." Diced Fruit Salad	16 oz., 9/3 doz., 30 oz. 14/9 doz.
Nestle's Pure Reduced Cream, 4 oz.	4d. tin, 3/9 doz.
Schwepes' Lime Juice Cordial, 26 oz.	1/11 bot., 22/6 doz.
Schwepes' Lemon Juice Cordial, 26 oz.	1/5 bot., 16/6 doz.
McIlrath's Royal Reserve Port, 26 oz.	3/6 bot., 41/- doz.
McIlrath's R.R. Dry Sherry, 26 oz.	3/6 bot., 41/- doz.
McIlrath's Brown Muscat, 26 oz.	2/2 bot., 25/- doz.

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or on location,



camp



or city flat



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mantel radio for every occasion. + + + For quiet entertainment,



or midnight dance party,



for latest war

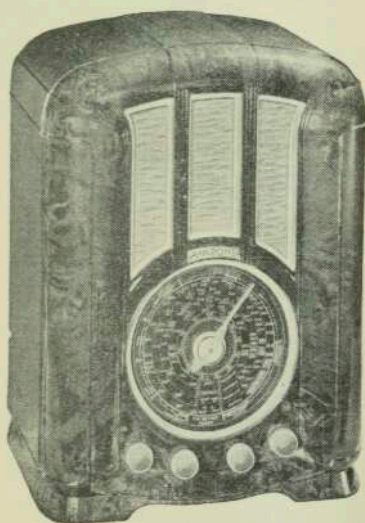
news bulletins



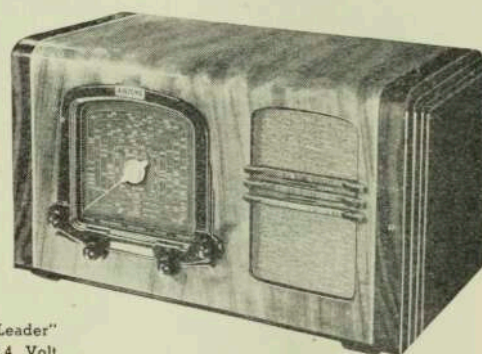
or local sporting results.



Airzone fine Radio can satisfy your every need. + + +



At left is the "Symphony Leader" Model 5098, 5 Valve 1.4 Volt Battery Dual Wave Mantel, designed to measure up to the exacting requirements of those without electric current. Also as Model 5059, 5 Valve Vibrator Powered Dual Wave. Both are Airzone masterpieces of Mantel Model Art!



Above is shown Airzone's new mantel production, Model 1072VM. It is a 7 Valve Vibrator Powered Dual Wave Mantel with EVERY feature of a console radio in mantel form. The seven valves make it very powerful and long distance or local reception is extremely good. Also as a 6 Valve A.C. Dual Wave Model 1062AM housed in the same cabinet.

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standing and sympathy will be extended to such men, in these cruel times. Imagine their position—their proud flag and their great Imperial services under the heel of the Hun, their possessions gone, their official future destroyed.

"YANKEE" ON WORLD TOUR

THE American schooner "Yankee", on a world cruise, on August 11 arrived at Dobo, in the Aroe Islands, south-westwards of Dutch New Guinea. She was under the command of Captain Irving Johnson.

In addition to Mrs. Irving Johnson and two children, the "Yankee" had on board 12 Americans who are going round the world, sightseeing and gaining experience of "sailing before the mast". After leaving Dobo they hoped to tour Bali and Java, in the East Indies. This is the second time Captain Johnson has called at Dobo.

Mr. Skelly Maynard Warren, aged 66, a former resident of Pitcairn Island, and a descendant of Fletcher Christian, of "Bounty" fame, died last month in Wellington, N.Z.

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.

Next Meeting will be held at the Hotel Carlton, Sydney, on October 30, 1940.

Address for Correspondence:

THE PACIFIC ISLANDS SOCIETY,
Box 2434 MM., G.P.O., Sydney.

A SECTION FOR WOMEN

By "Therese"

ONE of the smartest ensembles to-day is the printed frock and tailored matching jacket. The frock should be cut on simple tailored lines though the skirt may be either flared or pleated—a panel of pleats down the front gives a slim and youthful swing to any frock. The jacket should have wide shoulders and neat revers, with either short or bracelet-length sleeves.

The charm of white for Spring or Summer wear is indisputable, and a white coat, redingote style, a jacket or bolero worn over a flowered dress is "tops" in the Fashion world.

Hats, at the moment, are flower and ribbon trimmed, with large brims in first place. For cocktail and informal dinner parties, there are delightful bits of absurdity—flowers and ribbon—that perch on the head at becoming angles.

In choosing footwear, the ubiquitous court shoe is always a safe bet and can be worn on any occasion. The Oxford has its devotees and for hot weather it appears in mesh, punched leather and kid with eyelets and openings to allow air to circulate. Sandals seem part of the scheme of things and are as cool as they look. Heels vary in height from the stilt to the Cuban, many of the latter being of leather with square backs. Macrame shoes for sports wear are cool and attractive; so, too, are those of fish-net.

Handbags are becoming more capacious than ever and are offered in all colours and shapes. Some look like barrister's brief cases; others are of soft leather in pouch and pocket style. Macrame bags are popular, too, particularly with spectator sports clothes.

Necklets have come into their own again and are presented in all sorts of guises. Wooden beads look delightful with linen frocks; choose these to match or contrast. Clusters of multi-coloured berries hang together from a fine gilt chain and look most attractive with white or pastel frocks. Then there are the silver chains like Grandma used to wear, so unearthly all the old fashioned bits and pieces and you are sure to be right in line with Fashion.

RECIPES TO PLEASE

IN these days when we hear so much about the importance of eating vegetables it is pleasant to come upon a few new ways of preparing them. Here are some variations on a familiar theme.

Stuffed Carrots

With the hearts taken out by a knife, the carrots are boiled in salt and water until tender. Chopped onions and celery are browned in butter and stuffed into the carrots. Then the carrots are rolled in beaten egg and biscuit (or bread crumbs) and browned in butter. They are served with a few parsley leaves at the large end.

Baked Cabbage

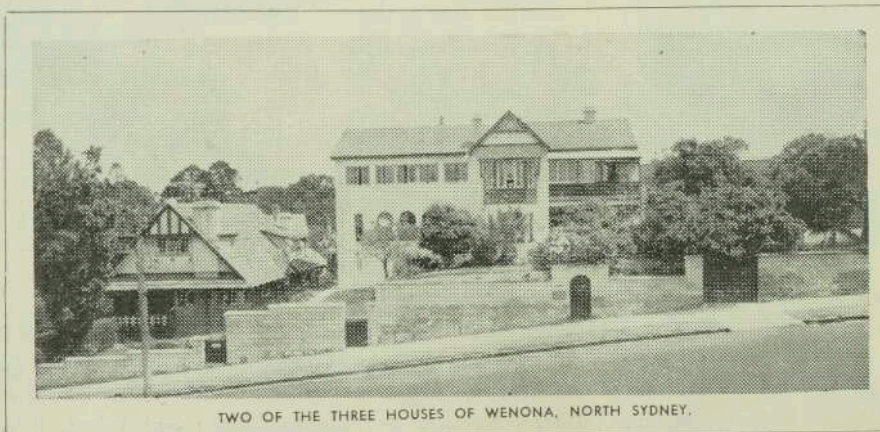
A cabbage is boiled for 10 minutes; then placed on a baking dish in this manner—a layer of cabbage, a layer of bread crumbs dotted with butter and seasoned with salt and pepper. This is covered with milk and baked in a slow oven.

CUCUMBER DISHES

Cucumber rarely features on the menu except in the guise of salad, yet there are

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several ways of cooking it and it can be served as a separate course or with poultry or meats.

A simple way of serving it as a hot vegetable is to peel and cut a cucumber into slices about $\frac{1}{2}$ inch thick. Boil these in salted water for a few minutes; drain on a colander; put into a hot dish, sprinkle with pepper and salt and pour over them a little brown butter (which is made by boiling the butter until it turns a nutty brown).

Cucumbers are equally nice with white sauce made with butter, a little flour, hot milk and some grated cheese. For this method they should be boiled as in the previous recipe.

Cucumber Au Gratin

Slice one or two cucumbers, toss them in a little butter until tender, and place in a well-buttered fire-proof dish. Season with salt and pepper; sprinkle with a little grated cheese and bread crumbs. Dot with small pats of butter, and cook for 20 minutes in a moderate oven.

Stuffed Cucumber

This makes a delightful entree. Choose large firm straight cucumbers and peel carefully and evenly. Cut into lengths of about 3 inches, and, with a small sharp knife, scoop out the inside, leaving, however, a thickness of about $\frac{1}{2}$ inch. Par-boil these for a few minutes in salted water, being careful not to overboil, as they should be quite firm. Make a stuffing with the inside of the cucumber, a little finely chopped onion, grated bread crumbs and a seasoning of salt and pepper. Cook this in butter until slightly brown and stuff the cucumber. Sprinkle each end of the cucumber with bread crumbs; arrange neatly in a buttered fire-proof dish; add a little pat of butter here and there, and bake in a quick oven for 15 minutes until cucumber is slightly browned.

BAKED BEAN DISHES

Among the many tinned foods in tropical cupboards, baked beans are a general favourite. Here are some recipes that are sure to find favour.

Mock Curry

Boil rice as for curry. Heat contents of a tin of baked beans and put in centre of a large hot dish. Make a wall around them with the rice. Serve tomato ketchup with this dish.

Baked Bean Pie

Line a fire-proof dish with well-mashed potatoes. Chop some onion finely and mix with baked beans. Put alternate layers of beans and slices of fresh tomato well seasoned in the pie-dish. Pour over a little gravy or stock enough to moisten. Finish with a layer of mashed potato. Smooth it down and decorate it with fork markings. Dot with butter and bake in a hot oven till the pie is golden brown.

Bean Croquettes

Put the contents of a tin of baked beans through a sieve. Add creamed butter, pepper and salt and enough egg to bind. Form into croquettes; dip into egg and bread crumbs and fry in deep fat until golden brown. Drain, dust with chopped parsley and serve very hot. Serve tomato ketchup separately.

Baked Bean and Cheese Roll

Half pound baked beans, $\frac{1}{2}$ lb. cheese, small onion, dessertspoon butter, $\frac{1}{2}$ cup breadcrumbs, salt, cayenne and a little chopped ham.

Put beans and cheese through a mincer, with the onion. Add crumbs, salt, and cayenne and chopped ham. Mould into a loaf or roll, brush over with melted butter. Roll in bread crumbs and bake well in a moderate oven till browned. Place on a hot dish, garnish with parsley and serve with tomato sauce.

Health Salad

Mix the contents of a tin of baked

beans (drained from their sauce) with equal quantity of chopped celery and a squeeze of lemon juice. Arrange crisp young lettuce leaves on individual salad plates and place a portion of the bean and celery mixture on each. Serve with mayonnaise.

Mayonnaise

Two egg yolks, $\frac{1}{2}$ teaspoon mustard, 2 tablespoons vinegar, 3 tablespoons olive oil, $\frac{1}{2}$ teaspoon sugar.

Put yolks into basin. Add oil a drop at a time, stirring the one way with a wooden spoon until oil is used and the mixture thick. Add vinegar, sugar, salt and mustard. Serve in a small glass jug, not poured over salad.

CORK FOR CLEANING

CORK has excellent cleaning qualities, and is excellent for the removal of stains and spots on household articles. Spots and blemishes on window-glass that have defied ordinary cleaning generally will vanish if rubbed with a dry cork.

A dry cork also will remove stains from plate or silver and, of course, it never scratches. If the cork is cut to a point it can be worked into clean crevices that have become tarnished.

Burnt marks on pie-dishes and plates will disappear if treated with a cork dipped in wet salt. Marks on aluminium ware can be removed with a cork and a little sand.

For scouring decanters and other narrow-necked vessels, there is nothing better than finely divided cork well-shaken with warm soapy water.

Corks moistened with turpentine will remove marks from white glazed bricks or corks dipped in paraffin will speedily remove rust marks on metal. Substitute petrol for paraffin and spots on linoleum can be removed with equal ease and quickness. Brisk rubbing is essential in all cases.



FROM ALL AUSTRALIAN DEPT. STORES
And in the Pacific from Burns Philp & Co. Ltd.

ISLANDS MINING SHARES

FIJI			
	Mid-April.	Mid-Aug.	Mid-Oct.
Emperor Mines ..	b15/7½	b9/9	b10/4
Loloma	b32/6	b21/9	b23/4½
Mt. Kasi	s4/9	s3/3	b2/8
Tavua Dev.	s4d	s2d	s2d

NEW GUINEA

	b2/6	s£5/10/-	b£4/10/-
Bulolo G.D.	b27/6	b10/-	b10/-
Enterprise of N.G.	b14/10	b8/11	b9/9
N.G.G., Ltd.	b2/7½	b2/3	b2/4
Oil Search	b6/11	b3/5	b3/11
Placer Dev.	b£3/17/-	s£2/13/-	b£2/17/6
Sandy Creek	b11d	b11d	b10½d
Sunshine Gold ...	b8/3	b7/10	b10/4

PAPUA

	b17/3	b12/-	b13/4
Cuthbert's	b3/2	b2/2	b2/9
Mandated All.	b10/-	s6/6	—
Oriomo Oil	b5/9	b3/3	b3/9
Yodda Goldfields ..	b1/10	b1/2	b1/4

MINING NEWS

From Papua

CUTHBERT'S MISIMA GOLD MINES, LTD.

SEPTEMBER production at the Cuthbert mine on Misima Island, Eastern Papua, is compared with July and August in the following table:—

	July.	Aug.	Sept.
Mill treated, tons ..	3,054	3,313	3,210
Bullion, oz.	3,348	3,162	3,402
Gold, fine, oz.	717	892	780
Silver, fine, oz.	2,551	2,278	2,538
Estimated value ..	£5,837	£6,487	£6,343
Value per ton of ore	38/3	39/2	39/6

MANDATED ALLUVIALS, N.L.

Directors of Mandated Alluvials, N.L., report that shipments of matte, Nos. 26 and 27, amounting to 95 tons, have been received. The assays give contents as 342 oz. of fine gold, 1,030 oz. of silver, and 18 tons of copper. The net value,

after allowing for deductions, cost of refining, and gold tax, should exceed £4,000. Shipment No. 28, of 49 tons, has been received, but assays are not yet available.

PAPUAN APINAUPI PETROLEUM CO., LTD.

Early in October, Papuan Apinaupi Petroleum Co., Ltd., reported that the broken bit in No. 1 major bore at Oiapu had been recovered. The bore is now being reamed preparatory to the insertion of casing.

From New Guinea

NEW GUINEA GOLDFIELDS, LTD.

THE latest report issued by the Mining Trust, Ltd., consulting engineers for N.G.G., Ltd., compares August production with June and July as follows:—

	June.	July.	Aug.
Eddie Creek mill—			
Ore, tons	2,942	3,275	3,105
Gold, oz., fine	883	912	918
Silver, oz., fine	4,219	5,218	5,713
Golden Ridges mill—			
Tons treated	2,295	2,696	2,616
Gold, oz., fine	871	1,115	1,184
Silver, oz., fine	1,060	1,237	1,350
Alluvial—			
Gold, oz., fine	1,563	1,417	1,335
Silver, oz., fine	1,071	1,005	988
Operating profit—			
Eddie Creek, £ ..	1,901	2,020	2,019
Golden Ridges, £ ..	1,105	2,309	2,772
Alluvial, £ ..	6,204	4,798	5,120

SANDY CREEK GOLD SLUICING, LTD.

September production at the Sandy Creek mine is compared with June, July and August in the following table:—

	June.	July.	Aug.	Sept.
Cubic yards ..	15,433	16,052	16,530	14,110
Gold, oz.	218	316	258	243
Per cubic yard ..	2/3	3/14	2/6	2/9
Working cost ..	11¼	10¼	1/1	—

SUNSHINE GOLD DEVELOPMENT, LTD.

Directors of Sunshine Gold Development, Ltd., report that the clean-up for September yielded 587 oz. of gold, compared with 881 oz. in August, and 990 oz. in July.

Yield for quarter ended September 30: 2,501 oz. (elevator, 2,147 oz.; sluicing, 290; tributaries 63).

A dividend of 6d. a share has been declared and the first bonus declared by the company—6d. a share—will be paid on October 24.

BULOLO GOLD DREDGING, LTD.

Bulolo Gold Dredging, Ltd., reports that August production from the Co's dredges in New Guinea compares with June and July as follows:—

	June.	July.	Aug.
Cubic yards ..	1,432,000	1,545,000	1,613,000
Bullion, oz.	23,178	20,032	22,304
Gold, fine oz.	15,994	13,822	15,389
Estimated working profit for August, 7,254 oz. of fine gold.			

From Fiji

EMPEROR MINES, LTD.

RESULTS from the Emperor mine, at Tavua, for the past four months compare as follows:—

	July	Aug.	Sept.	*Oct.
Ore treated, tons ..	11,184	10,367	10,098	9,899
Head value, dwt.	7.8	6.95	7.1	10.75
Gold, oz., fine ..	4,000	3,716	3,553	13,028
Residues, dwt.	1.0	0.95	1.0	1.1

*Apparent discrepancy between yield and head values due to gold still in circuit. In addition, 270 tons of Customs ore were treated.

†Including treatment of concentrates.

LOLOMA GOLD MINES, LTD.

Production at the Loloma mine for October is compared with the three previous months as follows:—

	July	Aug.	Sept.	*Oct.
Tons treated ..	2,659	2,493	2,527	2,623
Gold, oz., fine ..	3,523	3,428	3,361	3,419
Head value, dwt.	27.49	28.33	27.7	27.4
Residues, dwt.	0.99	1.33	1.1	1.38

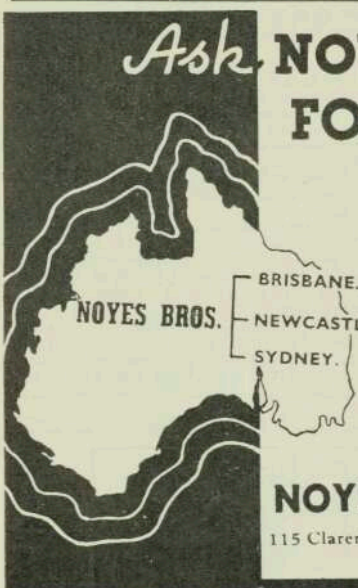
*In addition 1,005 oz. gold was recovered from treatment of accumulated slags and amalgam, making the total recovery for the period 4,424.

MT. KASI MINES, LTD.

Latest yields from Mt. Kasi mine, Vannua Levu, are as follows:—

	Period ended Aug. 7.	Sep. 4.	Oct. 9.
Ore, tons ..	3,348	3,266	4,040
Gold, fine oz.	655	693	853
Value, £A ..	6,550	6,930	8,530

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The illustration shows a man in a light-colored shirt and dark trousers operating a large, boxy AWA Teleradio 3B. He is wearing a headset and is seated at a desk. The radio is a two-tiered unit with various dials and a speaker. In the background, there is a palm tree and a stylized sky with birds. The overall scene is set in a tropical environment.

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Model also 39/6.	

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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; from 5.30-12 p.m., VLR. Wave lengths: From 6.30-8.10 a.m., 25.36 metres; from 8.15 a.m.-5.15 p.m., 25.32 metres; from 5.30-12 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.; from 5.30-12 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; 6.45, News; 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 Services; 12.50, News; 1.10, Music; 1.35, News; 4.15, News; 4.45, Music; 5.15, Close; 5.30, Young People's Session; 6.15, Music; 7, News; 7.45, News; 11.30, Music; 11.50, News; 12, 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 12 p.m.

SUNDAYS.—a.m.: 6.45, News; 7, Music; 9, News; 9.30, New Releases (Recorded); 10, Book Reviews; 10.30, Famous Singers; 11, Divine Service, p.m.: 12.15, Great Pianists; 12.50, News; 1.30, News; 2, Close; 3, Classical Compositions; 4.15, News; 4.45, Music; 7, News and Commentary; 10.30, Music; 11, Close.

NOVEMBER 1 TO 9

Nov. 1 (Fri.)—8.15 p.m. Play; 9.45 Ballad Recital; 10.15 Orchestral Programme.

Nov. 2 (Sat.)—1.50 p.m. Race Descriptions; 8.15 "Symphony House"; 9.40 "Masqueradio".

Nov. 3 (Sun.)—8.15 p.m. Montague Brearley & Orchestra; 9 Musical Quiz; 10 Dorothy Helmrich (soprano).

Nov. 4 (Mon.)—8.15 p.m. "Merry-Go-Round"; 9.30 Play; 10.15 Ballad Recital (Thea Phillips).

Nov. 5 (Tues.)—1.50 p.m. Melbourne Cup Description; 8.15 Play—"Horseplay"; 8.45 The Mastersingers; 9 Sydney Symphony Orchestra; 10.15 Jim Davidson's Band.

Nov. 6 (Wed.)—1.50 p.m. Ascot Races; 8.15 "Out of the Bag"; 9.45 Band & Chorus.

Nov. 7 (Thurs.)—1.50 p.m. Flemington Races; 8.15 "Strike up the Band"; 9.30 Montague Brearley (violin) & Raymond Lambert (piano); 10.30 Jim Davidson's Band.

Nov. 8 (Fri.)—8.15 p.m. Play; 9.15 The Mastersingers; 9.30 Talk.

Nov. 9 (Sat.)—1.50 p.m. Flemington Races; 8.15 Old Time Dance Music; 11.15 "Radio Magazine".

BROADCAST TO FRENCH PACIFIC COLONIES

THE Australian Department of Information, in conjunction with the A.B.C., inaugurated last 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.
6.55 p.m.	7.55 p.m. Announcements.
7.00 p.m.	8.00 p.m. News in French.
7.20 p.m.	8.20 p.m. Talk in French.
7.30 p.m.	8.30 p.m. Close.

Amongst the Solomon Islanders now on leave in Sydney are Mr. and Mrs. Harry Dunn, and little daughter Elaine, of the staff of Lever's Pty. Ltd., at Gavutu headquarters.

STOP KIDDIES' COUGHS
Break nasty coughs and colds quickly.
Soothe nose, throat, chest and lungs.
Safe and pleasant to take. Handy-sized bottle, 1/-.

WOODS' Great PEPPERMINT CURE

PRICE OF GOLD (Australian Official Quotations)

	Fine oz.	Standard oz.
January 1, 1940	£10/12/6	£9/14/9½
February 5	£10/12/9	£9/15/0¼
March 4 to June 17 ..	£10/12/3	£9/15/5¼
June 24 to July 7 ..	£10/12/6	£9/15/0¼
July 8	£10/11/-	£9/13/5
August 5 to Sept. 14 ..	£10/12/6	£9/14/9½
September 21	£10/14/-	£9/16/2
September 28	£10/14/-	£9/16/2
October 5	£10/14/-	£9/16/2
October 12	£10/14/-	£9/16/2

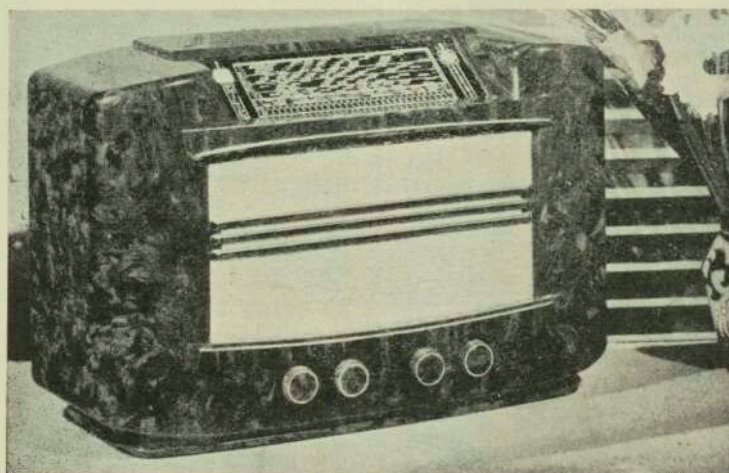
Two high officials will disappear shortly from Rabaul, where they are well-known. Mr. A. M. Ryan, who has been Postmaster in Rabaul for some time, goes on leave and then he will retire from the Service on superannuation. Commander C. J. R. Webb, who has been on the Naval Reserve has succeeded, after much agitation, in being selected for more active naval duties and has left Rabaul to report for duty in Australia.

A HINT FOR ISLANDS PAINTERS

WHEN you have a brush that is so heavily crusted and stiffened with hard, dry paint as to make cleaning almost hopeless, let it soak in creosote, advises De Merie Pty., Ltd., Sydney manufacturers of creosote, coal tar, etc. Many old brushes can be economically reclaimed this way.

Other products marketed by De Merie Pty., Ltd., include a variety of standard disinfectants, highly concentrated insect and germ destroyers, which are invaluable in Islands homes for combatting flies, mosquitoes, and other pests. De Merie disinfectants are made in all types—liquid and powder, sprays, moth-balls, etc.—***

Mr. Stanley Higgs, son of Mr. and Mrs. Gordon Higgs, of Messrs. W. R. Carpenter & Co., Ltd., well-known in New Guinea, enlisted in England in a Lancers regiment, at the outbreak of war. He was engaged in the fighting in France, and was wounded during the evacuation from Dunkirk. He is making a good recovery from his wounds.



"LUXURY LINER" of the SHORT WAVES

YOU need but little luggage on Philips high-speed radio tour of the world—just an easy chair in which to recline in full comfort, a pipe to smoke, and world-wide Radioplayer 2262 to guide you on this fascinating quest into the unknown.

Tuning is easier (including relocation of overseas stations); reception is clearer; tonal quality is richer—in short, listening is more enjoyable in every way when you cruise on this "luxury liner" of the short waves... streamlined 6-valve Radioplayer 2262, complete with every advanced feature of modern radio design. It operates on either 110 or 240 volts, too.

Broadcast coverage, 540—1620 kilocycles.
Short-wave coverage, 8—22 megacycles.

PHILIPS radioplayers



Made by The Largest
Radio Organisation in
the British Empire.

FILL IN — CUT OUT AND POST

PHILIPS LAMPS (A/asia) PTY. LTD., PHILIPS
HOUSE — 69-73 CLARENCE STREET SYDNEY,
N.S.W., AUS.

Please forward me all information on Model 2262.

Name.....P.I.M.

Address.....P.I.M.

Flight Lieut. G. J. I. Clarke, of the R.A.A.F., who was serving overseas, was officially reported missing on September 25. At the outbreak of war, he was Assistant-Flight-Superintendent of Carpenter Airways, and was well-known on the Papua-New Guinea run. He was one of those associated with the survey flights of the new Carpenter air-liners, in April, 1938.

BARGAINS in Tropical Radios

We have three

SPECIALLY BUILT TROPICAL RADIO SETS

To sell on behalf of the owners,
who are on active service.

These sets have been thoroughly overhauled and are definitely in new condition.

The price, with new Battery
equipment, is only

£14/10/- nett

Write for further details.

Prices Radio Service

5 & 6 ANGEL PLACE, SYDNEY
For Radio and Hobbies Supplies

ISLANDS PRODUCE

THE following quotations were obtained in mid-October:—

COFFEE

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney (Sterling): Price fixed by Government at 28/9 per cwt.

Robusta (f.a.q. in store Sydney): 8d. per lb. (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", 62/- (New Season's). Quote No. 2: Grade "A", 64/-; Grade "B", 58/- (September shipment).

Mysore, f.a.q., c.i.f., Sydney, per cwt. Quote No. 1: Ships' assortment, 64/-, Jan.-March shipment.

Arabian (Aden) Hodeidah, f.a.q., c.i.f., Sydney, No. 1 quotation: 86/- 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 reported sales of N.G. coffee at prices ranging from 7¼d. to 8¼d. (delivered store, Sydney) according to quality.

KAPOK

Java (Government-controlled prices).—Average Java, 6-7/16d. per lb., c.i.f. (Stg.): Prime Japara, 6¼d. 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, 12¼d. lb.

IVORY NUTS

Owing to the international situation, Sydney agents are not quoting for ivory nuts. The last quotations, some months 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, £30/10/- old crop; new crop not available.

RICE

Rangoon rice, packed in 100 lb. bags, £18 per ton; 200 lb. sacks, £17/15/- 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 several months 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 by Sydney buyers:—Quote No. 1: £50. No. 2: £52.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rate existing in mid-October:—

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.	£ s. d.
Telegraphic transfer	110 15 0	112 0 0
On demand	110 12 6	111 17 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 cannot furnish Sydney-Noumea bank rates, as usual.

NEW 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.

Note.—It is understood that negotiations are proceeding between the New Caledonian authorities and the Australian Government whereby a rate between the Commonwealth and the French Pacific Colonies will be established, independent of the London-Paris rate upon which former quotations were based.

WESTERN SAMOA

Through Bank of New Zealand:—Australia on Western Samoa, basis £100 Samoa—buying, £A99/12/6; selling, £A100/2/6. Samoa on London, basis £100 in London:—

	Buying.	Selling.
£ s. d.	£ s. d.	£ s. d.
Telegraphic transfer	—	£125 10 0
On Demand	122 18 9	125 7 6
30 days	122 8 9	125 2 6
60 days	121 18 9	124 17 6
90 days	121 8 9	124 12 6
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, N.G., 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:—Australia on Port Moresby and Samarai, Papua, 10/- per cent.; on Rabaul, N.G., 10/- per cent.—other Papua and New Guinea districts, £1 per cent.

Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

Mr. C. G. Rutledge, general manager of Cuthbert's Misima Goldmine, Ltd., arrived in Cairns from Papua by the "Macdhui" recently. After a short stay there, he came to Sydney on a vacation.



MODERN BANKING SERVICE

The Pacific Islands branches of the Bank of New South Wales offer the same complete banking service as branches of the Bank throughout Australia and New Zealand. New Guinea, Papua, and Fiji are thus directly linked with an expert banking organisation serving the needs of modern business, and the special requirements of oversea trade.

BANK OF NEW SOUTH WALES

The Largest Bank in the Southern Hemisphere

Market Quotations

COPRA

London	South Sea, Sun-dried, to London	Plantation, Hot-air Dried, Rabaul, to London
Price on—	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	South Sea, Sun-dried, to London	Plantation, Hot-air Dried, Rabaul, to London
Price on—Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
Jan. 3, '36 ..	£13 2 6	£13 15 0
Mar. 6 ..	£11 15 0	£12 15 0
June 5 ..	£11 10 0	£12 0 0
Sept. 4 ..	£13 2 6	£13 10 0
Dec. 4 ..	£19 7 6	£19 7 6
Jan. 8, '37 ..	£22 12 6	£22 12 6
Mar. 5 ..	£19 0 0	£19 5 0
June 4 ..	£15 15 0	£15 12 6
Sept. 3 ..	£13 5 0	£13 5 0
Dec. 3 ..	£12 10 0	£12 12 6
Jan. 7, '38 ..	£12 12 6	£12 15 0
Feb. 4 ..	£11 2 6	£11 10 0
Mar. 4 ..	£10 17 6	£11 0 0
Apr. 1 ..	£10 10 0	£10 12 6
May 6 ..	£10 17 6	£10 17 6
June 3 ..	£9 15 0	£9 15 0
July 1 ..	£9 17 6	£9 17 6
Aug. 5 ..	£9 15 0	£9 15 0
Sept. 2 ..	£9 10 0	£9 10 0
Oct. 7 ..	£9 2 6	£9 2 6
Nov. 4 ..	£8 12 6	£8 12 6
Dec. 2 ..	£8 5 0	£8 5 0
Jan. 6, '39 ..	£9 12 6	£9 15 0
Feb. 3 ..	£9 10 0	£9 10 0
Feb. 24 ..	£9 17 6	£10 2 6
Mar. 3 ..	£10 0 0	£10 2 6
Mar. 17 ..	£9 15 0	£9 17 6
Mar. 24 ..	£9 15 0	£9 17 6
Mar. 31 ..	£9 12 6	£9 15 0
Apr. 6 ..	£9 12 6	£9 15 0
Apr. 14 ..	£9 10 0	£9 12 6
Apr. 21 ..	£9 10 0	£9 12 6
Apr. 28 ..	£9 17 6	£10 0 0
May 5 ..	£10 0 0	£10 5 0
May 12 ..	£10 5 0	£10 10 0
May 19 ..	£10 5 0	£10 7 6
May 26 ..	£10 7 6	£10 10 0
June 2 ..	£10 7 6	£10 10 0
June 9 ..	£10 5 0	£10 10 0
June 16 ..	£9 15 0	£10 0 0
June 23 ..	£9 10 0	£9 15 0
June 30 ..	£9 5 0	£9 7 6
July 7 ..	£9 2 6	£9 7 6
July 14 ..	£9 0 0	£9 5 0
July 21 ..	£8 15 0	£8 17 6
July 28 ..	£9 0 0	£9 2 6
Aug. 4 ..	£9 2 6	£9 5 0
Aug. 11 ..	£9 2 6	£9 5 0
Aug. 18 ..	£9 0 0	£9 2 6
Aug. 25 ..	£9 5 0	£9 7 6
Sept. 1 ..	£9 10 0	£9 12 6
Sept. 8 ..	Not quoted—outbreak of war.	
Sept. 15 to 29 ..	Not quoted.	
Oct. 6 ..	£11 15 0	£12 15 0
Oct. 12 ..	Fixed price based on £12/7/6 per ton, c.i.f., London, for plantation, hot-air dried, £13/5/- per ton, c.i.f., London.	
Jan. 8, 1940.—April 20, 1940.—	Fixed price, for plantation, hot-air dried, £12/17/6 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.	
Since then, quotations nominal, as above.		

RUBBER

London	Para.	Plantation
Price on—	per lb.	Smoked, per lb.
January 6, 1933 ..	4½d	2.43d
July 7 ..	5½d	3.71d
December 8 ..	4½d	4.0½d
January 5, 1934 ..	4½d	4.28d
July 6 ..	5½d	7.06d
December 28 ..	5d	6½d
January 4, 1935 ..	5d	6½d
July 5 ..	5d	7½d
December 6 ..	6½d	6½d
January 3, 1936 ..	6½d	6½d
June 5 ..	9d	7½d
December 4 ..	1/-	9 1-16d
January 8, 1937 ..	1½d	10½d
June 4 ..	11d	9 5-8d
December 3 ..	7½d	7½d
January 7, 1938 ..	7½d	7d
July 1 ..	6½d	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 ..	12½d	12½d
April 5 ..	12½d	10½d
May 3 ..	14d	11½d
June 7 ..	15½d	12½d
July 5 ..	15d	12½d
July 19 ..	14½d	12½d
July 26 ..	14½d	12½d
August 2 ..	13½d	13d
August 9 ..	13½d	13 1-16d
August 16 ..	13½d	13 1-16d
August 23 ..	13½d	12.625d
August 30 ..	13d	12½d
September 6 ..	12d	12 3-16d
September 13 ..	12d	12 3-16d
September 20 ..	12d	11½d
September 27 ..	12d	11-9-16d
October 4 ..	12d	11½d
October 11 ..	12d	11½d

Mr. and Mrs. D. Low arrived in Sydney by the last "Macdhui" from Misima, Papua, where he is employed at Cuthbert's goldmine. They will spend three months' holiday in Sydney.

IN MIDDLE-AGE—KIDNEYS OFTEN NEED THIS HELP

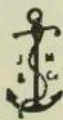
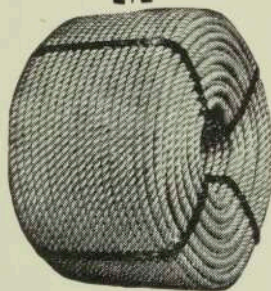
Many people going into middle age note a slowing down of the healthy bladder action of youth. While this is to be expected to a degree, if passage is frequent and scanty, accompanied by burning and smarting, Nature may be warning that there is something wrong with your kidneys or bladder.

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

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

Don't wait! Ask your chemist or store for DOAN'S BACKACHE KIDNEY PILLS, used successfully by millions for over 40 years. They give happy relief and will help the 15 miles of kidney tubes flush out poisonous waste from your blood. Get DOAN'S BACKACHE KIDNEY PILLS to-day. They are a special remedy for the kidneys and will give quick and lasting benefit. Old and young alike can take DOAN'S BACKACHE KIDNEY PILLS with perfect safety.

FOR RELIABILITY
AND LONG SERVICE



Manufactured by: **JAMES MILLER & CO. PTY. LTD.**
MELBOURNE, VIC., AUST.
Suva Agents: **A. S. FAREBROTHER & CO.**
And at Lautoka, P.O. Box 36. Tel.: 261.
Sydney Agents: **P. T. TAYLOR LTD.**

MILLER'S "ANCHOR" BRAND ROPES AND CORDAGES

Manila, Sisal, New Zealand Coir and Cotton Rope of every description. Twine, Sewing Twine, Shop Twine, Binder Twine and Fishlines, Lashings, Halters, Plough Reins, Sack Cord, Blind Lines, etc.

LENGTH — STRENGTH
QUALITY GUARANTEED

J. C. MERRILLEES & CO.

133 PITT STREET, SYDNEY.

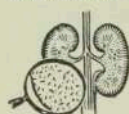
ISLANDS BUYING AND SELLING AGENTS

Representatives:—DARWIN: C. J. CASHMAN & CO. PAPUA: J. R. CLAY & CO. N. GUINEA: F. R. FORSYTH. SOLOMON IS.: C. R. YOUNGER.

NAURU WAR FUNDS

THE 1,600 natives on Nauru, who benefit substantially from royalties on Nauru phosphate, are contributing generously to the various funds. The districts have developed a rivalry regarding Red Cross donations. One brought in £8; the next boastfully deposited £11, the third "wiped the floor" with the others by subscribing £71. Now, the others are planning vengeance with figures running into the hundreds. The British Phosphate Commission at Nauru established a War Fund which now carries £1,000.

End Rheumatism While You Sleep



If you suffer sharp stabbing pains, if joints are swollen, it shows your blood is poisoned through faulty kidney action. Other symptoms of Kidney Disorders are Backache, Aching Joints and Limbs, Sciatica, Neuritis, Lumbago, Getting up Nights, Dizziness, Nervousness, Circles under Eyes, Burning, Itching Passages, Loss of Energy and Appetite and Frequent Headaches and Colds, etc. Ordinary medicines can't help much because you must get to the root cause of the trouble.

The Cystex treatment is specially compounded to soothe, tone and clean raw, sore, sick kidneys and bladder and remove acids and poisons from your system safely, quickly and surely, yet contains no harmful or dangerous drugs. Cystex works in 3 ways to end your troubles.

1. Starts killing the germs which are attacking your Kidneys, Bladder and Urinary System in two hours, yet is absolutely harmless to human tissue.
2. Gets rid of health-destroying, deadly poisonous acids with which your system has become saturated.
3. Strengthens and reinvigorates the kidneys, protects from the ravages of disease-attack on the delicate filter organism, and stimulates the entire system.

Praised by Doctors, Chemists, and One-time Sufferers

Cystex is approved by Doctors and Chemists in 75 countries and by one-time sufferers from the troubles shown above. Mr. Reg. Thomas, Townsville, Queensland, recently wrote: "My joints were all stiff, I had leg pains, my back used to ache day and night. My bladder was weak. I had headaches and no appetite. The first dose of Cystex helped me and before I finished three boxes my health and strength came back."

Guaranteed to Put You Right or Money Back



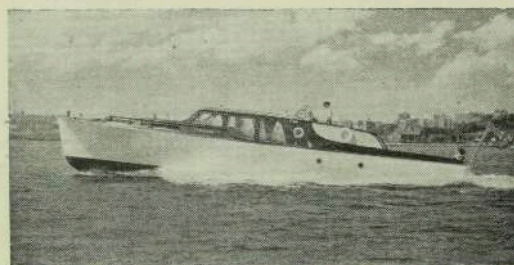
Get Cystex from your chemist today. Give it a thorough test. Cystex is guaranteed to make you feel younger, stronger, better in every way, in 24 hours and to be completely well in 1 week or your money back if you return the empty package. Act now! Now in 3 sizes—1/9, 4/-, 8/-.

This is a **GUARANTEED Cystex** Remedy
for Your Kidneys, Bladder, Rheumatism
SCHAFFER & CO., SYDNEY.

SUCCESSFUL RED CROSS CARNIVAL HELD IN SUVA



At the Red Cross Carnival held in Suva, Fiji, recently, to raise war funds. Top: Fancy-goods stall, conducted by the ladies of the Presbyterian Church. Middle: Girls of the Hockey Association, and girls of the Yacht Club, who tied for prize for best marching troupe. Lower: Marching troupe of girls of the Chinese community.



The "Penelope," built by Lars Halvorsen Sons Pty. Ltd., Sydney, is fitted with twin Monel propeller shafting.

For long and reliable service, instal a MONEL PROPELLER SHAFT

Monel possesses a combination of properties which makes it outstanding for propeller shafting. It is the strongest and toughest of the non-ferrous alloys, is unaffected by fresh or salt water corrosion and guaranteed not to rust. These properties assure years of reliable, trouble-free service.

Further information on Monel shafting will gladly be forwarded by:

WRIGHT AND COMPANY

81 CLARENCE STREET, SYDNEY, N.S.W.

Monel is a registered trade mark.

SHIPPING SERVICES IN THE PACIFIC

THE shipping timetables which, presented in these pages, had been a feature of the "Pacific Islands Monthly" for over 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 practicable.

SYDNEY-PAPUA-NEW GUINEA

The motor-ships "Maedhu" and "Malaita", 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. "Lakatoi" (Burns, Philp and Co., Ltd.) carry on coastal and inter-island services.

NEW GUINEA INTER-ISLAND SERVICES

The S.S. "Malwara" and M.V. "Mullama" (Burns, Philp and Co., Ltd.) and the M.V. "Desikoko", M.V. "Duranbah", 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 the United Kingdom.

SYDNEY-PAPUA-N.G.-HONG KONG

The M.V. "Neptuna", owned and operated by Burns, Philp and Co., carries on a service.

SYDNEY-T.L.-DARWIN-SINGAPORE

The vessels "Marella" and "Merkur", owned and operated by Burns, Philp and Co., Ltd., carry on a regular service.

SYDNEY-PORT MORESBY-DARWIN

S.S. "Montoro" and M.V. "Tulagi" run regular services between Sydney and Darwin, via Port Moresby. Burns Philp & Co., Ltd., Agents.

SAIGON-JAVA-SOUTH SEAS-N.Z.-SYDNEY

The Dutch vessels "Maetsuycker" and "Tegelberg", owned and operated by the Royal Packet Navigation Co., Ltd., 255 George Street, Sydney, maintain a regular service.

SYDNEY-RABAU-HONG KONG

The vessels "Nellore", "Tanda", and "Nankin", owned and operated by the E. and A. Steamship Co., Ltd., 37 Pitt Street, Sydney, carry on a regular service.

SYDNEY-PAPUA-B.S.I.-NEW GUINEA

The M.V. "Malaita", owned and operated by Burns, Philp and Co., Ltd., maintains a regular service.

B.S.I. INTER-ISLAND SERVICE

The A.S. "Mamutu" (Burns Philp (South Sea) Co., Ltd.) operates among the islands of the Group, on a regular schedule.

SYDNEY-LORD HOWE IS.-NORFOLK IS.-NEW HEBRIDES-B.S.I.

The S.S. "Morinda", owned and operated by Burns, Philp and Co., Ltd., carries on a regular service.

NEW HEBRIDES INTER-ISLAND SERVICES

The S.S. "Mirani" (Burns Philp (South Sea) Co., Ltd.) and M.V. "Polynesien" (Messageries Maritimes Co., 36 Grosvenor Street, Sydney) carry on services among the Islands of the Group.

SYDNEY-NOUMEA-NEW HEBRIDES-INDOCHINA

The French vessel "Pierle Lott", 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 "Cap Tarifa" and "Capitaine Illiaquer" (Société Le Nickel, Noumea, New Caledonia), carry on services.

NEW CALEDONIA INTER-ISLAND SERVICES

The French vessel M.V. "La Phoque" (Société

Vigour Restored, Glands Made Young In 24 Hours

It is no longer necessary to suffer from loss of vigour and manhood, weak memory and body, nervousness, impure blood, sickly skin, depression, and poor sleep, because an American Doctor has discovered a quick, easy way to end these troubles.

This discovery is in pleasant, easy-to-take tablet form, is absolutely harmless, does away with gland operations and is bringing new youth and vigour to thousands. It works directly on the glands and nerves, and puts new, rich blood and energy in your veins. In 24 hours you can see and feel yourself getting younger. Your eyes sparkle, you feel alive and full of youthful vigour and power.

And this amazing, new gland and vigour restorer, called Vi-Stim, is guaranteed. It has been proved by thousands in America and is now distributed by chemists here under a guarantee of satisfaction or money back. 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 get your money back. 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.

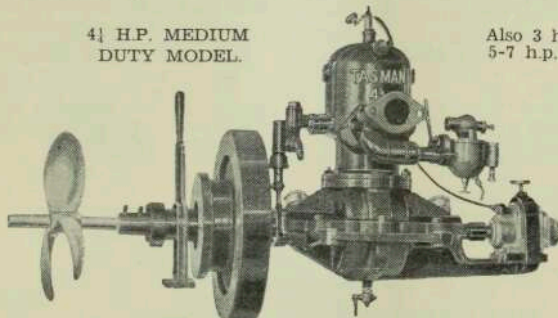
AGENTS WANTED
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in Pacific Islands Territories

TASMAN MARINE ENGINES

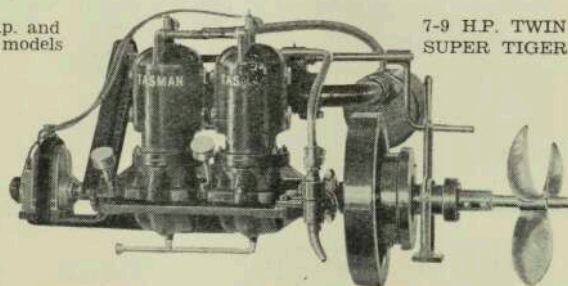
AUSTRALIA'S FINEST ACHIEVEMENT IN THE SMALL ENGINE CLASS
SUPREME IN POWER—DEPENDABILITY—REFINEMENT

4½ H.P. MEDIUM
DUTY MODEL.



Also 3 h.p. and
5-7 h.p. models

7-9 H.P. TWIN
SUPER TIGER



Specially designed for hard, continuous service in boats up to 18 ft.

Overhead crank starting, water-cooled manifold as standard equipment. Available with built-in one unit reverse gear, having fore-and-aft flywheel, also electric starter and generator.

FULLY GUARANTEED

MANY EXCLUSIVE FEATURES

Write for Full Particulars of all our Models.

Applicants for Agency please supply details of organisation, and territory covered.

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191 ELIZABETH STREET, WATERLOO, N.S.W.

N.S.W.
A. S. YOUNG, Wey Woy.
JACK BETTINI, Narooma.
E. F. WEBBER, Bateman's Bay.
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QUEENSLAND.
AUSTRALIAN AGENTS:
QUEENSLAND PASTORAL
SUPPLIES, LTD.,
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des Iles Loyalty, Noumea, New Caledonia) maintains connection with the coastal ports of New Caledonia and with the islands of the Loyalty Group.

GILBERT AND ELLICE INTER-ISLAND

The M.V. "Moama" (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 liners "Awatea" and "Aorangi", owned and operated by the Union Steam Ship Co. of N.Z., Ltd., 247 George Street, 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.

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.

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. "Maul 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 Com-

mission, Phosphate House, 515 Collins Street, Melbourne, C.I.

FRENCH OCEANIA INTER-ISLAND

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. "Satanela" (E. S. Paul, owner) connect regularly with the Matson liners "Monterey" and "Mariposa" at Pago Pago (American Samoa).

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 Sydney, via Pacific ports.

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.

U.S.A.—NEW ZEALAND AIR SERVICE

A regular fortnightly air service, carrying passengers, mails and urgent cargo, has been inaugurated by Pan American Airways between U.S.A. and New Zealand. Leaving San Francisco, the Clippers call at Los Angeles, Honolulu, Canton Island, and Noumea, en route to Auckland, N.Z. The Matson Co., 39 Martin Place, Sydney, are Australian agents.

Pacific Islands Travellers

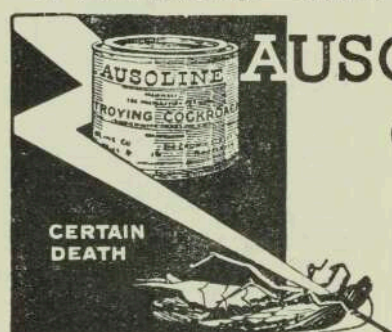
(CONTINUED FROM PAGE 3)

Garrard, Neilsen, Radford, Greenough, Bourne, Kidnie, Misses Hosie, Barker, Burgess, Coates, Unkenstein.

PER "MORINDA" FOR LORD HOWE IS., NORFOLK IS., N. HEBRIDES, AND B.S.I.: Messrs. Grave, Taylor, Pauling, Whiting, Tucker, Wilson, Twiss, Wilson, Paton, Father Rocke, Mesdames McLean, Pauling, Waley, Tucker, Wilson (2), Anderson, Misses Martin, Malone (2).

The Norfolk Island branch of the Red Cross Society has been active during the year, under the presidency of Lady Rosenthal, wife of the Administrator. Although there are less than 1,000 people on this island, the community has subscribed £40 towards the Turkish Earthquake Relief Fund; £100 for military ambulances; £65 for materials to be made up into comforts for the troops; and various other contributions. Australian headquarters expressed appreciation of this enthusiastic and sustained effort.

IT ATTRACTS — THEY EAT IT — THEY DIE



AUSOLINE

NEVER
KNOWN
TO FAIL!

**COCKROACH
DESTROYER**

IT'S A PASTE!

PRICES:

1lb. 5/- . . . 3lbs. 10/-.

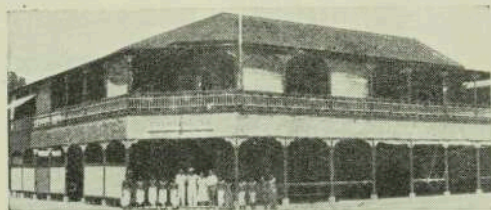
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Remit Cash with Order.

Obtainable also from Islands stores of:
BURNS, PHILP & Co. Ltd.
W. R. CARPENTER & Co. Ltd.

AUSOLINE CO.,
314 CROWN STREET, SYDNEY
(Established 1919)

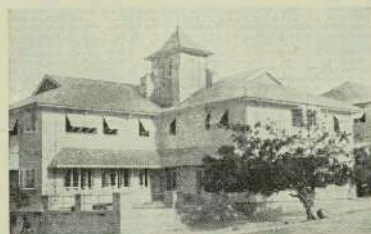
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**FIRST-CLASS
ACCOMMODATION**
For
Tourists & Commercial
Electric Light,
Ballroom — Billiards,
Freezing Works,
Cold Store.
Best Brands of Liquors.
MODERATE TARIFF.
Fishing Trips and
Launch Excursions
Arranged.

WHERE TO STAY IN PORT MORESBY

HOTEL MORESBY



NEAR THE
WHARF.

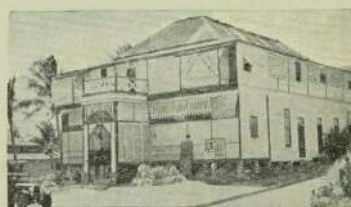
MODERN
ACCOMMODATION
ONLY THE BEST
BRANDS OF
WINES, SPIRITS
AND BEERS
IN STOCK.

LICENSEE:

Hotel Moresby
Ltd.

The PAPUA HOTEL

Catering specially for
Tourists and Travellers.

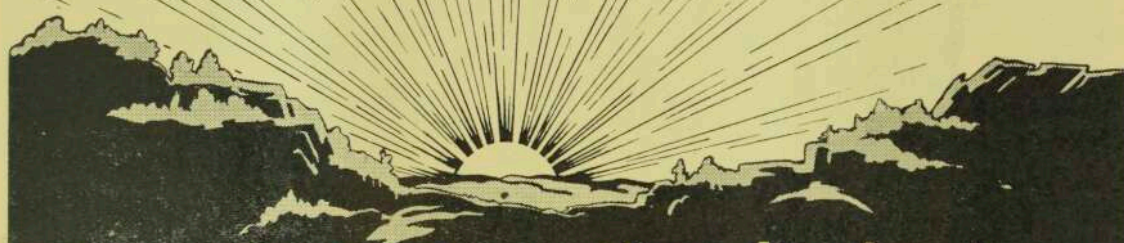


Licensee: Papua Hotel, Ltd.

First-class Accommodation. Parties Arranged.
Situated on high ground overlooking both
coasts, its Spacious Lounges are always Cool
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OCTOBER, 1940—PACIFIC ISLANDS MONTHLY

Safety—Speed—and Comfort!



Flying high above the disadvantages and difficulties of slow surface travel

Guinea Airways Service awaits your arrival at Port Moresby to speed your passage by air to any one of over 50 aerodromes and landing grounds served by the Company throughout New Guinea and Papua.

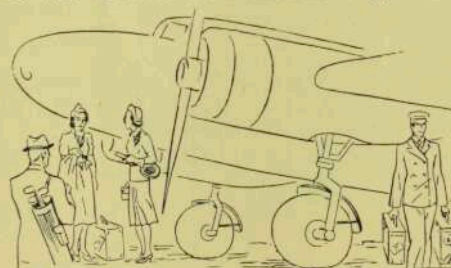
Guinea Airways' fast modern planes cut days of travelling time to a few hours of flight. As an example, the time of travel by plane to the Goldfields from Port Moresby is only 1 hour 40 minutes as compared with 6 to 7 days by surface routes. See more of New Guinea from a better angle and save time and money . . . Travel by Air.



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When sailing from Australia book steamer and air passage at the Steamship Office or obtain full particulars from the purser.

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THE WORLD'S LARGEST FREIGHT CARRYING AIR SERVICE

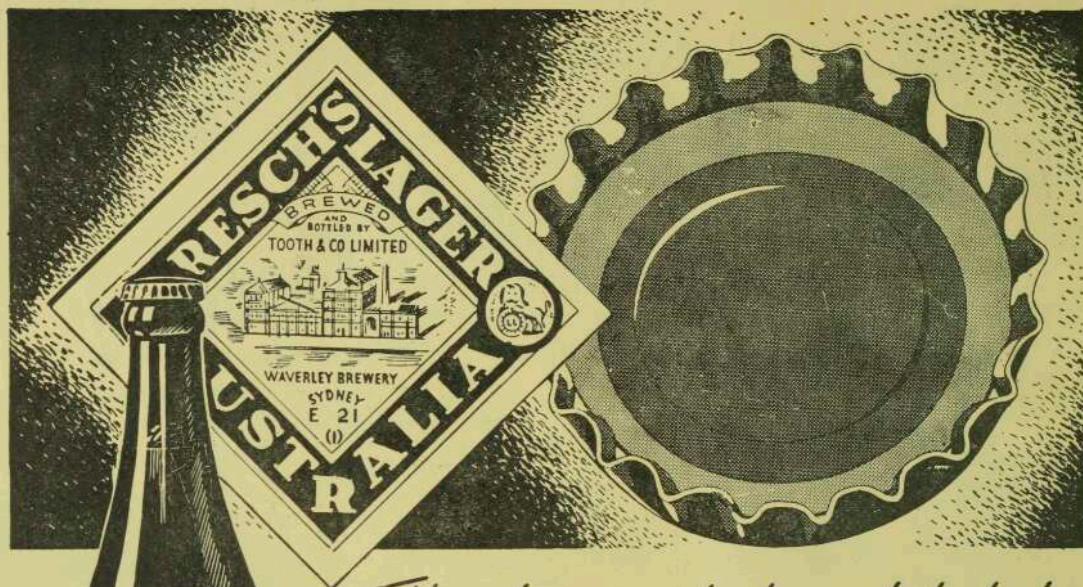
LAE—SALAMAUA:

New Guinea Office: LAE,
Mandated Territory of New Guinea

:

Branch Offices and Agents at WAU-SALAMAUA-
PORT MORESBY and SYDNEY.

PACIFIC ISLANDS MONTHLY—OCTOBER, 1940



The diamond-shaped label
ensures a

PERFECT DRINK

and the "Spot" crown seal

PRESERVES THE FLAVOUR

When ordering lager, first look for the Diamond-shaped Label—that is your guarantee of quality. Then notice the "Spot" Crown Seal, it is designed to retain that quality, and ensure perfect freshness and flavour in any climate.

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