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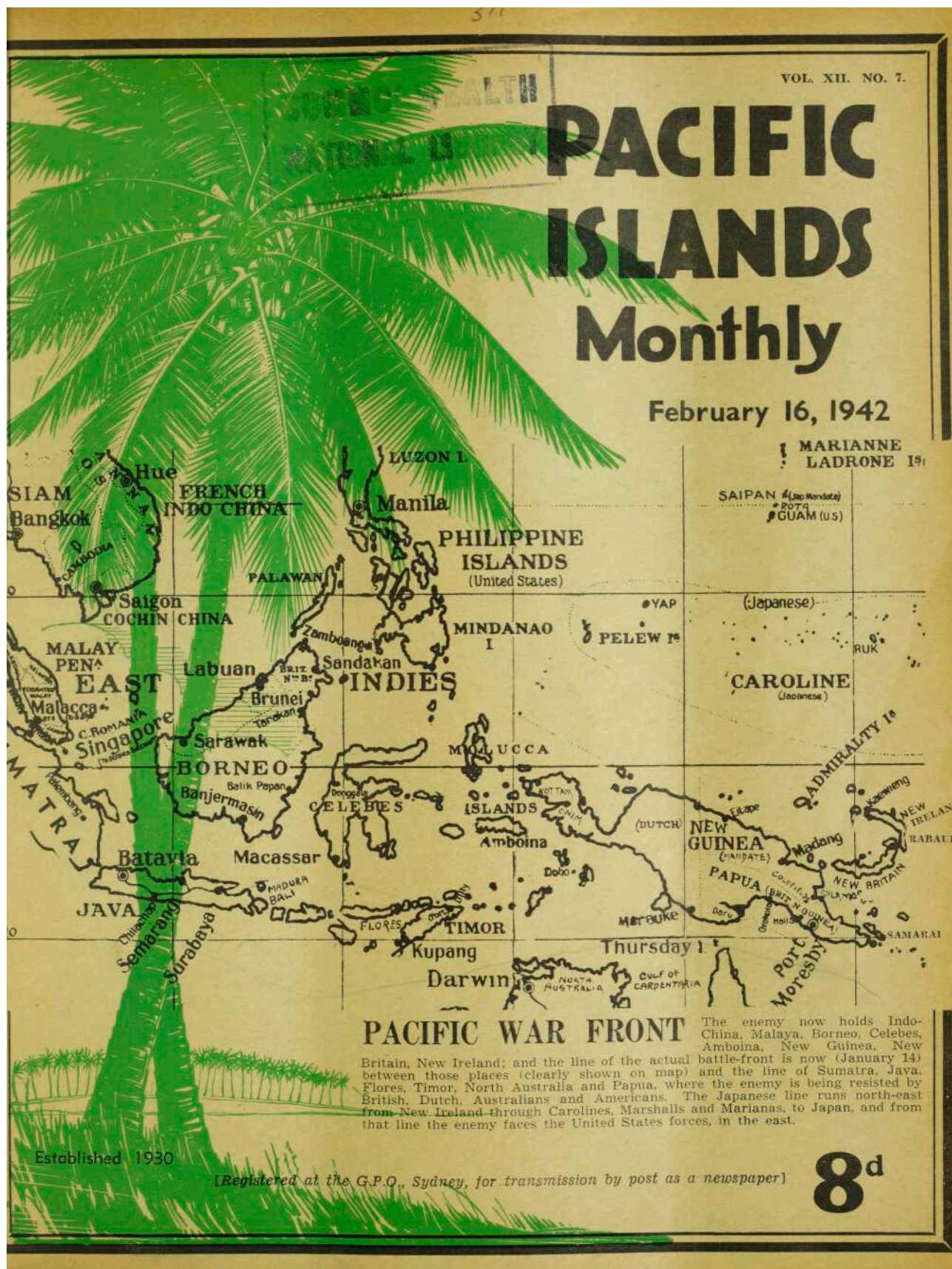
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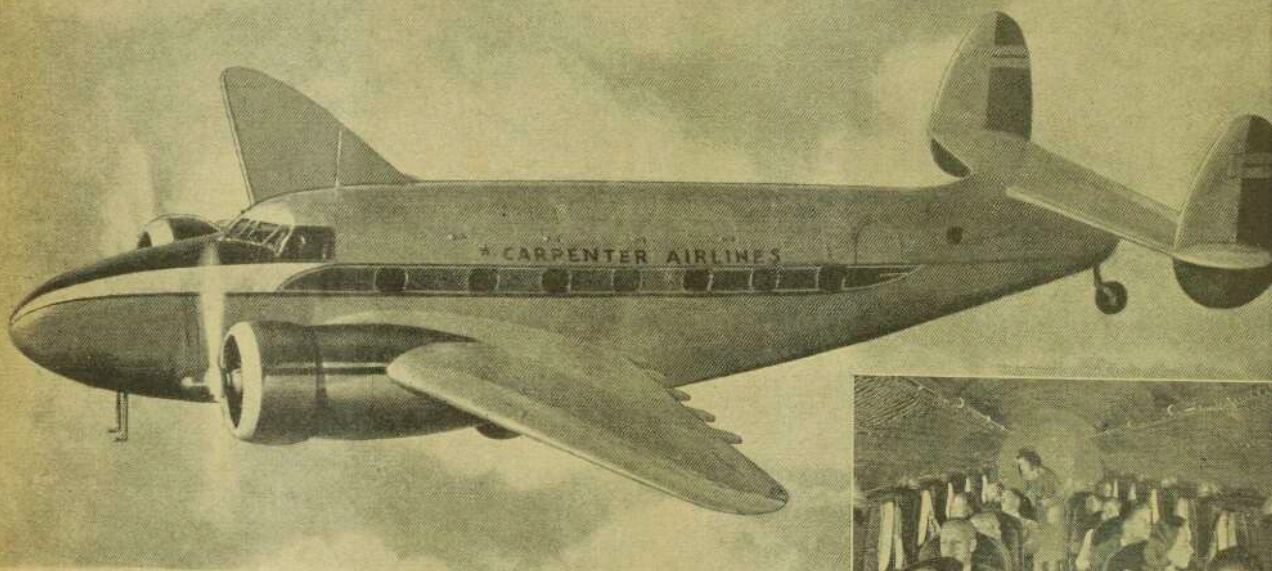
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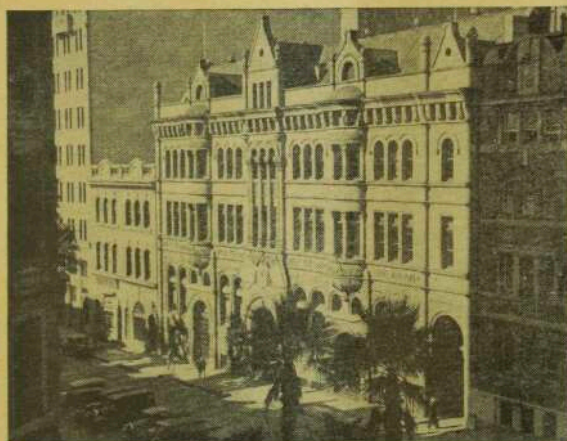
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Among those entertained by the Poly-nesian Club of Sydney, in January, were Miss **Blanche Ruatapaga Thompson** (New Zealand) and Messrs. "**Jimmy**" **Salmon**, **Guy Brault**, **Jean Thunot** and **Alphonse Mai**, of Tahiti. The club is busily arranging entertainments for the fighting forces and the men in military hospitals.

NEWS REVIEW

Jan. 13: British in Malaya retire to new lines southwards of Kuala Lumpur.
Jan. 14: RAAF bombers hit a Jap cruiser and destroyed two Japanese fighter planes over Celebes.
Jan. 16: Axis columns, under Rommel, which retreated from Eastern Libya, have now turned and are attacking the pursuing British forces.
Jan. 16: Heavy fighting continues on Russian front, under most severe winter known in 150 years. The German line, unbroken, is slowly retreating. Heavy fighting everywhere.
Jan. 19: The British line in Malaya is again being withdrawn further south, as the result of Japanese outflanking attacks from the sea.
Jan. 20: Severe fighting developing in Eastern Burma, in vicinity of Jap infiltration from Thailand.
Jan. 20: Japanese heavily blitzed Rabaul.
Jan. 21: Under growing Jap pressure, British in Malaya are slowly retreating.
Jan. 21: Jap planes bomb Morobe goldfields towns of Lae, Salamaua and Bulolo. Lae and Salamaua abandoned.
Jan. 22: Jap invasion fleet seen approaching Rabaul from northwards; town's people evacuated into jungle to the westward.
Jan. 22: Twenty-six nations at Pan-American conference at Rio de Janeiro, including Argentina and Chile, agree to break off relations with Axis.
Jan. 23: Japanese from Thailand are attacking Eastern Burma, 100 miles eastward of Rangoon.
Jan. 23: Japanese occupied Rabaul.
Jan. 26: Americans and Filipinos are still holding the Bataan Peninsula (north of Manila) and the island fortress of Corregidor, in Manila Bay.
Jan. 27: Hurricane and Tomahawk fighters, based on Rangoon, are doing deadly execution among Japanese raiding bombers.
Jan. 28: Jap destroyer and cruiser HMS "Thanet" sunk in Malayan naval engagement.
Jan. 30: One-third of Jap convoy of 100 ships, going towards Java and trapped in Macassar Strait, destroyed by Americans and Dutch.
Jan. 31: Japs now within 20 miles of Singapore, and British retire to island fortress.
Jan. 31: Commons, after severely criticising Prime Minister Churchill, gave him a vote of confidence by 464 to 1.
Jan. 31: Axis columns re-occupy Benghazi.

(CONTINUED OVERLEAF)



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HOW EVACUEE PROBLEM IS HANDLED IN AUSTRALIA

Transportation Free :: Limited Sustenance Allowances :: The Problem of the Men

THE evacuation of practically all women and children from the Mandated Territory of New Guinea and the Territory of Papua, to Australia, was completed in January.

This transfer of people was decided upon and commenced in December, when it became clear that the declaration of war by Japan, and her great initial successes in the North Pacific, endangered the safety of the Western Pacific Islands.

The evacuation was carried out by administration officials and officers of the fighting services, in co-operation with the various transport services; and, in seeing that the notice given was so short, extraordinarily good work was done by all concerned in so quickly creating the necessary organisation and so swiftly giving effect to the various measures required.

Nevertheless, owing to the haste necessary, much discomfort and distress were suffered by the people concerned. Although every possible consideration was given to their convenience, the fact remains that large numbers of women and children suffered acutely by being torn so hurriedly from their homes, assembled so quickly for transportation, and landed in strange surroundings in Australia before arrangements for their care had been completed.

There were bitter complaints, especially during the early days of the evacuation; but, considering the fact that the overworked and harassed officials had no machinery available for a job of this character, and had so little time in which to prepare for something quite new, under the pressure of urgent war-time conditions, they handled the task very well.

THE organisation was under the direction and control of the Prime Minister's Department, and the job fell immediately upon the shoulders of Mr. J. R. Halligan (in charge of the Territories Branch of the Prime Minister's Department at Canberra), and Mr. C. E. Leake (manager of the New Guinea Trade Agency in Sydney). They made use of the Commonwealth Investigation Department and of the Tourist Departments and Departments of Trade and Labour in the various States.

From the officials of these departments, a committee to handle the evacuation was set up in each State capital, and this committee made hurried arrangements for the reception of the evacuees at the various points of arrival, the immediate care of them, and their eventual distribution to whatever points they themselves nominated.

Therefore, it should be noted that the Commonwealth authority responsible for the care of New Guinea and Papua evacuees in Australia will be found at the following places:—

BRISBANE.—Commonwealth Investigation Department, or Queensland Tourist Bureau—both in Adelaide Street, Brisbane.

SYDNEY.—New Guinea Trade Agency, Commonwealth Offices, Commonwealth Bank, Martin Place, Sydney.

MELBOURNE.—Commonwealth Investigation Department, Commonwealth Offices, Melbourne.

ADELAIDE.—Commonwealth Investigation Department, Commonwealth Offices, Post Office Place, Adelaide.

PERTH.—Commonwealth Investigation Department, Commonwealth Offices, Perth.

HOBART.—Commonwealth Investigation Department, Commonwealth Offices, Hobart.

Commonwealth officials under the instruction of the above organisation met the evacuees at every point of arrival and made lists of their names and (where required) of their needs. When the women and children had some place to which they could immediately go, transport facilities were provided. In the numerous cases where they had nowhere to go, they were provided immediately with accommodation in good hotels and boarding houses, while inquiries were made in regard to each case.

In the many cases where women and children were without means, they were provided with sustenance at the rate of £2 per week for each woman, and 10/- per week for one child, and 5/- per week for each additional child.

In many cases the women were not anxious to accept sustenance, but wished to secure employment; and in practically every case, where evacuees had the necessary qualifications, they were provided with suitable employment.

A considerable number of women and children were sent to Moree, where suitable accommodation was available; and, owing to special circumstances there, the Moree evacuees received a higher rate of sustenance.

THE Commonwealth appears to have accepted responsibility for the care of the wives and families of public officials left in Papua and New Guinea. These women and children are not on

the sustenance basis—they receive an allotment from their husbands' salaries.

It has been found that practically all the unmarried women brought from the territories can either fill positions in the various Government offices, or are capable of undertaking munitions work.

The largest number of women evacuees are in or near Sydney, and their employment needs are being attended to by the Women's Employment Agency (a branch of the State Labour Department), 34 Martin Place, Sydney.

In Sydney, there is a general evacuation committee headed by Mr. Bellemore (secretary of the State Labour Department); associated with him is Mr. Leake (New Guinea Trade Agency) and officials of the State Tourist Department, and various other departments which look after accommodation, transportation, and employment.

Women evacuees who require any information in regard to sustenance, accommodation, employment, and so forth, should apply at the New Guinea Trade Agency in Sydney, and at the offices in the various State capitals noted above.

After a good deal of confusion and distress—unavoidable in the circumstances—the women evacuees have settled down fairly well in the various States, and the organisation outlined above is functioning.

HOWEVER, there are two evacuation problems still to be solved—namely, the women in Australia are desperately anxious to have news of the men whom they left behind; and men evacuees are now arriving in Australia, and no definite policy has been decided upon in regard to them.

As is reported elsewhere, all the men in New Guinea and Papua, of military age, have been drafted for militia service, and it is not likely that they will immediately come to Australia. But most of those unsuitable for military service are now arriving in Australia, and many of them are looking to the Commonwealth authority for sustenance.

The Commonwealth authority so far has not accepted this general responsibility. Where it is clear that men evacuees are destitute, aid in the shape of transportation and limited sustenance is being provided; but each case is being dealt with strictly on its merits.

The matter is under consideration at the present time, but up to date the Commonwealth Government has not undertaken to provide sustenance for men evacuees in the way that it has done for women.

The Commonwealth Government, of course, has accepted responsibility for any male public officers who may be evacuated; and it is assumed that the big firms, which operate in New Guinea and Papua, will similarly accept responsibility for their evacuated staffs—even if that means only a temporary arrangement, until these men can obtain employment.

A LARGE proportion of the men in the territories have been drafted for military service, however; and it was announced on February 11 that their dependents will receive the same allotments and allowances as are made in connection with the Australian Military Forces.

A period of readjustment will be necessary, but when this is completed, a considerable proportion of the women now receiving special sustenance allowances, as evacuees, will instead receive the allotment and allowances of a soldier's family.

(See pages 37-52 for names and addresses of New Guinea and Papua residents now in Australia.)

NEWS REVIEW

(CONTINUED FROM PREVIOUS PAGE)

Libya, and still are advancing.

Jan. 31: Jap forces seize Amboina, important base in East Indies.

Feb. 1: Japs raid Bulolo and Wau (New Guinea) and Koepang (Timor).

Feb. 2: British retire across Salween River, Eastern Burma.

Feb. 2: American naval forces attack Jap bases in Marshalls.

Feb. 3: Sourabaya (Java) heavily raided.

Feb. 4: Japs cross Salween River, Burma.

Feb. 5: Sourabaya again heavily raided.

Feb. 8: Samarai (Papua) bombed.

Feb. 9: Japs land upon and occupy western portion of Singapore.

Feb. 9: Batavia (Java) heavily bombed.

Feb. 10: Japs land at Gasmata (New Britain).

Feb. 10: Giant liner "Normandie" partly destroyed by fire in New York.

Feb. 12: British in Singapore now hold only the fortress and the city proper. Bitter fighting proceeding.

Feb. 13: Japs capture Martaban and directly threaten Rangoon.

Feb. 13: Japs lost 3 cruisers and 1 destroyer at Amboina.

Feb. 13: Three great German warships—"Scharnhorst", "Gneisenau", and "Prinz Eugen"—escape from Brest and reach Heligoland in spite of heavy British air attacks.

Feb. 14: AIF and US forces arrived at Java to strengthen Dutch against imminent Jap. invasion.

Feb. 15: After 8 days' terrific fighting, Singapore has fallen. Jap radio reports "greater part of AIF and British troops were evacuated to DEI before city surrendered".

Feb. 16: Japs occupy Palembang, great oil centre on Sumatra (DEI).

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WHAT IS JAPAN TRYING TO DO?

IF this question is considered in
relation to the world strategical
position, and with the map of the
Pacific before one, the answer seems
fairly clear.

Japan hopes that Hitler victories
will allow her ultimately to assume
control of the whole Pacific basin;
but, in the meantime, in view of
what is going on in the United States
and the British Empire, she is seizing
and occupying the countries which
she will demand as her minimum
territorial allotment in the post-war
wash-up. Those countries are Hong-
kong, Southern China, Indo-China,
Malaya, Thailand, Borneo, Philippines,
East Indies and New Guinea. She
has got most of them now.

Japan gladly will take Australia,
New Zealand, most of the South
Pacific Islands, Burma, India and
Ceylon if a German victory should
bring about the destruction of the
British Empire; but, for the present,
the "sons of heaven" will be happy
with the countries named—which,
added to Korea, Manchukuo, Mon-
golia and Formosa, would comprise
the greatest Asiatic Empire in his-
tory.

The mind of the Japanese baffles
us. Its cunning, sometimes, is so
transparent that we do not accept it
as cunning, and look for something
deeper. So, in the strategy of the
war they have launched against us,
we seek subtle motives and far-

reaching purposes when, as a matter
of simple realism, the Japanese plan
is spread out plainly before us. As
we see it, this is their plan:—

To direct against us a surprise blow
of such force that it will temporarily
cripple us—and this part of the plan,
owing to the laziness, stupidity and
inefficiency of British and American
leaders, has succeeded.

To very rapidly occupy South-east
Asia, the Philippines, and eastern part
of the East Indies, and New Guinea,
so as to impose a barrier between the
inexhaustible arms reservoir in the
United States and the Allies' main
fighting forces in East Indies, Burma,
Singapore, India and the Middle East
—and this has almost succeeded, be-
cause Torres Strait is now the only
sea-way open to the east-west traffic
of the Allies. If Port Moresby is taken,
and Torres Strait is closed, that vital
east-west traffic will have to go south
around Australia. (See map on front
cover.)

To deeply penetrate and strongly
occupy Indo-China, Thailand, Burma,
Borneo, Philippines, East Indies and
New Guinea, so that if the war even-
tually goes against the predatory
nations, Japan will have dug so deeply
into those territories, and will be so
difficult of removal, that she will have a
strong bargaining counter to support
her claim to their permanent occupa-
tion.

To push out far beyond those coun-
tries, if possible, so as to be ready to
occupy Britain's Asiatic and Pacific
possessions in the event of disasters, as

yet unseen, bringing about the disinte-
gration of the British Empire.

THE first wild rush of this predatory
brute has succeeded, and more
than half the plan has gone accord-
ing to schedule. It is held up in three
places: The Americans retain a "toe-
hold" in the Philippines; the Dutch
are strongly and courageously
holding the Dutch East Indies, al-
though there is already dangerous
infiltration in the occupation of part
of the Celebes and Amboina; and
Port Moresby still is free, and our
shipping still passes through Torres
Strait without interference.

So far as the immediate future is
concerned, the following assumptions
appear reasonably sound:—

The naval, air and military forces
of Japan now are fully extended, and
any further large-scale invasion, be-
yond the countries indicated, is highly
improbable.

The Japanese will throw all their
available forces against the East
Indies, which they urgently want, and
against Burma, which is the supply
base for China and from which the
main Allied counter-attack even-
tually will come.

In order that they may block Torres
Strait, and secure a base from which
they may harass Australia, the Japs
almost certainly will try to seize Port
Moresby. It remains to be seen
whether their planes will cross the
mountains from Wau, or come along

WHY THE BRITISH MAY NOT HOLD SINGAPORE

the coast from Samarai. Probably, they will thrust southwards from Rabaul with sea and air forces, secure a base in the Eastern Papua islands, and thence strike at Port Moresby, only 250 miles away.

Port Moresby will not be taken easily. Its possession by the Allies is as important to the United States as it is to Australia.

If the Japanese are delayed in their invasion of the East Indies—and the smashing of their huge convoy in Macassar Strait, and the stout resistance of the Dutch undoubtedly have delayed them seriously—they may be embarrassed in their general strategical plan. They had hoped to have an armed ring around South-east Asia, Philippines, Borneo, East Indies and New Guinea before the Allies could gather sufficient forces for the counter-offensive. Therefore, as the days pass, the battle for the East Indies will reach an increasing degree of fury.

SO far, the forces of Japan have enjoyed resounding successes, and Tokio is exceedingly cocky, arrogant and boastful. These Orientals are quite sure that they finally have driven the Europeans out of East Asia and the Indies, and that already they are the lords of the Pacific. That is the measure of their mentality.

We may exaggerate the quality of the Jap forces, just as we have under-estimated their ability to do mischief. They are brave, well-trained, well-equipped, they are working to a vast and clever plan which has all the hall-marks of Teuton thoroughness, and they have had all the advantages of a treacherous surprise attack upon democratic countries which were, as usual, only partly prepared for action. But, man for man, they cannot be compared with British or American or Dutch forces; and, when we are able to meet them on anything like equal terms, they will be shown their true place in the scheme of things.

Meanwhile, we must hang on, and endure the crowings of Tokio, just as we endured the humiliations of Tientsin. But, at least, we are privileged to remember.

JAPAN has made enormous economic as well as territorial gains. When she struck at the Anglo-Saxon nations on December 7 she had insufficient foodstuffs and raw materials, especially metals and oils. But see what her victories have given her, to date. She has taken Indo-China and Thailand, the world's biggest rice-producers—and rice is the staple food of Japan. She has taken the Philippines, the world's biggest producer of copra—and Japan badly needed the territory's vegetable oils, foodstuffs and metals. She has taken Malaya, one of the world's biggest producers of rubber and tin—two commodities which Japan urgently required. She

has taken Borneo and some parts of the East Indies, in all of which there are substantial oil wells—and oil is the one thing which Japan desperately needed. True, the oil fields were wrecked; but in six or twelve months' time, when she will have to meet the Allied counter-stroke, she may have restored the wells.

The occupation of Australian New Guinea gives her little more than strategical position; but she may be expected to reach out, if she can, after Nauru and Ocean Island, with their priceless phosphate, and after New Caledonia, with its wide variety and endless quantity of valuable metals.

And the Allies have lost the rubber and tin of Malaya, the rice of Indo-China, the oil of Borneo, the copra and gold of the Philippines and New Guinea.

IN the face of this review, it is impossible to deny that Japan has gained, not only extensive and fertile and well-populated territories, which she hopes will give her a huge field for trading and emigration, but also an abundant source of the foodstuffs and raw materials of which she was most bitterly in need.

She has grabbed these countries, and she is digging in; and it will require a colossal effort on our part to drive her out. In plain fact, it can be done only by attacking and seizing the head of the octopus—Japan itself.

IT is ten years since the "PIM" foresaw this imminent Asiatic swarming and southwards thrust—at least nine years since we declared that the landless, predatory nations (Germany, Italy and Japan) inevitably would combine to attack decadent France and bloated Britain. We foresaw the formation of what now is called the Axis, and its sinister significance in Pacific affairs, even before the word "Axis" was coined. The articles are there in the old "PIM" files, for anyone to read.

But the proof that our logic and forecasts were correct is small comfort to-day, when our enemy, cruel, ruthless and utterly fanatical, imbued with a quenchless hatred of our white skins and European culture, already is defiling our Islands homes and snarling at the gates of our cities.

The men who should have been leading our democratic nations were greedily devoting their talents to money-making. Responsibility for our peoples' defences was left in the hands of professional politicians, place-seekers and platitudinous pimps. A few, who had travelled and observed, rang the alarm-bells and shouted of danger; but the people, resentful of the money-power classes, were either too cynical to be patriotic, or so over-fed and slothful that they insisted that "it couldn't happen here".

WELL, it has happened; and the wonder is that we have been given a chance to organise resistance, and so to give ourselves a hope of escaping the doom which the predatory Powers had planned for us.

There is hope. If we have sufficient intestinal fortitude (guts, if you like short phrases!), and can hold on grimly for a much longer period than may now seem necessary, and endure patiently the sacrifices and misery which war conditions impose; and, above all, if the maelstrom of war will only throw to the surface some bold and competent leaders, as it did in the last stages of the 1914-18 war, then we may yet defeat Japan in her own waters, and force these invading armies to return more quickly than they came.

But the outlook is bad. Japan has come out into the Pacific, equipped and determined to stay; and only competent leadership, great strength and resolution, iron determination backed by overwhelming forces mechanically equipped, can drive her back. Can we produce those qualities?

We must wait and see. The waiting-time will be long and cruel—so long and cruel that the Japs and Germans believe that our resolution will weaken and lead us into a compromise peace. A compromise peace will mean, of course, that Japan will keep the territories she occupies.

AS this article is written, it appears only a matter of hours before Singapore is lost.

We should have seen that this catastrophe was inevitable, as soon as the *Prince of Wales* and *Repulse* were destroyed, and we lost command of the seas there.

Singapore base is—or was, because we are now blowing it up—a naval base, and a naval base is useless when it comes under heavy fire from land batteries. Singapore was vulnerable from Malaya; but Britain always assumed that she could hold Malaya easily, because her defending forces, astride the narrow peninsula, would have their flanks on the sea, protected by dominant British warships. But when Japan got sea-control (plus air-control!), the Japanese kept on landing, unchecked, behind our flanks, on the east and west coasts, and our armies had to continue to retire.

As soon as the Japanese entered southern Malaya, opposite Singapore, the island was of no further use for warships or air force, and is little more than a death-trap for its military defenders, now.

It is no use blinking facts. The dismal failure of British leadership and strategy has forfeited the confidence of the Dutch and Chinese; and our only hope of keeping them in the war is to give them proof that America will soon develop enough strength to retrieve the situation.

COPRA

Effect of Jap Invasion

THE invasion of New Guinea by the Japanese, and the general dislocation of Pacific shipping, have caused an unforeseen situation in relation to the copra market in the South Pacific.

There now has developed in Australia a sharp demand for copra, for soap-making and various other purposes; and, because of the conditions referred to, it has been impossible to meet this during the past month.

It is not possible to make the details public, but it would appear that Australia now is capable of absorbing all the copra available in Papua, Solomons, New Hebrides and Fiji, if there are vessels available to carry it.

At the same time, owing to the occupation of the Philippines by the Japanese, the United States have had to look elsewhere for the considerable supplies of copra which they need; and as communication with the Dutch East Indies (where there is much copra stored) is interrupted, there is naturally a demand in North America for whatever supplies are available in the South Seas.

It is impossible to say at the moment, however, that this situation is likely to react for the profit of the copra-grower or merchant, because there is every indication that this now vital copra trade will be controlled by the Allied Governments, in future, as an essential part of the Allied war effort.

That is all that it is possible to say at the moment.

NG AIRMAN KILLED



In this group, on the left, is the late Mr. Kevin Parer, who was killed by bullets from a Japanese plane, which flew low and machine-gunned the Salamaua region, when Mr. Parer was trying to start up his plane. A couple of weeks before this, Mr. Parer flew his wife and three children to Australia and they now are living at Warwick, Queensland. On the right of the photograph is Mr. T. O'Dea, general manager of Guinea Airways Ltd. in New Guinea, who succeeded in getting his company's three biggest planes away to safety when the Japanese attacked Lae on January 21.

Refugees From Solomons

A 19-tons auxiliary vessel has arrived at an Australian port, 18 days after leaving Gizo (Solomon Islands), 1100 miles away.

The boat carried the following refugees to safety: Dr. A. G. Rutter, who was in charge of the Methodist Mission at Gizo; Messrs. E. J. Leadley, the Mission's education officer; Mr. Maplehoft, of BP & Co.; A. W. Bourne, plantation manager; and C. D. Peck; Mrs. Maplehoft; Mrs. Bourne, and four Mission sisters—Misses V. Cannon, L. Jones, G. McDonald, and E. Hartness.

WORLD-WAR IN THE PACIFIC

Progress of Events and What They Signify

THE following is a summary of events and developments in the Pacific War, from the conclusion of our summary published on page 4 of the January issue, up until February 14.

Between December 7 and January 14 (when our last summary closed) Japan had had the following initial successes. They included:—

Smashing of Pearl Harbour base.
Destruction of British warships off Malaya.
Seizure of Guam and Wake Island.
Capture of Hongkong.
Occupation of Thailand.

Seizure of Northern Malaya.
Partial occupation of the Philippines.
Partial occupation of North Borneo.
Attacks on Nauru, Ocean Island and Northern Gilberts.
Bombing of Rabaul.

Since January 14 the Japanese have had a further series of successes, which have strengthened their strategical situation. They are as follow:—

Japan has occupied the whole of Malaya, driving the British back to the gates of Singapore.

Japan has partially occupied Singapore Island, and the capture by the Japanese of the great naval base there seems only a matter of hours.

Japanese armies, driving westwards from Thailand, have occupied Eastern Burma.

Japanese now have occupied practically the whole of Philippines, Borneo, and

Celebes.

Japanese have captured and occupied the important East Indies base of Amboina; and, from the line of Borneo-Celebes-Amboina, they now are threatening Java and Sumatra.

Japanese have invaded and occupied the eastern portion (Rabaul, New Britain, and New Ireland) of the Mandated Territory of New Guinea, whence they are threatening Port Moresby and Torres Strait.

Compared with the previous month, Japan's advances in the month under review are comparatively small, but they are extremely important.

Details of the above are given on pages 1 and 2, and the general situation and apparent aims of Japanese strategy are explained in our main article on page 5.

ALLIES' APPARENT PLAN

AN examination of the map on the front cover of this journal will show the general situation. Now that it is apparent that the British are not attempting to hold Singapore, it is possible to get some indication of Allied strategy.

There are indications that the general plan of the Allies is as follows:—

Very powerful Allied armies will be built up in Burma to co-operate with the very large, but poorly-equipped armies of China, in a great eastwards drive from Burma and China towards the coast of the China Sea.

Strong forces—including, especially, American air forces—will be assembled in Java and Sumatra, in an endeavour to keep the Jap. invaders on their present line. Since the value of Singapore as a naval base was destroyed by the Japanese seizure of Malaya, the retention of Singapore apparently is not envisaged by the Allies in this general plan. It is probable that all this fighting in Malaya and Singapore will be seen, in future, as little better than a delaying action, while the Allies gather great forces in Java and Sumatra to resist the invader more strongly.

Australia will be used as the main base for the Allied forces defending the Southern Pacific front, just as India is being used as the main base for the armies defending the Western Pacific front (Burma, China, etc.).

Meanwhile, assuming that the Burma-East Indies-North Australia line indicated can be held, the efforts of the Americans probably will be concentrated upon: (1) Sending adequate supplies to assist Australians on the Northern Australian front, the Dutch in the East Indies, and the British and Chinese in Burma and China; (2) Directing naval and air attacks upon the Japanese bases along what may be called Japan's Eastern Pacific front, which extends from Eastern New Guinea, north-eastwards through the Marshalls and Marianas, to Formosa and Japan; (3) Developing a powerful attack by

naval, air and military forces through Alaska and the Aleutian Islands, upon Northern Japan—perhaps without Russian assistance, but, we hope, with Russian co-operation.

It is necessary to have a large-scale map of the whole Pacific to envisage this Allied strategy; but, when it is seen, it will be recognised as offering some real hope in regard to the future.

THE IMMEDIATE OUTLOOK

A PRIMARY consideration of the success of such a plan is that we shall be able to withstand the ferocious attacks and steady advances of the Japanese forces thrusting southwards and westwards from the strong line of the territories which they now occupy.

We know that vast Allied forces are gathering, and will continue to gather, during the rest of this year. And, while it is disconcerting that, as yet, they have given no indication of their strength and prowess in the Pacific war area, it is comforting, in another way, to believe that it is part of the grand Allied strategy to "take" the present blows, and accept all these disasters in silence, while we withhold our strength, and build it up to the point where our blows, when delivered, will secure maximum success.

Anyone can see that Japan, in her present situation, is amazingly vulnerable. Long lines of communications, stretched out from Japan over thousands of miles, southwards and south-westwards, are simply inviting attack from air and sea. But the Japanese are very sure of their strength, amazingly confident of their general strategical plan, and remarkably contemptuous of what the United States and Britain now can do to them. We can only wait and see.

The keys to the immediate outlook lie now in the following places, namely:—

SINGAPORE AND EAST INDIES: Singapore virtually is lost—at any rate, it has very little use, now, for defence, and the only thing that will prevent this defeat from becoming a serious disaster will be the successful defence of Java

and Sumatra. Therefore, events in those two great islands during the next month will have much significance.

NEW GUINEA AND NORTH AUSTRALIA: Japan is certain to seek the capture of Port Moresby, basing her attack upon Rabaul, and possibly on Samarai. If she can get Port Moresby she can close Torres Strait, with the dire consequences indicated on Page 5.

BURMA AND CHINA: In an attempt to cut the Burma Road (China's supply line) and to disrupt the Allies' plan for building up a great offensive in Burma, the Japanese will certainly attack westwards from the position they have taken up along the Salween River. The consequences of this battle will also be important.

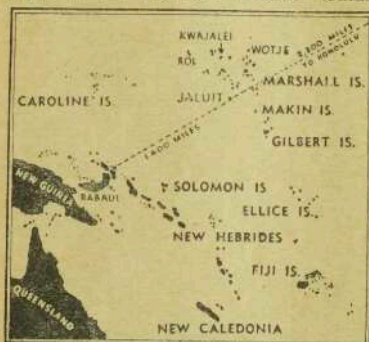
ALEUTIAN ISLANDS: The development of American naval and air attack upon Japanese bases along Japan's Eastern Pacific front, and signs of an American offensive based on the Aleutian Islands, on the North Pacific front, may not be expected until the situation on the North Australian-East Indies-Burma fronts is stabilised, and until the northern summer comes. It must be remembered that at present the Northern Pacific, and especially the far northern Aleutian Islands, are now in the grip of winter.

The Russo-German situation also has a bearing upon Allied strategy in the Pacific. Russia is supposed to be willing to help the Allies, from Siberia; but, emphatically, Russia is not going to open up a new fighting front against the Japanese until she is sure that all her military resources are not required in her large-scale war against Germany.

BLOW AT JAP BASES

American Naval Demonstration in Marshalls

ON a date that has not been announced, but which apparently was about the end of January, a large force of United States warships and aircraft attacked five Japanese islands bases in the Marshall Islands (Jaluit,



Wotje, Kwajalei, Roi and Taroa), and one (Butaritari) in the Gilberts.

The latter was taken from the British about December 8.

The Americans sent along a fleet capable of dealing with enemy capital ships, but no such enemy ships were found—only small naval vessels and aircraft.

The American official communique said: "Japanese losses included a 17,000-ton aircraft-carrier, a light cruiser, a destroyer, 2 submarines, 11 auxiliary vessels, and 38 planes (mostly big bombers, including five 4-engined flying-boats). Ships damaged included an old cruiser, 4 auxiliaries, and 3 submarines.

Installations razed included 9 modern hangars, fuel and munition dumps, a concrete causeway, shore batteries, storehouses, warehouses, and quarters."

The attack apparently was made with bombs, torpedoes and guns, and the string of Japanese bases—which, of course, threatened the eastern, central and south-eastern Pacific—was heavily damaged.

Eleven American aircraft were lost.

One commentator said that the American fleet comprised 150 vessels and that it steamed 2,000 miles from Hawaii through waters infested with submarines and aerial scouts.

Australian newspaper commentators early in February hailed this event as "heralding the turning point of the Battle of the Pacific."

Actually, it was merely a raid demonstrating American naval strength, but it had little other significance. Since the raid, the Japanese have continued to score resounding victories over all the Allied forces in the Pacific.

Territories Now Under Martial Law

MARTIAL law was declared in the territories of Papua and New Guinea on February 12.

Major-General B. M. Morris, commanding officer of the Eighth Military District, which comprises Papua and New Guinea, has complete control of these territories, with power over civilians as well as members of the forces.

He may, in the words of the regulations, "cause or direct to be done any act or thing which he thinks necessary for the purpose of meeting any emergency arising out of the war or for the purpose of providing defence."

The only exception made is a provision for the courts to continue functioning.

It was announced on February 14 that the whole administrative machinery of the two territories had passed into the hands of the military, under Major-General Morris, and that the Administrator of Papua (Hon. Leonard Murray) was proceeding to Australia.

WHAT HAPPENED TO OUR BOTTLE-TOPS

IN the good old days of peace, the stewards of one of the boats which ran regularly to Rabaul from Australia saved up the metal tops of their beer bottles and sold them to the Japanese. It was not uncommon for 8,000 bottles of beer to be drunk on one trip of an Islands liner.

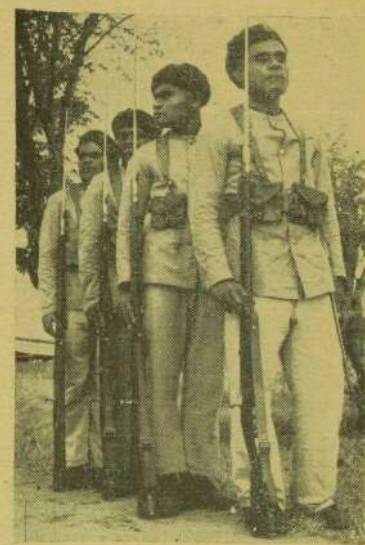
An interesting sequel was seen in Rabaul, early in January, when the Japanese began to drop bombs around the place. Some of the bombs were described as "daisy-cutters". That means that they were filled with such pleasant things as old nails, scrap iron, used razor blades and, most noticeably, old beer-bottle tops which bore Australian trade marks. These bombs exploded laterally and cut down everything standing within many yards. Injuries suffered by natives showed that they could inflict ghastly wounds.

Many an old and regular traveller on the BP boats to New Guinea will wonder how many of his old bottle-tops went to slay the daisies in Rabaul in the early days of January.

Grim Preparations in New Caledonia

GRAVE fears are entertained that a Japanese attack upon New Caledonia is imminent. All males capable of carrying arms, who have not already been mobilised, have been drafted into the Home Guard in New Caledonia, and drastic defence measures have been taken.

Owing to a continued drought—extending over the last three years, and drying up the rivers and causing the death of many cattle—the big island's food



Types of volunteer native troops in New Caledonia. Governor Sautot recently paid a well-merited tribute to these volunteers, who make keen and brave soldiers, as their service in the 1914-18 war showed. —Photo: Dunn.

supplies are in poor shape, and the colony now has four meatless days each week.

The Government of New Caledonia, under the vigorous direction of the new Free French High Commissioner in the Pacific, is co-operating vigorously with the other Allied powers in taking whatever measures are possible to resist the southwards thrust of the Japanese.

CUTHBERT'S MINE CLOSED

OWING to events in the Pacific, residents of Misima Island (Eastern Papua) were recently sent to Australia. Cuthbert's Misima Goldmine Ltd., which owns and works the phenomenally rich Cuthbert mine (formerly known as Umuna), ceased operations on January 25. The property now is being looked after by a caretaker.

PRICE OF GOLD

	Pine oz.	Standard oz.
Jan. 1, 1940, to Feb. 4	£10/12/6	£9/14/9½
Feb. 5 to March 3	£10/12/9	£9/15/0¼
March 4 to June 23	£10/13/3	£9/15/5¾
June 24 to July 7	£10/12/6	£9/15/0¼
July 8 to August 4	£10/11/-	£9/13/5
August 5 to Sept. 20	£10/12/6	£9/14/9½
Sept. 21 to Dec. 31	£10/14/-	£9/16/2
Jan. 1, 1941, to Nov. 17	£10/14/-	£9/16/2
Nov. 18 to Dec. 10	£10/13/-	£9/15/3
Dec. 11 to Dec. 31	£10/10/-	£9/12/6
Jan. 1, 1942, to Jan. 21	£10/10/-	£9/12/6
Jan. 22 to Feb. 14	£10/9/-	£9/11/7

THE PACIFIC DRAMA

Stories of Lucky Escapes

STORIES of dramatic escapes from the Japanese invaders continue to come in from all parts of New Guinea and the Solomons.

Probably the happiest incident is reported by refugees from Rabaul. A well-known copra vessel, of small tonnage, nosed her way into Rabaul Harbour, when Rabaul was being blitzed—evidently with a view to giving what help was possible to the civilian population.

She was still there on Thursday morning, January 22, by which time many Japanese aircraft were dropping bombs, most civilians had been evacuated to the westward, and a Japanese invasion fleet of 11 vessels was coming down from the north.

The captain, who appears to have displayed great courage and resource, made preparations to escape from the harbour with civilian refugees and important records before the Jap. vessels arrived. He took aboard the manager of the Commonwealth Bank, and the manager and accountant of the Bank of NSW, together with their invaluable and irreplaceable records.

As the little ship proceeded south, it became a question of whether they would meet the Japanese fleet off Blanche Bay, as the Japs came round Praed Point. Just when it seemed certain that the escaping vessel would be attacked by either Jap. planes or Jap. warships, a great rain-storm came up, and blotted out sea and sky. The Australian captain held grimly and hopefully on his course, and when the weather cleared there was no enemy in sight, and the little ship safely reached an Australian port.

THEY BEACH-HOPPED TO SAFETY IN ANCIENT CRATE

AN extraordinary feat was performed between January 21 and February 8 by M. Blackman, a Guinea Airways pilot, and Bernard Parer, gold prospector (and brother of Ray Parer, famous flier, and Kevin Parer, well-known airman, recently killed by the Japs at Salamaua) when they escaped from New Guinea in what is described as "a derelict Gypsy Moth plane".

Blackman, 34, remained at Lae when Japs destroyed the place on January 21. Two days later, Pilot Fred. Price, of Mandated Airlines, dropped into Lae unexpectedly and Blackman got a lift with him to Wau.

Guinea Airways staff had gone from Wau and the 15-years-old Moth was apparently abandoned. Blackman overhauled and fuelled the machine and flew out to Slate Creek, where he picked up Parer.

These two typical Australians, with some iron rations and the "ancient crate", whose top speed was only 75 miles, whose ceiling was 6,000 ft. (which prevented

them from crossing the central ranges) and whose fuel capacity of 19 gallons limited them to a range of 180 miles, then started out to "beach-hop" to Australia.

Incredible as it may appear, they got around the coasts of New Guinea and Papua as far as Daru; then they flew across narrow Torres Strait to Horne Island; after that they picked the Australian mainland near the top of Cape York Peninsula and beach-hopped down the long coast to Townsville—a total distance of about 1,500 miles.

They used beaches as airfields practically all the way, and they modestly admit that they were "lucky" in that they picked up petrol in all sorts of unexpected places. In one place, they had to fly over a range 7,000 ft. high, and they say they "scraped the tree-tops". They arrived in Townsville on February 8.

ESCAPE FROM SOLOMONS

ABOUT January 22, when a Japanese plane bombed a port in the Solomon Islands, a three hundred tons copra and trading vessel was lying in the port. The plane aimed a bomb at the vessel, which fell close and this was the first the crew knew of the enemy's attack. They lost no time in getting under way—and the Jap followed the vessel, diving low and machine-gunning it.

The vessel zig-zagged madly, and the plane could not score a direct hit—and then, according to the officers of the ship (which reached an Australian port safely) "an Allied plane arrived and kept the Jap. busy".

CARPENTER AIRLINER CRASHES

Pilots Crisp and Bernard Killed in Nth. Queensland

CARPENTER Airlines' Lockheed plane, "Carmenia", crashed into a dense mangrove swamp near Cairns aerodrome (North Queensland) shortly after taking off for Papua early on Saturday morning, February 14. The machine was wrecked, and the pilot, Captain E. D. Crisp, and co-pilot, Captain C. Bernard, were killed.

Both men, skilful and first-class air-men, were very well known in Papua and New Guinea. In recent weeks they had done particularly fine work assisting in the evacuation of Territories residents to Australia.

Captain Bernard was the pilot who escaped last month from Wau, in a WRC Lockheed, when Japanese raiders bombed the Wau area. They chased him as he got into the air and raced across the ranges to Port Moresby, in Papua; but he outwitted them. (See story on page 17.)

For some years, Pilot Crisp had been flying on Carpenter Airlines' Sydney-New Guinea run; previously he was chief pilot for Mandated Airlines.

Howland and Baker Is. Shelled

WHEN a US destroyer called in mid-February at the American outposts of Howland Island and Baker Island (2,000 miles south-west of Hawaii) six starving and almost naked men were rescued. They were the only survivors after the islands were shelled recently by Japanese warships.

These two islands, lying just north of the Phoenix Group (British), were occupied and colonised by Americans and Hawaiian natives in May, 1935, after having been neglected by Britain for over 50 years. There was a good landing ground for planes on Howland.

SERVING IN MIDDLE EAST



CORPORAL MAX FROUIN, son of Monsieur Gabriel Frouin, of Vila, New Hebrides, is now serving with the Bataillon du Pacifique of the Free French Forces in the Middle East. His father is a well-known New Hebrides planter, and also is editor of the journal, "Neo-Hebridais".

NG and Papua Residents in Australia

SINCE the list of names and addresses of New Guinea and Papua residents now in Australia was printed (see pages 37-52 of this issue) the following additional names have been received:—Chatterton, Mrs. P. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Cole, Miss A. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Colledge, Miss J. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Dewdney, Mrs. S. H. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Fairhall, Miss C. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Fenn, Mrs. E. R. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Gilkinson, Mrs. N. (P), c/o LMS, 250 Pitt St., Sydney, NSW.
Goodwin, F. (NG), Escaped from Morobe, in Australia.
Loneragan, S. A. (NG), Cairns, Q.
Melrose, R. (NG), Escaped from Morobe, in Australia.

QUOTATIONS FOR ISLANDS MINING SHARES

	Mid-July.	Mid-Nov.	Feb. 13.
Emperor Mines ...	s10/6	b10/4	b5/3
Loloma ...	b23/3	b23/9	b12/3
Mt. Kasl ...	b3/6	b2/3	b6d.
NEW GUINEA			
Bulolo G.D.	b56/-	b99/-	s29/-
Enterprise of N.G.	b10/-	s25/-	b4/-
Guinea Gold	b10/2	b10/9	b3/9
N.G.G. Ltd.	b1/4	b1/7	b8½d.
Oil Search	b5/5	b3/8	b9d.
Placer Dev.	s63/-	b59/-	b35/3
Sandy Creek	b9½d.	b1/2	b7d.
Sunshine Gold ...	b9/4	b8/3	b3/3
PAPUA			
Cuthbert's	s12/8	b13/6	b3/6
Mandated Alluvials	b2/-	b4/3	s3/6
Orlomo Oil	b2/8	s2/9	b6d.
Papuan Apinalpi	b2/11	b2/3	b2d.
Yodda Goldfields	b1/7	b2/-	s1/9

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MILITARY CALL-UP

In Papua and New Guinea

ALL men between the ages of 18 and 45, whether married or single, resident in New Guinea and Papua, were called up for military service by the Australian Government in a proclamation issued on February 4. An Army Labour Corps was at the same time created, as a branch of the Australian Militia Forces.

Not much additional information is available in Australia, but it is definitely known that all men of the ages stated, capable of giving service, are being retained by the authorities in Papua and in the mainland section of New Guinea that has not been occupied by the enemy.

Much of the administrative and practically all industrial organisation had ceased to function in New Guinea, and the call-up was philosophically accepted; but in Papua, where the Territory organisation generally is still in being and where the enemy has not penetrated, the call-up caused consternation.

It would have meant that industries, including the important rubber industry, would have closed down, the banks and radio stations could not function, and the Papuan Administration could not have carried out its duties. The Administrator of Papua (Hon. Leonard Murray) made the most urgent representations to Canberra with the result that practically all public servants were released from military obligations, and provision was made to allow industries to carry on.

INDENTURED LABOUR "GOES BUSH"

EVEN without the call-up, industrial conditions throughout Papua were becoming very difficult. Indentured labourers have been deserting in large numbers.

Like the thousands of indentured native labourers on the Morobe goldfields—who vanished into the bush within a few days of the arrival of Japanese air raiders—the Papuan labourers evidently decided that the time had come to seek the safety of their villages, irrespective of all indenture obligations.

"They are now deserting in hundreds", wrote a Port Moresby man on January 30, "and nothing can be done towards bringing them back. The latter is the duty of magistrates and patrol officers, and they are now few in number and very fully occupied with various unusual matters. These primitive people, faced with conditions quite strange to them, have simply surrendered to fear and mob hysteria."

Women's Club in Melbourne

TO provide a social club for women from the Mandated Territory now living in Victoria, the New Guinea Women's Patriotic Association was formed in Melbourne in December. President is Mrs. R. W. Cooper (wife of Dr. Cooper, Medical Officer at Rabaul); secretary, Mrs. E. Britten (wife of Mr. E. H. B. Britten, Native Labour Overseer); treasurer, Mrs. S. Best; committee, Mesdames F. Lewis, G. Walker, Best and Britten. For the present, meetings are held on the second Tuesday in each month at Buckley's Tearooms, Bourke St., Melbourne. One of the Association's objects is to make comforts for NG men serving overseas.

Among those who have attended recent meetings are: Mesdames Alday, Bates, M. Clark, Chinnerv, E. T. Evans, Holland, Haig, Knox, Mirfield, Meares, Mullaly, Pickwell, L. Roberts, R. Smith, S. Stevens, Drummond-Thompson, J. Walstab, F. Waterman, Watch, Watson, Youlden and Misses Felstead, Hutchinson and Rogers.



Brigadier-General Sir Walter McNicoll.

SERIOUSLY ILL

How NG Administrator Escaped From Japs

THE bad luck which has attended Brig.-General Sir Walter McNicoll, ever since he was appointed Administrator of New Guinea in 1936, culminated in the distressing circumstances which attended his departure from the Territory in the face of the Japanese invasion at the end of January.

When the Japanese, on January 21, attacked Lae, Sir Walter McNicoll was there, in the grip of a severe illness. He transferred his residence from Rabaul to Lae a few months ago, when Lae became the new administrative capital.

In January, the Administrator suffered a very severe attack of malaria, and hard work and anxiety had so reduced his condition that pneumonia developed. When the Japanese attack came he was so ill that he could not be removed from Lae. Instead, he was taken about 4 miles up the Markham Valley, to the farm of Mr. Jacobsen.

About January 23, Guinea Airways big Ford plane, in charge of Pilot Ross, was sent back from Pt. Moresby to Lae, with instructions to bring out the Administrator, if possible. But he was still very ill, and could not be moved, and the plane returned without him.

A couple of days later, however, he was taken from Lae to Wau, and thence to Pt. Moresby by Pilot Collins in the old, re-conditioned "Faith in Australia" (since reported missing between Wau and Pt. Moresby—see page 17); and from Pt. Moresby he was sent on under conditions which allowed him to reach Sydney on February 4. He was immediately taken into Wootton Private Hospital; and, by February 13, his condition was reported to be much improved.

The Administrator's condition, while he was at Lae and at Pt. Moresby, was so bad that grave anxiety for him was felt in Sydney.

Mr. and Mrs. J. H. L. Waterhouse— he was in charge of a group of native schools in Rabaul district of New Guinea—came south late in December; and they now are residing with Mrs. Waterhouse's relations in Dungog, NSW. Mr. Waterhouse was in bad health when he arrived in Sydney, and successfully underwent a course of hospital treatment. **Mr. G. Baden Jones**, also of Rabaul, underwent treatment in the same hospital.

N. CALEDONIA AND TAHITI

Vichy's Threat to Give Them to Japs

THE treacherous "Men of Vichy" (otherwise, the Government of Metropolitan France) are hinting that they may concede to Japan "protective privileges" in New Caledonia and Tahiti, similar to those accorded the Asiatics in Indo-China (according to a report in Melbourne "Herald" of Feb. 7).

It is well known that Japan is hungry for the metal ores of New Caledonia; and, since the Japs have occupied Rabaul, it is not impossible for them to thrust further southwards, to New Caledonia. They certainly will do it, if Australia's north-eastern bastion (the North Queensland-Port Moresby defences) should be broken.

Tahiti is in a better position. No Japs will land there while America commands the North-east Pacific.

Both New Caledonia and French Oceania are wholly for Free France and de Gaulle, and hate and distrust the Japanese, and will fight to the last man for freedom.

Vichy's threat really is directed against America. Vichy says: "If USA allows St. Pierre and Miquelon (near Newfoundland) to remain in Free French hands (the Vichy officials were ignominiously thrown out of those islands), New Caledonia and Tahiti will be given to the Japs".

"AUB" KOCH

Shot Down by Japs Near Koepang

A MAN well known in New Guinea and Papua as a Guinea Airways pilot, Captain Aubrey A. Koch, was in charge of a Qantas Empire flying-boat which was shot down into the sea by Jap. fighters, between Darwin and Koepang, on January 30. Ten passengers and three of crew were killed, and 3 passengers and 2 crew were rescued, and Captain Koch was one of the lucky five. He is recovering from severe machine-gun wounds.

Japan's war methods are based on Hun practice. Huns and Japs unhesitatingly destroy unprotected civilians—as, for example, these 18 unarmed people in an unarmed flying-boat.

"Aub" Koch was a popular and very efficient NG pilot. It is recalled that it was he who flew over from Lae to Port Moresby in GA's seaplane in 1937, went up to the Strickland River and brought out the late Jack Hides and Dave Lyall, on their last tragic expedition, and transported them, back again, after they had lodged applications for certain gold-mining rights.

Women and children at Hawaii are being urged to evacuate the islands, the Director of Territories and Island Possessions of USA (Mr. Guy Swope) said on February 10.

One of the most highly-respected of Papua's pioneers, **Mr. James Grahamslaw**, died in Port Moresby on January 19, after a long illness, at the age of 82. He had been resident in Port Moresby for over 30 years, where he followed his trade of master plumber, and was regarded as a good citizen and a good friend. His son, **Mr. Thomas Grahamslaw**, is Collector of Customs at Samarai, and there are five daughters, resident in Australia. His wife died only a few months ago.

Fijian Farmers—Growth of Co-operative Movement



Group of members and visitors at the recent annual meeting of the Nausori Co-operative Market Association. The meeting was opened by Hon. H. W. Jack, OBE, DSc., Director of Agriculture, whose department has been keenly interested in the organisation since its inception.

In recent years, marked agricultural progress has been made in Fiji by individual natives with small holdings. Mostly, these are men who have availed themselves of a clause in the Government Native Regulations which provides exemption from communal services, thereby giving them freedom to undertake farming work with reasonable prospects of success. This is worth noting as an important stage in the development of the country.

Fijians always have been expert gardeners; and now, aided by experience gained at agricultural training centres, many have turned their attention to the cultivation of field crops such as rice, maize, sugar-cane and vegetables, in addition to the more familiar garden foods of the native communities.

Official figures show that 97 per cent. of bananas exported from the colony are grown by Fijians. Of equal, if not greater, importance is the fact that native farmers are rapidly becoming interested in the cultivation of a wide range of food and cash crops essential to supply local demands.

Always quick to recognise the value of co-operative effort, neighbouring farmers have formed groups for the purpose of clearing land, planting and harvesting sugar-cane or rice; but, usually, the local marketing of small-holders' produce is the concern of the individual.

In 1938, however, Fijian farmers of South-east Viti Levu (provinces of Rewa, Tailevu South and Naitasiri) formed an association for the purpose of erecting a central market to distribute their produce. This was built and opened at Nausori in January, 1940, by Hon. H. C. Monckton, then Adviser on Native Affairs. The or-

ganisation is called the Nausori Co-operative Market Association, and its affairs are managed by a committee, the active chairman of which is Manasa B. Tauca, and the secretary, Jese Gagavoka. Throughout 1940, the Association made slow but steady development; then war

circumstances brought about a greatly increased demand for all kinds of vegetables and fruit. The Co-op. Society, with its 1180 members, was excellently placed to meet the demand and, during 1941, handled over 250 tons of mixed produce. With a daily turnover of anything up to



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eight tons of produce, the co-operative system has worked very well, all labour being provided by members who attend each day according to a pre-arranged rota.

Mining News

FROM FIJI

EMPEROR AND LOLOMA COMPANIES

LOLOMA (Fiji) Gold Mines, N.L., and Emperor Mines Ltd. reported early in February that rationing of power and air by Tavua Power Pty. Ltd., owing to the non-arrival of spares has necessitated curtailment of production and development. Only urgent and important development work will be carried out.

FROM NEW GUINEA

NEW GUINEA GOLDFIELDS LTD.

GOLD obtained last year by NGG Ltd. was 10,758 oz. less than in 1939-40, said the chairman, Mr. J. Kruttschnitt, at the annual meeting on January 19.

The combined output of Edie Creek and Golden Ridge decreased by 11,096 oz. There was a loss of £4,040 on operations at Edie Creek, and it was unlikely that work would continue at the mine. Ore treated at the Golden Ridge mill was 8,214 tons less than the previous year. The deficiency was mainly due to a strike at the Upper Ridges mine, which caused milling

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.

Regular monthly meetings will be held throughout 1942 at Hotel Carlton, Sydney.

Address for Correspondence:

THE PACIFIC ISLANDS SOCIETY,
Box 2434 M.M., G.P.O., Sydney.

TAHITIANS TRAIN FOR FREE FRENCH AIR FORCE



A company of Frenchmen and Tahitians are receiving preliminary instruction at Papeete, Tahiti, for service in the Free French Air Force. They later will go to Canada for advanced training and, eventually, will be posted to the Free French squadrons operating with the Royal Air Force.

—Photo: F. Simpson.

FROM PAPUA

CUTHBERT'S MISIMA GOLD MINE LTD.

RECENT returns from Cuthbert's Misima Gold Mine Ltd. were as follows:—

	Nov.	Dec.	Jan.*
Mill, tons treated ..	3,601	3,523	3,450
Gold, fine oz.	900	883	682
Silver, fine oz.	4,065	3,155	3,092
Estimated value ..	£7,403	£7,163	£6,994

*Operations ceased on January 25.

AUSTRALASIAN PETROLEUM CO. PTY. LTD.

APC reported on January 20 that in its deep test well at Kariava, Papua, the 11½ in. casing was cemented with the shoe at 3,760 ft. After cementation, drilling was resumed, and the well, at that date, had reached 5,117 ft.

operations to cease for over two months.

Mr. Kruttschnitt explained that although the declaration of an interim dividend had been considered, it had been decided, because of the Pacific situation, to await the year's figures before adopting a dividend policy.

BULOLO GOLD DREDGING LTD.

Results from BGD dredges for October, November and December compared as follows:—

	Oct.	Nov.	Dec.
Cubic yards ..	1,471,000	1,374,000	1,464,000
Bullion, oz.	21,976	18,656	19,697
Gold, fine oz.	15,193	12,873	13,591

Estimated working profit for October, was 9,589 oz. fine gold; November, 8,102 oz. fine gold; and December, 8,014 oz. fine gold.

The company suspended operations on January 26, when the staff was evacuated to Wau.

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NEW BRITAIN LOST AND PAPUA MENACED

Japanese Invasion Now Deep in Australia's Pacific Territories

THE Mandated Territory of New Guinea (comprising the north-east section of the main island, the big islands of New Britain, New Ireland and Bougainville, and a number of smaller islands and groups) has passed out of the control of Australia, and the eastern parts are now controlled by Japanese.

Japanese have occupied Rabaul since January 23, and they appear to have landed at various other places (Kavieng, Kieta, Lorengau, Madang, Wewak); but it is not known whether they have remained there. There probably are at least 10,000 Japanese troops in New Guinea. They occupied Gasmata (south coast of New Britain) on Feb. 10.

All European women and children were taken away in December and early January. Many European men have also escaped. (See lists of evacuees on page 37, onwards.)

Others are either standing-to, as militia-men, in the few places which the Japs have not reached, or are refugees in the jungle, where they are defending and supporting themselves as best they can.

Up to this date (January 11), organised parties of refugees have been reported in the jungle west of Rabaul (from Rabaul), in the Namatanai district of New Ireland (from Kavieng), in the mainland district of Upper Ramu (from Madang) and at Wau (from Lae, Salamaua and Bulolo).

These refugees now are being removed to the southwards, as opportunity occurs.

Women and children were removed from New Guinea before the Japs struck—800 from the Rabaul area alone. The people were picked up all over the Territory, and sent by air and sea to Australia. The evacuation, as it proved, was completed just in time.

Details of how these people are being cared for are given on page 3, while lists of evacuees are published on page 37.

IT is expected that the Japanese gradually will extend their hold over New Guinea, until they are in a position to launch a big-scale attack upon Port Moresby and Torres Strait, which almost certainly is their main objective in this region. (See our main article, "What is Japan Trying to Do?")

An attempt to invade Australia is most unlikely: but military establishments, factories and ports in Queensland, and perhaps in New South Wales, probably will be the object of sporadic raids.

This position may last for months, while the Japanese are digging in, and the Allies are slowly preparing a counter-offensive which will blast them out of the North-west Pacific.

BLITZ ON RABAUL

IN the absence of an official narrative, and in view of the continuing and

paramount need for withholding useful information from the enemy, it is difficult to give a connected and accurate report of what has happened in New Guinea and Papua. The following indicates, generally, the course of events.

January 3—Jap reconnaissance planes flew over Rabaul and other places. Jan. 4—Jap bombers arrived about 11 a.m., bombed aerodrome, killed 12 natives and wounded 30. Others arrived at 7 p.m., and directed bombs at Tailligap aerodrome, 14 miles from Rabaul. Jan. 6—Rabaul aerodrome bombed late in evening, and our grounded aircraft were damaged. Jan. 7—Rabaul aerodrome bombed, in morning. Jan. 16—Jap bombers attacked at 1 p.m. and 7.30 p.m., and service property was damaged.

These attacks were mostly reconnaissance. Other outlying places (Madang, Manus, Kavieng) were examined by enemy airmen, but apparently not bombed. Then came the invasion.

ON Tuesday, January 20, waves of Japanese bombers and fighters, most of them apparently from an aircraft-carrier, arrived about noon. Rabaul and Tailligap aerodromes were systematically bombed, and service installations and military objectives were damaged. The attack continued all Tuesday afternoon, the Japs apparently returning to their ship for more fuel and bombs. They used carrier-planes, flying-boats and shore-based planes.

At least 100 planes were employed. The Rabaul defences were overwhelmed. Australian airmen attacked, very bravely, but they did not have a chance. Our anti-aircraft guns brought down three enemy machines.

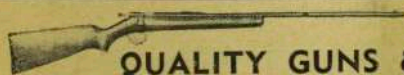
Five Australian aircraft were lost, but the crew of one was saved.

During Tuesday (Jan. 20), while the sky was filled with Jap machines, Australian airmen were heroic. There were all too few Australian planes, but they attacked unhesitatingly against hopeless odds. As one crew bailed out, they were machine-gunned by the Sons of Heaven.

EARLY on Wednesday, Jan. 21, 40 bombers and 20 fighters attacked Kavieng (at the northern end of New Ireland); 3 enemy aircraft attacked Madang about noon; and, a little later, about 50 bombers and fighters flew over, apparently from the northern mainland coast, and bombed and machine-gunned Lae, Bulolo and Salamaua. Lorengau (Manus) also was attacked.

There are no official reports to indicate that the Japs, on Wednesday, 21st, continued Tuesday's aerial attack on Rabaul—in fact, officialdom's announcements, in relation to times and dates, are confusing—but it is presumed that the approaching Japanese fleet did not leave Rabaul alone.

(CONTINUED OVERLEAF)



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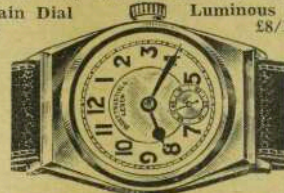
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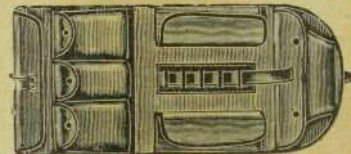
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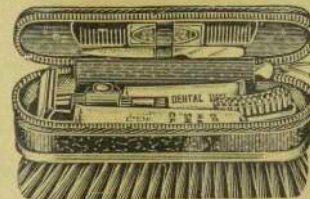
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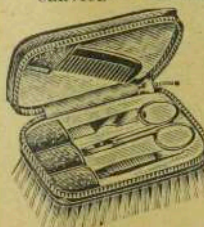
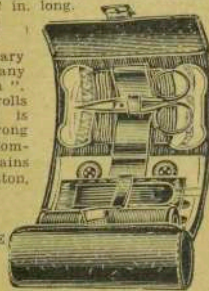


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INVASION OF RABAU

ON Thursday morning, Jan. 22, two attacks (9 a.m. and 10 a.m.) were made on Rabaul by about 40 Jap. aircraft, which bombed military objectives.

It was recognised, by then, that a Japanese invasion was pending. Military personnel, equipment and supplies were removed to the westward, towards the jungle country, in the direction of Toma.

There are indications that, owing to the apparently unexpected character of the attack, any evacuation plans that had been made were useless, and a good deal of confusion ensued among the civilian population. Praise is accorded to Hon. R. L. Clark, who, with Mr. Gordon Thomas and other commercial men, did their utmost to introduce some organisa-

tion into the chaos that was developing, and secure an orderly evacuation.

At about 3 p.m. on Thursday, January 22, eleven Japanese ships were seen off Watom Island, approaching Rabaul from the north, 40 miles away, and at 4 p.m. all radio communication between Rabaul and Australia ceased—presumably because Rabaul was being rapidly evacuated, and the radio station had been destroyed.

The evacuation became more rapid and more confused—it is described as "every man for himself".

With their planes flying constantly over Rabaul, the 11 Japanese ships (3 cruisers, 2 destroyers and 5 transports) came steadily southwards along the eastern coast, and by evening they had rounded Praed Point (easterly side of the entrance to Rabaul harbour) and were opposite Kokopo.

They did not immediately enter Rabaul town and harbour. Instead, they lay off Kokopo. They launched many speedy boats, each armed with machine-guns, which maintained a patrol along the shore, and any movement ashore, in villages or on plantations, was sprayed with machine-gun fire. This went on during the night, the ships turning their searchlights on the shore.

NO "SCORCHED EARTH" IN RABAU

WHEN the Japanese entered Rabaul port and town in force early on Friday, January 23, they found the place practically evacuated.

The Japs also found useful stores in abundance. The military and air force destroyed whatever of their installations had been left undamaged by enemy fire. But all the evidence available indicates that the civilians attempted no "scorched earth" policy; and Rabaul, complete with

stores and workshops, fell into their hands, practically undamaged.

A medium-sized, modern ship was lying alongside the Burns, Philp wharf, loading copra, when the Japanese attacked. She was bombed, set afire, and sank. The BP wharf and copra sheds also were destroyed, together with several thousand tons of copra.

ATTACK ON BULOLO

WHEN the Japanese bombers flew over Bulolo, soon after noon on Wednesday (Jan. 21) they found the Bulolo Gold Dredging Company's three large Junkers G31 freight-carriers on the Bulolo 'drome, and destroyed all three—total loss over £200,000.

It appears that, as soon as the Japs began to enter Rabaul harbour on Friday morning (Jan. 23) they despatched a considerable fleet of aircraft to the westwards, along the south coast of New Britain. Gasmata reported them overhead at 9.10 a.m. Bulolo reported aircraft overhead, and closed down, at 9.30 a.m. on January 23. The enemy evidently was making wide reconnaissances.

SALAMAUA EVACUATED

THE Salamaua 'drome was bombed and machine-gunned on Wednesday (Jan. 21). It was here that Kevin Parer was killed. When the raiders came, he ran out onto the 'drome, in an attempt to start up his plane and get away, and he was cut to pieces by machine-gun bullets. Practically all the planes on this 'drome were destroyed, including the fleet of Mandated Airlines Ltd. (Carpenters). Mandated Airlines saved only one small plane.

Salamaua town was not bombed by the enemy, but everything there likely to be useful was destroyed before the town was evacuated, a few hours later.

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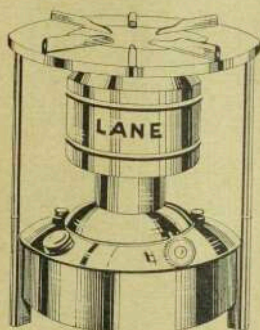
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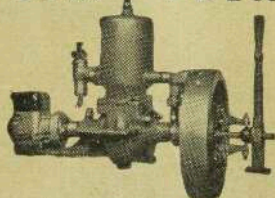
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LAE SMASHED AND EVACUATED

GUINEA Airways staff at Lae had a few minutes' warning of the coming of the Japs on January 21, and they were able to get away four planes before the raiders arrived. Mr. "Tommy" O'Dea, GA manager at Lae since the death of Mr. Eric Chater, escaped with the big Ford plane to Port Moresby. Guinea Airways saved two Fords, the seaplane, and the G31—but it is not clear when the other three machines got away. They reached Australia, eventually, however.

Guinea Airways were under strict Commonwealth orders to get their planes away as soon as the Japs threatened.

The Japs bombed Lae aerodrome and surrounding buildings thoroughly, and then they came back at low levels and machine-gunned everything in sight. Their attack lasted 65 minutes. Guinea Airways plant and establishment were almost completely destroyed and practically no buildings were left intact. The little town was evacuated and abandoned.

There were about 100 Europeans in Lae, including the Administrator and recently-transferred public servants—and they escaped the bombings by lying in slit trenches (4 ft. deep by 2 ft. wide). Although all were evacuated, eventually, many suffered much hardship, and they—like most New Guinea residents—lost almost all their possessions. The Administrator's unhappy experience is described elsewhere.

On Saturday (Jan. 31) Jap bombers attacked Salamaua, Wau and Bulolo; but there has been no information regarding damage. This seems to have been the first attack on Wau.

Early on Sunday (Feb. 1) Wau was attacked again. There was slight damage to property. Three were injured.

KAVIENG ABANDONED

It is reported that, when the Japs bombed Kavieng on Wednesday (Jan. 21) and it was clear that an invasion was coming, a military party there "scorched the earth".

Jap marines landed at and occupied Kavieng about Friday (Jan. 23). They destroyed all buildings still standing.

Tokio claims, however, that the Australian military party left in Kavieng, under Lieutenant Dixon, surrendered to the Japanese.

SO far as is known, Wewak escaped the Jap attacks on January 20-23; but it was bombed at 10 a.m. on Monday (26th)—with what result is not known.

An unconfirmed report on January 26 said that Japs had occupied Buka Passage.

It was reported on Feb. 9 that Madang was not occupied by Japanese, though it had been evacuated.

RAAF HITS BACK

ABOUT 7 p.m. on Friday (Jan. 23) Australian planes flew over Rabaul, and discovered that there were 11 transports in the harbour, while 3 Jap cruisers, an aircraft-carrier and a destroyer, were five miles off the harbour.

During the week-end (between Jan. 23 and 26), Jap forces west and south-west of Rabaul made contact with Australian soldiery and militia in the jungle. There must have been fighting—but with what result is not known.

On Saturday night (Jan. 24) Australian planes attacked the Jap ships in Rabaul harbour. One was hit and one Australian plane was lost.

On Monday night (Jan. 26) the RAAF

again attacked. Two Jap ships were set on fire, and a third apparently hit. All our planes returned.

Australian planes attacked again on Wednesday night (Jan. 28). One ship was directly, and another probably, hit. All our planes returned. They attacked again on Friday night (Jan. 30), and definitely hit one ship. All returned. On Tuesday night (Feb. 3) they made their fifth attack and directly hit one large ship and probably hit another. Fighters were driven off and all our planes returned.

ATTACKS ON PORT MORESBY

AT 3 a.m. on Tuesday (Feb. 3) six Japanese bombers dropped eight bombs on aerodromes and installations at Port Moresby. There was little damage. One person was killed and three injured.

By February 5, world commentators were awakening to the fact that "the position of United States-Australian

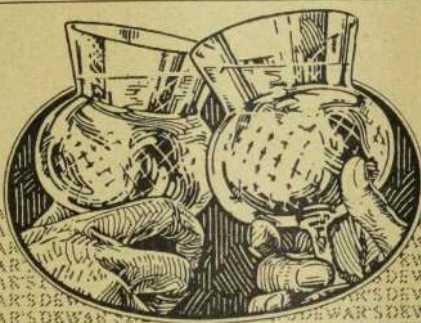
communications is extremely serious". It was estimated that by now the Japs had 10,000 troops in Rabaul, and more elsewhere in New Guinea, and that this invasion was designed to command Torres Strait—which meant that Port Moresby will be attacked.

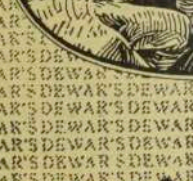
The second raid on Port Moresby came very early on Thursday (Feb. 5). One attack was at 3 a.m. and one at 4 a.m. The Japs used 4-engined flying-boats, and about 30 bombs were dropped, and various points were attacked with machine-guns and cannon. Some civil buildings were damaged. There were no casualties.

Japanese planes dropped bombs on Samarai (Eastern Papua) on Saturday (Feb. 7). There are no details. No damage is reported.

SOLOMON ISLANDS

ON Thursday, January 22, about noon, a single Japanese flying-boat made the first reported attack on the





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DEWAR'S

THE WHISKY

Solomon Islands. It bombed and machine-gunned the little town of Tulagi, but it caused neither damage nor casualties.

SAMARAI RAIDED AGAIN

JAPANESE bombers on February 11 made a second attack on Samarai Island (Eastern Papua), with results unknown. This seems to be part of a Japanese plan for developing a strong attack upon Port Moresby.

Mr. Francis C. Tracy, head of the well-known Islands trading firm of F. C. Tracy & Co., Sydney, who also are agents for the BNG Trading Co. (Papua), in Australia, died at his home in Chatswood, Sydney, on February 7. He was 64 years old.

A private message received in Sydney early in February from Warrant Officer E. Blood, at Wewak, NG, said he was "OK".

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HOW THE JAPS CAME TO MOROBE GOLDFIELD

Gallant Work by New Guinea's Commercial Pilots

SHORTLY before 12.30 p.m. on Wednesday, January 21, 1942, Pilot Heath, of Guinea Airways, flew a G31 Jun- kers freighting plane in from the coast to a 'drome in the mountainous interior of New Guinea.

A man, on the ground, some distance out, saw the G31 go overhead, and then noticed six strange planes, a couple of miles behind him, and evidently following him.

Five minutes after Heath put his Jun- kers down on the aerodrome, beside the two other G31 planes owned by Bulolo Gold Dredging Ltd., six Japanese fighter planes attacked, and destroyed the three G31's with incendiary bullets.

They had found their way over the difficult coastal range, into the Bulolo Valley, by sneaking in behind the unsus- pecting Heath. So the Asiatic invader arrived, to put an end to the great Morobe-Bulolo gold industry.

About the same time, Pilot Ross, with a Guinea Airways G31, was descending

on Salamaua. He saw a number of strange planes, apparently attacking the town (see page 13). He swung away, got quickly among clouds, and escaped to Wau.

At the same time, Guinea Airways' general manager, O'Dea, escaped from Lae, with GA's best machine (a Ford) and flew direct to Port Moresby, to await instructions.

The disintegration of the Morobe gold industry, and allied services, soon followed. That day, January 21, the civilians abandoned Salamaua and Lae, hurriedly packed what personal possessions and food they could carry, and set off inland for Wau. A few got a lift on planes, mak- ing the journey in 25 minutes.

The great majority walked. It was a ghastly journey, over incredible moun- tains and through ceaseless rain. The men from Salamaua took seven days on the trip; those from Lae, eight days.

SOME attempt was made, between Wednesday (Jan. 21) and Monday (Jan. 26), to keep the gold industry going along the Bulolo valley. But it was useless—the European workmen, quite reasonably, insisted that if they were to work the dredges, powerhouses, etc., they should be given some protection against Jap. raiders—Australian planes, or anti-aircraft guns, or something.

The same men had watched the Japs flying up and down, only 300 feet above the ground, cheekily shooting up Bulolo's G31's; and they knew that if there had been only half a dozen of the good Australian fighter planes in the district (for which they had pleaded) not a Jap would have escaped.

On January 26, Bulolo Gold Dredging and Guinea Goldfields Ltd. closed down. Men of military age were called to the militia; but all others were concentrated at Wau, to await the arrival of the weary pilgrims from Salamaua and Lae. There was much rain, and all rivers were in flood.

THERE was bitter criticism of the authorities for failing to make better provision for evacuation from Lae and Salamaua. The authorities had given explicit orders that planes should be re- moved as soon as the Japs threatened; and on January 21 the Guinea Airways pilots obeyed, and removed their three big planes to Wau and Port Moresby.

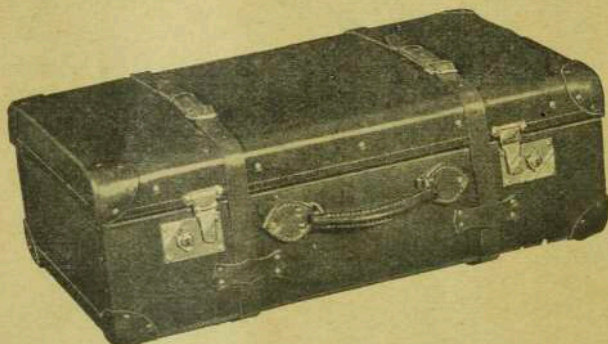
Very early on January 22, after con- sultations in Port Moresby, Mr. O'Dea led his three Guinea Airways planes from Wau down to Lae and Salamaua, to assist Europeans. But it was too late.

The Guinea Airways machines then appear to have gone south, and the people at Wau applied themselves to the task of evacuating about 300 Europeans, using the Carpenter Airlines Lockheed (a big air-liner), the once famous but now decrepit old "Faith in Australia", Pilot Stephens' Gannet, and a Fox Moth. The fact that they brought the "Faith" into use showed how desperate was their need.

The weather was very bad, there was confusion and depression everywhere, and the great majority of the indentured native labourers had disappeared into the bush.

ON January 27, there came disaster. The Lockheed was just about to leave Wau, with a load of Chinese women and children, when a Chinaman's lorry, left with its brakes off, ran into the air-

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liner and smashed the propellor and crank-case. Only the ancient "Faith", the Gannet, and the Moth to evacuate 300 people!

But Carpenter Airlines acted splendidly. The smash occurred on Tuesday. On Friday, Carpenters' second Lockheed arrived at Wau, with Superintendent R. Mant, four mechanics, and a spare engine and propellor; and they fell like tigers upon the job of repairing the wounded airliner.

On Wednesday (28th) the weather was so bad that the "Faith" and Moth made only one trip to Port Moresby; and on Thursday the planes did not fly at all. The appearance of Mr. Mant and his crew on Friday was greeted with cheers. Then came plenty of drama.

ON Saturday (Jan. 31), a Jap. reconnaissance plane came over Wau, took a photograph, and flew away. A few minutes later, Carpenters' second Lockheed and the bulky old "Faith" came in from Pt. Moresby. Then the Jap. swung in to take more photographs, saw the two big planes, which had just arrived, and, evidently thinking they were bombers, went off in a great hurry, after dropping one harmless bomb.

Next day (Sunday, Feb. 1), the Lockheed was on Wau drome, about to leave for Port Moresby. The two pilots had gone to get some tea—when nine Jap. 4-engined flying-boats came over from Salamaua. Everyone promptly "went to ground". The Japs droned off along the mountains.

While everyone else watched the enemy slowly turning to come back, Pilot C. Bernard raced out onto the drome, started up the plane's engines, clawed away the chocks, sprang into the cockpit, and had somehow got the big machine moving down the drome before the Japs returned.

They immediately began bombing but Bernard got his Lockheed into the air, and flew away towards Koranga and Cliffside, with the Japs after him. He turned and twisted, and made height, and got his nose round into the mountains, headed for Papua. The Jap. bombers chased him for six miles, shooting at him with machine-guns and 1-inch cannon, but he had the speed of them, and reached Port Moresby unscathed.

The flying-boats returned and bombed Wau and machine-gunned suspected hide-outs at Wau Creek.

Three men were wounded—Mr. Moroney, Mr. Hart (of NGG staff), and Mr. Paslow (of BGD staff).

ON February 2, the damaged Lockheed, completely repaired within two days, was brought back into service, and took a load of evacuees, including the three wounded men, to Pt. Moresby.

Within a few days, the evacuation was complete. To-day, the gold industry is suspended.

While there is much criticism of important folk "higher up" for their lack of forethought and preparation, the Morobe people have nothing but praise for the minor officials and the hard-working commercial pilots, who carried out two evacuations—women and children in December and men in January—without one accident. Praise especially is given to Messrs. R. Mant, J. Crisp, C. Bernard, and B. Ritchie (Carpenter Airlines), Mr. Arthur Collins (Mandated Airlines), Pilot L. J. Stephens, and Messrs. O'Dea, Ross and Heath (Guinea Airways).

Pilot Stephens, assisted by Mr. Norman Wilde, made a number of trips between Wau and Port Moresby in his Gannet plane, carrying evacuees.

It appears that it was Mr. Collins, with Mechanic Taylor, who worked day and

night on the old "Faith", and got her into a condition to carry evacuees over to Port Moresby. Piloted by Mr. Collins, she made her first trip across on Sunday (Jan. 25), and among her passengers was the Administrator (Sir Walter McNicoll), who was very ill.

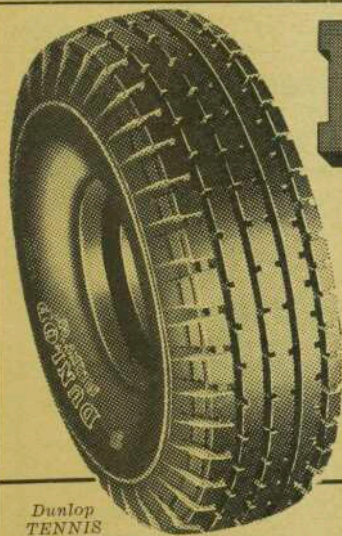
L. J. STEPHENS MISSING

PILOT Stephens, who had rendered splendid service in many directions, left Port Moresby for Wau on February 5, with the old "Faith in Australia" (which had just been "repaired"), and disappeared. He had not been reported, up to Feb. 9, and it is feared that he is down somewhere in the mountainous jungles of the interior.

Hon. George Murray, MLC, Director of Agriculture in New Guinea, who had been in Sydney and Canberra for some weeks on sick leave, returned to New Guinea by what appears to have been the last plane which got through from Australia to Rabaul in January. He apparently arrived in Rabaul on January 17, and the Japanese invasion came three days later. As far as is known, Mr. Murray is with the other European refugees in the New Britain jungle.



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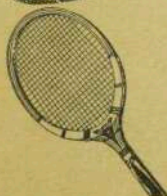
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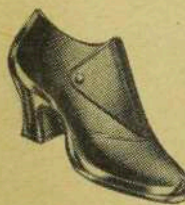
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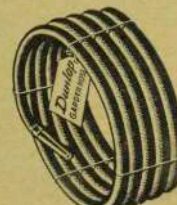


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ROLL OF HONOUR

(It is hoped to assemble, here, the names of men, former residents of the Pacific Territories, which appear in British and Free French casualty lists, or in lists of honours awarded. We should be grateful if relations and friends would send us details.)

KILLED

Pilot-Officer Len BAYLISS, flying instructor in the RAAF, formerly of Rabaul, New Guinea. Killed in Sydney, 18/11/1940, when he fell from a trainer aircraft in flight.

A/Bdr. Neville W. BERTWISTLE, AIF artillery (tank unit), formerly a clerk on the staff of W. R. Carpenter and Co., Ltd., of Rabaul, New Guinea. Killed in action, April, 1941.

Pte. W. R. M. BRADNAM, of the NZ Forces, formerly of Fiji. Reported killed in action in the Middle East, 25/11/1941.

Flight-Lieutenant G. J. I. CLARKE, of the RAAF, formerly Assistant Flight Superintendent of Carpenter Airlines, New Guinea. Killed in action during operations off Dakar (French West Africa), while attached to HMAS "Australia", September, 1940.

Flying-Officer Jack R. COATH, of the RNZAF, formerly on the staff of the Bank of New Zealand, in Suva, Fiji. Killed October, 1941, when a training aircraft crashed in NZ.

Pte. Felix CRAIG, AIF, formerly of accounts department, Australasian Petroleum Co., Port Moresby, Papua. Killed in action, June, 1941.

Observer V. L. DEARMAN, of the RAAF, formerly overseer and clerk at the Colonial Sugar Refining Co., Ltd., Rarawai, Fiji. Reported killed in action in the Middle East, October, 1941.

Captain Kenneth GARDEN, of the RAF Ferry Command, formerly chief pilot of Guinea Airways Ltd., in New Guinea. Killed, 2/9/1941, when the bomber he flew from USA crashed on west coast of Britain.

Flying-Officer Moresby GOPTON, of the RAF, son of Mrs. F. S. Stewart, of Wau, New Guinea. Reported missing, 17/5/1940—now presumed killed in air operations.

Pte. Wallace GRAHAM, of the NZ Forces (infantry), formerly on the staff of Morris Hedstrom Ltd., Fiji. Killed in action in the Middle East, November, 1941.

Flying-Officer Alan JOHNSTONE, of the RAF, who was born in Suva, Fiji, in 1915. Killed during bombing raid on Kristiansand, Norway, April, 1940.

Pte. L. F. MCCARTHY, AIF infantry, formerly supercargo on W. R. Carpenter and Co.'s inter-island vessels "Desikoko" and "Mako", in New Guinea. Reported "wounded in action and missing—believed prisoner of war", 15/7/1941; reported "killed in action" in Syria, 30/10/1941.

Pte. E. H. PRICE, of the NZ Forces, formerly of Savu Savu, Fiji. Killed in action in the Middle East, December, 1941.

Cpl. Alex. C. SCOTT, AIF, formerly manager at Kieta, TNG, for Burns, Philp and Co., Ltd. Killed in action in the Middle East, 19/6/1941.

Pte. Popoane TANGIITI, of the NZ Forces (Maori Battalion), formerly of Mangaia, Cook Islands. Reported "missing after Battle of Greece—presumed dead", July, 1941.

DIED FROM WOUNDS

Pte. Ernest HENRY, AIF, formerly of the Rabaul (NG) staff of Burns, Philp and Co., Ltd. Died from wounds received in Battle of Crete, 1/6/1941.

Pte. Walter PEARSON, of first NG quota of AIF (infantry). Died from wounds received in action, 24/6/1941.

A/Bdr. W. R. SCOTT, AIF, of New Guinea. Died from wounds, July, 1941.

Sgt.-Pilot Peter Clarkson WISE, of the RAF, son of Mr. W. Wise, OBE, Director of Public Works, Fiji. Died from wounds received during bombing raid over Germany, January, 1941.

DIED FROM ILLNESS

Pte. Clarence A. HUTTON, AIF, formerly of Edie Creek, TNG. Died from illness, April, 1941.

Major P. J. WOODHILL, AIF infantry, formerly legal assistant in the Crown Law Office, Rabaul, New Guinea. Reported "deceased", December, 1941.

MISSING

Pilot Tom PATTERSON, of the RNZAF, formerly of Levuka, Fiji. Reported missing, in November, 1941, after bombing raid on the Continent.

Gnr. Allan H. ROSS, AIF artillery, formerly planter in New Britain, TNG. Reported missing—believed prisoner of war, 28/9/1941.

Pte. William RUPE, of the NZ Forces (Maori Battalion), formerly of Aitutaki, Cook Islands. Reported "missing after Battle of Greece", July, 1941.

Pilot James SIMPSON, of the RAF, formerly of Vatukoula, Fiji. Reported missing after air operations over Malta, in the Mediterranean, 1/7/1941.

Pilot-Officer Neville George STOKES, of the RAF, formerly a pilot with Guinea Airways, Ltd., in New Guinea. Reported missing following air operations over enemy territory in Europe, December, 1941.

WOUNDED

Pte. V. BLANCO, AIF infantry, of Thursday Island. Wounded in action, July, 1941.

L/Cpl. J. P. BLENCOWE, AIF infantry, of Rabaul, TNG. Wounded in action, July, 1941.

Pte. Thomas BYERS, AIF infantry, of Thursday Island. Wounded in action, May, 1941.

Pte. John GRANT, AIF infantry, of New Guinea. Wounded in neck and thigh, September, 1941; later reported "rejoined unit".

Sgt. C. HENDRICK, AIF infantry, of Rabaul, TNG. Wounded in action, July, 1941.

Stanley HIGGS, son of Mr. and Mrs. Gordon Higgs, of W. R. Carpenter and Co. Ltd., New Guinea. Member of an English Lancers' regiment, wounded during British evacuation from Dunkirk (France), May, 1940.

Lieut. Lloyd T. HURRELL, AIF infantry, of Rabaul, TNG. Wounded in action, July, 1941.

Cpl. W. H. LANNEN, AIF artillery, of Rabaul, New Guinea. Wounded in action, June, 1941.

Gnr. E. G. LOBAN, AIF artillery, of Thursday Island, wounded during Greek campaign, May, 1941. Invalided home after having his left forearm amputated.

Capt. Edward Tiwi LOVE, NZ Maori Battalion, husband of Mrs. Takau Rio Love, Arikunui of Rarotonga, Cook Islands. Reported missing during Greek campaign, 27/5/1941; later, 22/6/1941, reported "wounded and safe".

Cpl. R. MCKERLIE, AIF, of Yandina, BSI, wounded in face by bomb explosion, April, 1941.

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A/Sgt. Alastair MACLEAN, AIF Infantry, of Rabaul, New Guinea. Wounded in action, in Libya, June, 1941.

S/Sgt. Graham B. MIRFIELD, AIF engineers, of Rabaul, New Guinea. Wounded in action, July, 1941.

Pte. L. G. ("Mick") REECE, of Bulolo, New Guinea. Wounded in action with AIF, July, 1941.

A/Cpl. N. K. SAWYER, AIF Infantry, of Rabaul, TNG. Wounded in action, July, 1941.

Pte. Lance STAMPER, AIF, formerly schoolmaster at Wau, New Guinea. Wounded in action, August, 1941.

Pte. Harold G. TURNER, AIF, of Samarai, Eastern Papua. Wounded in action at Bardia (Libya), January, 1941.

Pte. F. D. TWISS, AIF Infantry, of New Guinea. Wounded in action, August, 1941.

PRISONERS OF WAR

A/Cpl. Peter W. BOSGARD, AIF Infantry, formerly of the Lands Department, Port Moresby, Papua. Reported prisoner of war at Sulmona, Italy, 29/6/1941; transferred to Bolzano prison camp, September, 1941.

A/Sgt. A. A. S. COTMAN, AIF Infantry, of Abau, Papua. Reported missing—believed prisoner of war, 5/5/1941; reported later, July, 1941. "wounded in chest and head by shrapnel—taken prisoner".

Pte. W. GOSSNER, AIF Infantry, formerly of the BNG Development Co., Port Moresby, Papua. Reported prisoner of war, Sulmona, Italy, 6/7/1941.

Gnr. A. L. B. KING, AIF artillery, of Rabaul, TNG. Reported prisoner of war, 29/7/1941.

A/Cpl. John H. LONERGAN, AIF, Supply and Transport, of New Guinea. Reported prisoner of war at Corinthia, Italy, 8/7/1941.

Observer Alex. McKAY, of the RAAF, formerly of the CSR Co.'s staff, at Penang sugar-mill, Fiji. Reported missing, 27/7/1941; reported prisoner of war in Italy, 26/10/1941.

Pte. Harry MARCHINGTON, of the NZ Forces, formerly of Fiji. Reported prisoner of war after Battle of Crete, 2/12/1941.

Pte. John O. SMITH, of the NZ Forces, son of Captain Harry Smith, of "Tui Kauvaru", and Mrs. Smith, of Suva, Fiji. Reported missing, 29/5/1941, after Battle of Crete; reported prisoner of war, 21/10/1941.

Pte. John D. WHITCOMBE, of the NZ Forces, formerly of Levuka, Fiji. Reported prisoner of war in Germany, November, 1941.

Pte. Fred SWAN, NZ Army Medical Corps, formerly of Apia, Western Samoa. Reported August, 1941. "Missing after Battle of Crete"; reported November, 1941, "prisoner of war in Germany".

DECORATIONS

Sgt. Henry C. S. COTTON, of the RNZAF, who was born in Samoa (his father was Secretary of Native Affairs during the NZ military occupation). Awarded the Distinguished Flying Cross.

Lieut. Colin HILL, RANR, of the Australian destroyer, "Waterhen", formerly second officer on the trans-Pacific liner "Niagara". Awarded OBE for salvaging a burning oil tanker near Suda Bay, Crete.

Flying-Officer James R. HYDE, of the RAF, formerly a Patrol Officer in Namatanai and Sepik Districts, TNG. Awarded the Distinguished Flying Cross for bombing raids on Heligoland Bight, in the North Sea.

Lieut.-Commander A. W. R. McNICOLL, RAN, son of Sir Ramsay McNicoll, Administrator of New Guinea, and Lady McNicoll. Awarded the George Medal.

Sgt. Geoffrey MOORE, of the RNZAF, formerly engineer on the NG inter-island vessel "Matiwara" and on the trans-Pacific liner "Aorangi". Awarded the Distinguished Flying Medal.

Commander Alford S. ROSENTHAL, RAN, son of Major-General Sir Charles Rosenthal, KCB, CMG, DSO, VD, Administrator of Norfolk Island. Awarded the DSO, November, 1941; awarded the Bar to DSO, February, 1942.

Lieut. George Raymond WORLEDGE, of the RANVR, formerly of Fiji. Awarded the MBE (Military).

Private W. R. M. Bradnam

PRIVATE William Ramsay Miller Bradnam, who was born in Navua, Fiji, was killed in action in the Middle East on November 25, while serving with the New Zealand Forces. In recent years, he had lived in North Auckland, NZ; he was married, with three young children. His relations in Fiji include Mr. David Bradnam, of the Public Works Department, Navua (brother); Mrs. C. Phillips,

of Rewa (sister); and Miss Mary Browne, of Suva (aunt).

One Who Will Not Return

IN the January "PIM" there was a set of amusing verses, "Land of the Pharaohs", written from "a dug-out in the Libyan desert", by Private E. H. Price. For all their levity, there ran through them a note of home-hunger, a longing for the pleasant, green countries under the Southern Cross. The last verse was:—

You can see why we're sick of the desert,
The sand and the flies and the dust,
We wouldn't stay here for a minute—
It's simply the fact that we must,
But when all the Nazis are finished,
And our work in the army is o'er,
We'll leave all our troubles behind us,
And return home to roam—never more!

The day after the verses were published, we received advice from Mrs. J.

Price, of Savu Savu West, Vanua Levu, Fiji, that her son had been killed in action. Another young life sacrificed in order that we, whom they left behind, may continue to live in freedom.

Miss O. M. Duder, of the Methodist Mission staff at Suva, Fiji, was in New Zealand last month spending furlough.

Rev. and Mrs. W. F. Paton, Presbyterian missionaries in the New Hebrides, are at present in Tasmania, on long furlough.

Mr. Nestor Elliott, Government Auditor in New Guinea, recently married Miss Phyllis Simpson, of Mosman, Sydney at Salamaua District Office.

Mr. A. E. Barker, who has been associated with the Methodist Mission in Fiji for over 25 years, resigned in December to return to Australia. For many years, he has been the Mission's business manager and manager of the Book Depot.

Help Yourself to Health!

TOOHEYS OATMEAL STOUT

Here's Toee

TOOHEYS OATMEAL STOUT

SIR M. HEDSTROM RECOVERING
IN AMERICA

A SERIOUS operation was successfully undergone in San Francisco at the end of December by Sir Maynard Hedstrom, who, with Lady Hedstrom, proceeded from Fiji to the United States in November. It appears that for some days the condition of Sir Maynard was very grave, and his family suffered acute anxiety. But, on January 15, Mr. J. Maynard Hedstrom, of Suva, received a cablegram from his father stating that he was out of hospital and evidently making satisfactory progress.

The genial head of the big South Pacific trading firm has friends all over the South Seas who will be very glad to hear of his satisfactory progress!

December output of dry rubber from Kaitaki Para Rubber Estates Ltd., in Papua, was 39,915 lb.

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What you need is Dr. Williams' Pink Pills. These world-famous pills help you make more and better red corpuscles and thus increase the oxygen-carrying power of your blood. Get Dr. Williams' Pink Pills to-day at your chemist or store and see for yourself how quickly this time-proven blood-builder will help give you back your pep and clear complexion.***

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Indian Boy Scouts in Fiji



In Fiji, youths of the three races—European, Indian and Fijian—are keen Boy Scouts, and every lad in the Indian troop at Ba (shown in the above photograph) was successful recently in passing the First Aid examinations. Seated in the centre of the group is Mrs. Olive Angermunde, JP, former matron of a Sydney hospital, who coached the boys for their examinations; on her left is Mr. L. M. Andrew, Ba Scoutmaster and teacher at the Indian school from which most of the lads attend. The Scouts also are expert signallers, as a result of tuition from Lieut. Edgar Kyte.

ONE HOPEFUL SIGN

A FEW weeks ago the war risk insurance rates on cargoes between America and Australia were raised from 5 to 7½ per cent.; but it was announced early in February that, as from January 31, the rate had been reduced to 6 per cent. This appraisal of war risks in the South Pacific by the shrewdest commercial minds is interesting.

Sister Noel, of the Little Sisters of the Poor Society, died in Melbourne, Victoria, on February 6, aged 74. Before she came to Australia just over 20 years ago, she spent a lengthy period in Noumea, New Caledonia, as a French missionary.

NAURU AND OCEAN ISLAND

News Anxiously Awaited

THERE is no news of what has happened to the European communities—all men—left on the Central Pacific phosphate islands of Nauru and Ocean Island.

Practically since the outbreak of war, these two valuable industrial establishments have been bombed at intervals by Japanese fliers from the Marshall Islands; but little damage was done, and it was hoped that all these Europeans would be evacuated, in the event of the Japanese coming south.

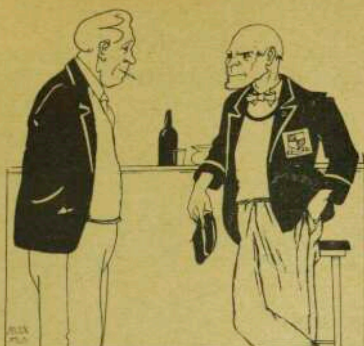
The Japanese, however, are now at Kavieng and Rabaul, far to the south-westward of Nauru and Ocean Island; and it is presumed that the European communities there have been cut off. Those who know the general character of Japanese strategy expect that Japan will try to seize and occupy the two valuable islands.

The general manager of the British Phosphate Commission, which works the two islands, stated publicly on February 5 that "action had been taken to make the plants at Nauru and Ocean Island useless to the Japanese, if the islands should be occupied by them".

Mrs. Louise Ryder, widow of the late Mr. Ben. Ryder, shipwright, of Suva, Fiji, died on December 30, aged 68. She was the mother of Mrs. Flemons (Lautoka), Mrs. A. Mason (Suva), Misses Margaret, Rose and Esther Ryder (Suva), and Mr. Frank Ryder (Penang).

Mesdames Louis Page, Bernard Blackwell, and Leslie Love, of Vila, New Hebrides, recently arrived in Sydney.

Mr. L. H. Wilkinson, of Misima, Papua, arrived in Australia in January, and was accepted for service in the RAAF. He expects his call-up shortly.



Scene: A NZ South Island Bowling Club:

Campbell: "Losh, man, I thocht ye were away on your Fiji trip!"

MacTavish: "Fiji be daumed! Did ye no hear there's a shortage o' pennies there and they benighted heathen havena' got a 3d. piece in the country?"

TWO REFRIGERATORS PER HOUSEHOLD

Letter to the Editor

IN these days of sky-rocket taxation, appeals for economy and legislation restricting luxury spending, and Government searching for every penny that can be got, it will come as a surprise that in the out-of-the-way dependencies, officials can still look after themselves without regard to economy.

Here, in the New Hebrides, the officials are liberally paid, and have many privileges and perquisites. Though they pay British income tax, this is more than offset by the fact that their sterling salaries are converted into Australian, as their households are run on Australian currency. They pay no Australian taxes. All the house-holders have nice, comfortable, furnished houses, to which, out of their sure and liberal salary, they have added many comforts.

One of these comforts is a refrigerator. The Administration lately thought that these self-provided refrigerators looked lonely, so, defying the crying need for drastic economy, each householder was lately (November, 1941) provided with another. As these cost at least £80 each, many hundreds of pounds were spent.

Many planters and others have to cut down on bare necessities, and such a thing as a refrigerator (which represents 30 tons of copra) is not even thought of.

Who is responsible for this shameful extravagance and why should he not be made responsible for his act of recommending and sanctioning? If we complain of extravagances of this sort the official retort is that we in this group pay nothing towards the cost—it is the British taxpayer who pays!

I am, etc.,

TAXPAYER.

Malekula, NH, 2/1/1942.

EDITORIAL NOTE: Our correspondent evidently is unaware that the British taxpayer is more heavily "socked" than the Australian, so New Hebrides officials carry as great a burden as any of us. One refrigerator per Islands household, is an amenity to which any European is entitled in the tropics. A broken-down refrigerator can be a tragedy in the isolated Islands, so probably a second refrigerator per household was ordered as a reasonable standby. But, as our correspondent says, it **does** seem an extravagance in war-time.



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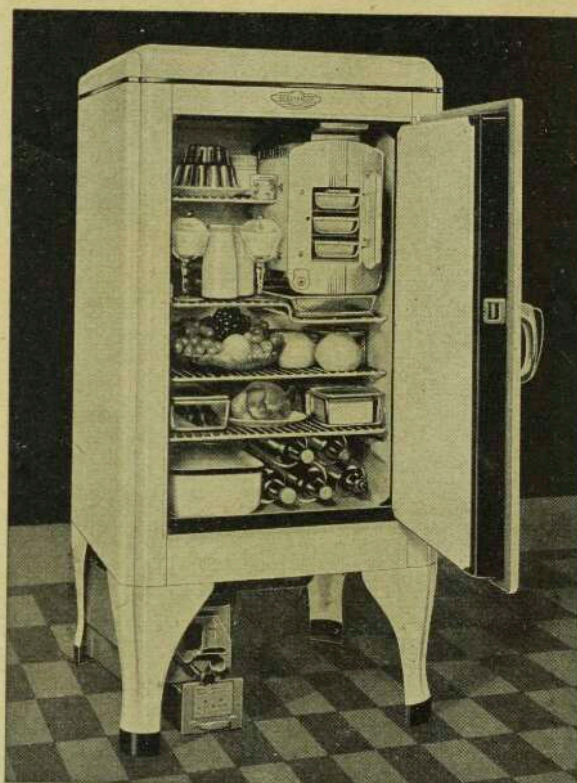
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Teach Them Something Practical!

Plea For Education Reform in Tonga

From a Special Correspondent

THE imminent destruction of the Tongan Government College is causing considerable interest among the population.

The establishment of a Technical and Agricultural College in its place, in so far as it may give a more useful education to Tongan youth, is a desirable step. But the scope of the proposed education, although of a more technical and agricultural character, is limited, and is designed to affect approximately only one-fifth of the boys attending the various "colleges" (really secondary schools).

Of these latter there are altogether five whose purpose is to fit the young Tongan for his after-school life—or ought to be. The curriculum is wholly academic, and no account has ever been taken of the fact that 90 per cent. of the boys have to earn their livelihood on the land.

Among the Tongans, the belief is largely held that a smattering of education will solve all the difficulties of existence and enable the recipient to go through life without any manual labour. For reasons best known to themselves, this belief is encouraged by those who ought to know better—largely, perhaps, with the object of gaining adherents to their particular sect.

The colleges (or secondary schools), with the approximate number of male students, are as follow:—

College.	Pupils.	College.	Pupils.
Government ..	200	Seventh Day	
Wesleyan	400	Adventist ..	100
Roman Catholic	100	Mormon	100

Realising the uselessness of the type of education given in these schools, which fits about 1 per cent. of the boys for jobs in the Civil Service, etc., the Government has had under consideration for some years a kind of education that will assist the bulk of the boys to become more useful members of the community, under the actual conditions existing.

Large numbers of these boys now leave school worsened rather than bettered by their attendance, and the only beneficiaries are those who have collected the fees. Their heads being turned by a false idea of the real object of education, they turn up their noses at working on the land, and in too many cases develop a useless, conceited and arrogant demeanour, with but the haziest notion of the difference between meum and tuum. The land, however, remains all there is for them.

Sectarian differences, not to say bitterness, and the desire for political power, are the forces mitigating against a proper system of education in Tonga.

In place of the remaining four missionary schools named above, one unsectarian institution, with the existing curriculum, and admitting not more than 100 pupils by examination from the primary schools, would cater for all the secondary education that is required in Tonga. The site and buildings of the present Government College would suit such a school admirably.

The primary schools, too, require drastic alteration, not so much as to the subjects taught, but in respect of the behaviour of the pupils—especially in the public roads going to and coming

from schools, and out of school hours. To hear children bawling out to each other, in public places, the filthiest epithets, and behaving in an unruly manner, would seem to indicate, even to the layman, a surprising lack of discipline in the schools. The fact that the parents do not exercise greater control over their children is an indication that their own education did them little good. Cramming the three R's into children's heads is, after all, only a part of what education should be. A more character-forming tuition is the crying need.

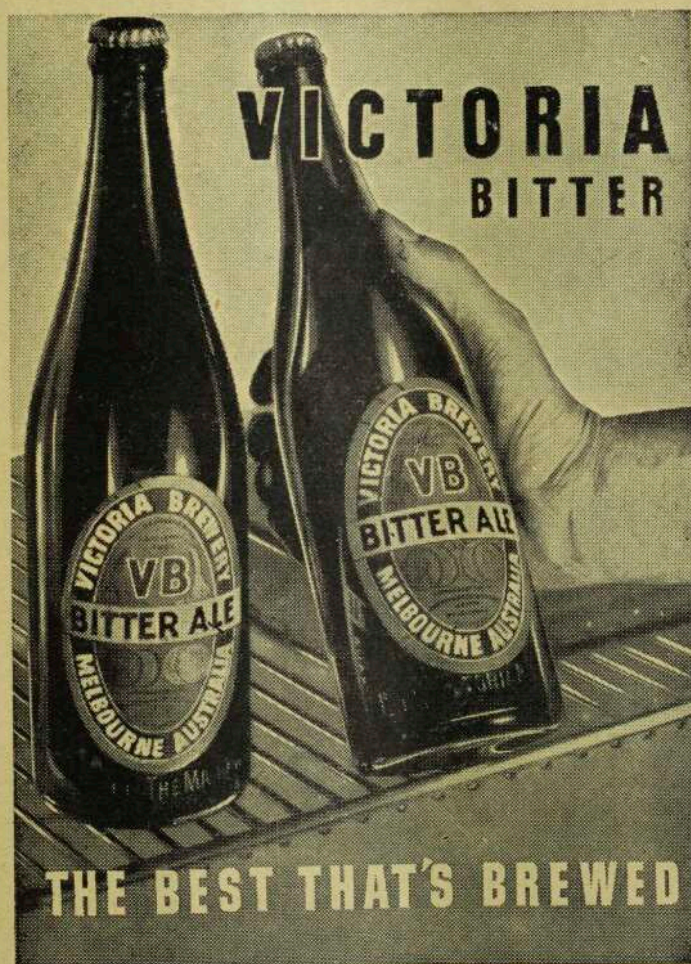
There are also, in the Tongan educational scheme, as it at present exists, five "colleges", or secondary schools, for young women. These are as follow, with the approximate number of pupils:—

Wesleyan Girls' College	200
Roman Catholic Convents (2) ..	70
Seventh Day Adventist	20
Mormon	30

Broadly speaking, the effect of these schools is bad, in that the education given has too much of a European bias, and does not take sufficiently into account its usefulness in the after-school life of these young women, having regard to the conditions and environment in which they will live. The future of the great majority of them is to be the wife of a land-owner, to assist him to wrest a living from their allotment of 8½ acres.

The teaching of native crafts—such as mat-weaving and basket-making—and of plain sewing, and so forth, will equip them better to be the future mothers of the race than fancy embroidery, one-fingered ragtime on the school piano, an overdose of hymn-singing, and academic subjects of which they will never think again, once they leave school.

The proper education of the young Tongan is of paramount importance at



this juncture. There will be no "money for nothing" in the post-war world, such as the fantastic prices for copra that Tonga has known in the past. On the contrary, economic stability may require drastic retrenchment from every section of the community. But, there is still the land.

And it remains for the leaders of the country in general, and the heads of the Government in particular, to put aside their sectarian jealousies and narrow-minded bigotries, and to propound a scheme of education that will be at once more suitable and more creditable to "the last independent Kingdom in the Pacific".

Rev. E. G. Bucknill will go out to Suva from England within the next few months to join the staff of the Anglican Mission in Fiji. He was in the Colony for a time in 1935, serving at Levuka.

Beekeeping As An Islands Industry

Part II—Honey Production, and How a Colony is Worked

By F. J. Morgan

WHEN contemplating taking up beekeeping, either as a hobby or commercially, the novice is advised to purchase standard equipment. Experience has taught that certain sizes and types of hives and frames give best results.

Any handy-man can make his own beehives, but they must be constructed very accurately. As a guide, it would be advisable to purchase from the manufacturers one hive, properly fitted up. If more hives than one are purchased, they can be bought in the flat, ready for

setting up and nailing together.

The frames, which are fitted inside, to hold the honeycomb, should always be purchased, as they need to be machined to correct size. Each frame has wires strung across it to hold the foundation on which the bees build their cells for honey storage.

Comb-foundation is bought in sheets, cut to fit standard frames, and has the imprint of the base of wax cells embossed on it on both sides. One sheet is attached to each frame by embedding the wires in the wax by means of an embedding tool.

When the hive is completed and the frames, filled with comb-foundation, are in position, the bees are introduced. Packages of bees to form the nucleus of a colony may be sent by post.

Each package contains sufficient sugar candy to keep the bees alive on their journey.

The new colony is transferred from their postal packet, in the evening, by dumping them quickly on a piece of hessian, which is spread over the ground, from the entrance to the hive. The box in which they travelled is removed at once and the bees begin to crawl into their new home.

The queen, who is usually purchased separately, must be introduced while still in her small postal cage, and left in it until the bees get to know her. If the queen is purchased with the nucleus, the procedure is simplified, and as soon as the queen enters the hive the rest will soon follow. In any case, a feeder, containing sugar and water syrup, should be left inside the hive for a few days until the bees have settled down.

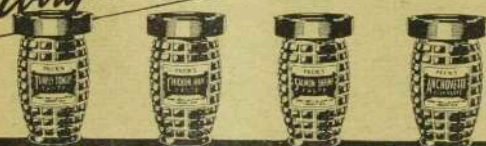
There should be plenty of drinking water close to the hives, otherwise the bees will haunt the household supply. The colony should be sheltered from heavy winds and bad weather; but, if left in a shady place, the bees may become bad-tempered: they like sunshine. If the hives become over-heated, bees will be seen at the entrances fanning briskly with their wings. If this should be noticed, open up all entrances and give more ventilation. Keep the hives painted white for heat radiation, and do not paint them red, as the bees are colour-blind, and may get lost on their way home.

IN handling bees, all that is needed for success is patience and gentleness, so that they do not get nervous and unsettled. A veil for the face and gloves, or gauntlets for the hands and arms, will give ample protection to the beginner; but, after a time, it may be found possible to do without either. A smoker is a handy little tool to have. A puff or two of smoke into the hive, or on the bees working on a comb, will cause them to rush to their honey store and begin gorging until, after a short time, they become quiet and easy to handle.

When one's main object is honey production, the nectar is left in the comb until every cell is sealed with a white capping by the bees. When every cell on the frame is sealed, the honey may be considered ripe. If taken out too soon, it will be unripe, and may ferment. But, when ripe, the frame is removed from the hive, using a smoker to quieten any bees on the frame, and a brush to brush them gently back into the hive, off the frame. The caps are next cut off the cells with a hot knife, and the honey then extracted and run into a tinned receptacle for storage or packing.

THE usual method of marketing honey and bees-wax in Australia is to ship the product for sale, on consignment, to one of the firms engaged in the trade. Honey is usually packed in 60 lb. tins, the same size as a kerosene tin, made especially for the purpose. The agents sell at current market rates, less the

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usual commission. Some of the larger firms who are engaged in export trade blend the honeys they receive from different sources into a standard grade. Because of the diversity of Australian flora, in widely separated districts, there is some variation in flavour and colour, so that great skill is exercised in maintaining a standard blend.

Bees-wax is also shipped on consignment to the same firms for sale at current rates, less commission, which is very small. In Australia, apiarists have no set rule as to size and shape of blocks of wax. Highest prices are obtained by beekeepers who grade and pack their wax carefully. It is advisable to pour the wax into moulds of even size and, if possible, pack in sacks or hessian bags of about one cwt.

Next issue: Part III.—How to Refine Bees-wax.

Mr. Rupert H. Lester, of the Fiji District Administration, was awarded the Diploma of Anthropology, Sydney University, a short time ago. The first section of a lengthy paper, "Kava Drinking in Viti Levu, Fiji", which constituted part of Mr. Lester's work for the diploma, is published in the December issue of the Australian National Research Council's journal "Oceania". Mr. Lester joined the Fiji Civil Service in 1928.

Mr. John Keenan, of Kieta, New Guinea, married Miss Phyllis Gover, of Summer Hill, on January 24, in Sydney.

Mr. J. D. Gray, formerly secretary of the NZ Department of External Affairs (which is responsible for the administration of Western Samoa) and, later, officer in charge of the Cook Islands Department, died in Wellington in mid-January. He retired from the NZ Civil Service in 1927.

How the Treacherous Jap Crept South

JAPAN'S attack upon New Guinea and other British islands south of the Equator has been made from powerful bases prepared by Japan in the Caroline and Marshall Islands. Japan got those islands (under a League of Nations mandate) by lies and subterfuge, and by subterfuge, in defiance of the terms of the mandate, she fortified the islands, ready for her southwards thrust.

The shameful story is told by Mr. Thomas Dunbabin in Sydney "Daily Telegraph". The guilty men, who permitted the Japanese occupation of a territory which so clearly menaced Australia, are all gone, and cannot be shot at—all except W. M. Hughes. That perpetual political calamity, despite his three score years and fifteen, is still defying his country's enemies, hurling fiery phrases at the oncoming Japs, with all the verve and abandon which he displayed at Versailles 23 years ago—when he handed the islands over to the Asiatics.

Says Mr. Dunbabin: On August 25, 1914, the British Government told Mr. Fisher, then Prime Minister of Australia, that Japan had given assurances that she had no intention of seizing the German islands in the Pacific.

On October 7, Japanese troops occupied Yap, in the Carolines, but as late as November 5 the Japanese Admiralty stated that it was ready to hand the island over to an Australian force.

ON November 24, the British Government told Australia that it was not considered advisable that the Australian expedition then about to sail should go to any islands north of the

Equator (which included the Carolines). The Fisher Ministry meekly complied with this remarkable request.

On February 7, 1917, the Hughes Government, in reply to a question, said that it had no objection to Britain pledging support to Japan's claim to keep the northern islands.

Obviously someone in Japan had studied the map of the Pacific to some purpose between August 25 and November 24.

Stretching for nearly 3,000 miles from west to east, the Pelews, Carolines, and Marshall Islands offered ideal bases for a future southward drive.

After the war, Japan was in no shape to make good her claim against the victorious Allies.

But, thanks to the pledged support of Britain and of Australia, she secured a C class mandate for the islands. She then turned them into A class bases.

Dr. Gordon K. Smith, M.B., B.S., of Melbourne, joined the New Guinea Mission recently and was preparing to go to Papua to re-open the Mission hospital at Gona, north-east coast of Papua, when the Japanese invaded New Guinea in January. His departure has been postponed indefinitely.

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Mr. B. Jaeschke, of the Lutheran Mission, Madang, New Guinea, recently completed a course of study at the Adelaide School of Mines, South Australia.

Mr. F. B. Spaeth, who had lived in Fiji since 1879, died in Suva War Memorial Hospital on December 20. He was manager of Vutuboro cotton estate at Lomaloma from 1880 to 1889; then with the CSR Co. at Labasa; later he engaged in saw-

milling on the Dreketi River, sugar-cane growing in Ba, and coconut planting at Savu Savu. He retired from active work when hurricanes in 1929-30 destroyed his Natuvatu estate.

Mr. N. Goodwin, formerly on W. R. Carpenter & Co.'s NG inter-island vessel "John Bolton", now is serving as a Temporary Lieutenant in the Royal Australian Naval Reserve.

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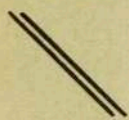
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TIMOR

**Vital Island Occupied by
Australian Forces**

OCCUPATION of Portuguese Timor by Australian and Dutch troops, on December 17, has focussed attention on that little-known island, only 400 miles north-west of Darwin.

Timor came into the news in 1941 when the Japanese Dai Nippon Airways sent survey flying-boats south-west from the Caroline Islands, with a view to extending their Tokio-Palau air service from the Carolines to Dilli, Timor's capital. The new airline came into operation only a fortnight before Japan's attack in the Pacific. Allied forces thereupon moved into Timor to prevent the Japanese gaining a foothold on a strategic island so close to the Commonwealth.

Timor has little commercial importance, and no passenger or mail traffic calling for a Japanese airmail service. Therefore, it was clear that the Japanese manoeuvre was directed against Australia.

Portugal howled. The Portuguese army, it said, was quite capable of protecting Timor against Japanese. It was announced, later in January, that Portuguese forces had left Mozambique (East Africa) to occupy Timor.

One wonders what will happen when they arrive. If there are any old Diggers among the Australians there, who remember what happened to the Portuguese Division when the Hun struck at Cambrai in March, 1914, the arrival and landing of the Portuguese in Timor will be regarded as a colourful episode.

Actually, Timor is owned half by the Dutch (south-west portion) and half (north-east portion) by the Portuguese, who have been in possession there for 400 years. It is the one remnant of Portugal's Pacific empire—the last outpost to indicate that the Portuguese were once the world's greatest navigators.

It has a population of 500,000 natives of a mixed race (probably Malayo-Papuan-Polynesian), together with 5,000 Chinese. There are few Europeans in the colony.

Dilli, the run-to-seed town, is dilapidated and picturesque. Its principal export is coffee; others are copra, rubber, maize, rice, cotton and sandalwood. Oil is found in various parts of the island but the Government refinery can handle only 30 gallons a day.

Since 1935, Japan had shown increasing interest in Timor. Ships flying the Rising Sun had regularly called there during the past four years. Jap interests acquired a share in many of the agricultural enterprises, particularly in the Sociedade Agricola Patria e Trabalho, which controls the greater part of the colony's trade.

Mr. Ernest Corbett, who had been an inmate of Suva War Memorial Hospital for six months, died on December 30, aged 78. A New Zealander, he went to Fiji at the age of 18 and joined the butchery business conducted by his brother, Mr. B. Corbett, at Levuka. Later, he entered the firm of Corbett & Hunt in Suva; and, finally, set up his own business at Nausori. In 1920, he went on the land, acquiring a property at Savu Savu Bay. Within the last few years, he settled down on his estate on the Wimanu River to undertake stock breeding. He is survived by Mrs. Elizabeth Corbett and their daughter, Rewa (Mrs. R. Browne).

How Chalmers Was Murdered

Letter to the Editor

I READ with interest the article "40 Years Ago—How Rev. James Chalmers Was Killed" ("PIM", May, 1941), but "ML's" version of the circumstances surrounding the death of this pioneer LMS missionary does not tally with what I learned at Daru (Papua) a short time after the tragedy.

"ML" stated Chalmers ("Tamate") met his death as the result of a planned massacre, which also was to include the looting of the "Niue", the Mission vessel in which his party arrived at Goaribari Island (Gulf of Papua). The latter part was foiled because the captain got out into deep water when he saw the missionaries murdered.

I was at Daru when the remains of Chalmers and his fellow missionary, Oliver Tomkins, were buried at the rear of the Customs building (the Collector of Customs in those days was a man who later succeeded to the English title of Lord Elibank). There I met both the captain of the "Niue" and Rev. Baxter-Riley, who followed Chalmers at the LMS station on Daru.

The "Niue's" captain said that, when he heard of the proposed visit to Goaribari, he begged Chalmers to wait for a month as the natives were in the middle of a big tribal feast and would certainly kill anyone, European or native, who ventured ashore on the island during the festivities. Chalmers, however, was determined to go ahead with his plan, and left Daru for the island.

When they arrived off Dopima village, a canoe put out, and a native told the party exactly what the captain had already stated; but Chalmers remained adamant. He and Tomkins got into the ship's dinghy and were pulled ashore by the native mission students accompanying them. As they stepped out of the boat, they were clubbed to death.

Seeing what had happened, and knowing that nothing could be done for them, the captain up-anchored and sailed back to Daru, with the help of a young native.

Later, Government officials went to Goaribari in the SY "Merrie England" (Captain Hunter) and arrested the known ringleaders.

Rev. Baxter-Riley, too, told me that the account related above was substantially the correct version.

I am, etc.,

J. NIXON-WESTWOOD.

PO Box 957,
Wellington, NZ.

LESSONS BY POST

THE difficulty of educating Islands boys and girls in isolated centres had been overcome to a certain extent in New Guinea and Papua (prior to the invasion) by a service provided by the Queensland Correspondence School (principal, Mr. W. Zerner). Pupils were regularly supplied with correspondence papers, which were corrected locally. The Queensland education system was followed.

Before war extended to the Pacific, Mr. Zerner sent correspondence lessons to Fiji, New Hebrides, American Samoa, and Dutch East Indies, in addition to NG and Papua.

The following children taught by the Correspondence School passed the 1941 Queensland State Scholarship examinations: Rabaul (NG), R. G. Clarke, S. C. Gascoigne, S. F. Smith, Jacqueline M. Palmer, Heather F. Whiteman; Wau (NG), E. R. Stephens; Pt. Moresby (Papua), G. W. Rogerson.

Who Shall Master the World?

THE United States Bureau of Entomology and Plant Quarantine had this to say recently:—

"If history is allowed to repeat, the war may add to the insect pests that have invaded new territory because of armed conflict among men. The Hessian fly (there is a familiar ring about that—the Hess-ian fly!) which each year destroys wheat with an estimated value of many millions, came with the German troops during the War of Independence.

"Then the bedbug, cockroach, and housefly found the trip to North America easy and the new world congenial, with the codling moth, the Japanese beetle, and the pink bollworm confirming this subsequently."

Evidently those pests did not trouble much about the Monroe Doctrine!

On the other hand, the dreaded Colorado beetle, which does so much damage to potato crops, crossed the Atlantic to Europe in 1917 with the American army and settled in France, and afterwards spread to Germany, where it is now one of the worst farm pests. That suggests that the Germans will receive something even more deadly and disturbing from America this time.

It is estimated that there are over 400

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million kinds of insects in the world, and all of them are of significance to the human race. All are our competitors for the world's food supply. Who shall inherit the earth—man or bug—will depend in the final analysis on which creature is most efficient in fighting for his daily ration.—"Queensland Agricultural Journal".

Of the sum of £1,500 which Lord MacLay recently gave towards the work of the London Missionary Society, a large proportion was earmarked for building a new launch for the Mailu district in Papua. The launch was to be built in Papua by Papuan craftsmen, under the direction of Mr. C. R. Palmer, technical instructor at Fife Bay, and was to bear the name of Lord MacLay's late wife—Martha. The Pacific war, however, has caused the project to be shelved for the present.

Mrs. Kathleen D. Bignell, prior to the Jap. invasion, had settled down upon her plantation near Kokopo, in New Guinea, where she was conducting a convalescent home for soldiers. She also had a contract for supplying vegetables to establishments in Rabaul, and was allowed to remain after all other women had been evacuated.

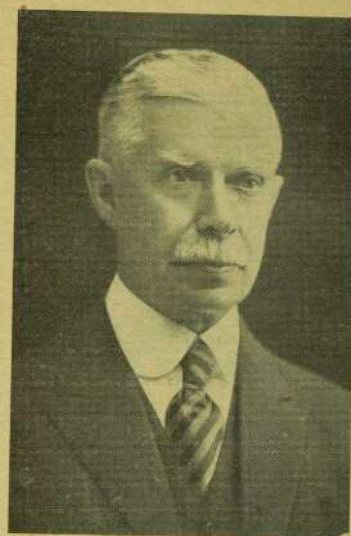
Mr. D. W. Amos, manager of the Pacific Insurance Co., of Suva, Fiji, since its establishment in 1919, has retired. He was presented with a silver-mounted Fiji ebony walking-stick at a staff function on December 31, the presentation being made by Mr. R. C. Evetts, who succeeds him as manager.

Sgt.-Observer John Lietke, formerly a CSR Co. overseer in Fiji, and Sgt.-Observer T. McKenna, formerly of Port Moresby, Papua, arrived in England recently for service with the RAF, after having completed their air training in Canada under the Empire Air Scheme.

BP's HEAD OFFICE

Mr. Armstrong Retires :: Mr. Mitchell Becomes General Manager

TWO men well known in the South Pacific were affected by a change-round in the general managership of Burns, Philp & Co. Ltd., in January. Mr. Lewis Armstrong, director and general manager of the Co., retired from the latter position (while retaining his seat on the Board), and Mr. Joseph Mitchell, a director of the Co., and a chief executive, became general manager.



MR. LEWIS ARMSTRONG.

Mr. Armstrong has spent a lifetime in the BP service, which he entered exactly 54 years ago. He was sent to Normanton in 1888, and in 1898 he became manager there, succeeding the late I. C. Amsden. He became assistant branch inspector in 1903, and chief inspector in 1917; and, in those positions, he not only displayed his outstanding ability, but obtained an intimate knowledge of the almost endless ramifications of the business of the big firm. His appointments as a director in 1922, and as general manager in 1928, followed, almost as a matter of course. A quiet, retiring—almost a shy—man, Mr. Armstrong is not widely known outside his own business circle; but all who do know him hold him in high regard, and especially esteem his business ability, his keen, shrewd judgment, and his quiet, unflinching courtesy.

Mr. Joseph Mitchell ("Joe Mitchell", to hosts of men in the South Seas) was a branch and Islands branch manager for the big firm for 20 years; from 1895 to 1914, his was a well-known figure in many of the Australian and South Pacific ports. His tall and striking personality, his happy and cordial greeting for all men, and his industry and shrewdness as a trader, all made him conspicuous; and when well-merited promotion took him away to San Francisco as manager in 1917-19, and to head office, Sydney, as director and executive, after 1919, it was felt that the field staff had suffered a direct loss. Because of his intimate knowledge of Islands places and personnel, and of the infinite ramifications of the copra market and the shipping conditions relating thereto, he has been

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MR. JOSEPH MITCHELL.

a source of great strength to BP during the past difficult 20 years. Since it was ordained that Mr. Armstrong should now retire, the welfare of the great South Seas organisation, in these supremely critical times, could be entrusted to no more experienced and capable hands than those of "J.M.". But none will envy him his job.

Mr. Mitchell was born in 1874, and he joined the BP staff in 1891. He is an active director of nearly a dozen BP subsidiaries.

Mrs. H. Sahodar Singh, wife of a well-known Indian resident of Suva, Fiji, died suddenly early in January. She was the sister of Mr. John F. Grant, proprietor of the Lilac Theatre, Suva, who received the MBE in the New Year's Honours.

Miss E. M. McKindlay, who has been sister-in-charge of the Methodist Mission's dispensary at Dilkusha, Nausori, Fiji, resigned in December and returned to Victoria.

Mrs. Rachel Sunderland, wife of Mr. Christopher Sunderland, of Fiji, died in Sydney recently. She lived in the Colony for over 40 years, first at Ellington Estate, Ra, and then in Suva; a short time ago, she came to reside in Australia owing to ill-health. She is survived by her husband and son, Mr. Les. Sunderland.

What is "Good Quality" Copra?

EVERY Islands planter is anxious to obtain top market prices for his copra, but the fact that South Seas copra varies so considerably prohibits a uniform return. Some territories, in the past, have commanded a margin of at least £1 per ton for their copra over that of a neighbouring group. Good quality copra depends mainly upon the system of curing and grading in force in the territory.

What, then, constitutes "good quality" copra. Here is how one expert defines it.

Writing in the "Fiji Agricultural Journal" recently, Mr. W. J. Blackie, MSc, FIC, FNZIC, Senior Chemist and Government Analyst, said: "Good quality copra contains from 66 to 68 per cent. oil, 5 per cent. moisture, less than 1 per cent. free fatty acid, is pale in colour, consists of mature "meat", has less than 1 per cent. dirt, is not burnt, is evenly dried, is regular in shape and size and is not rubbery. A small superficial development of moulds is unimportant, provided the moisture content is such as to limit all but superficial development".

He further added that, from the point of view of the oil crusher, the following factors are of prime importance: (1) The copra must contain the maximum quantity of oil; (2) The oil must have a minimum of free fatty acid; (3) The copra must not be charred or caramelised or rubbery; (4) The copra must not contain excessive dirt or moisture; and (5) The "meal" must be clean and wholesome.

PAPUA STILL HAS A DROUGHT

From Our Own Correspondent

PT. MORESBY, Jan. 26.

THE drought continues, although we had a nice fall of rain just before Christmas. We have had none since; and the native food question, in all but the western and inland mountain districts, is becoming critical.

Fortunately, our water supply scheme has got so far that we can have our tanks filled by hose from the mains. The scarcity of iron piping makes it unlikely that a further stage will be reached until after the war. But for that, even the normal population of the town would have been in pretty sore straits by now.

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AP-2

Monsieur M. E. Bourguine, a retired engineer, formerly of the Department of Public Works, Noumea, died recently in New Caledonia.

Rev. W. E. D. Davies, of Christchurch, NZ, is acting as Church of England rector at Suva, Fiji, during the absence of Archdeacon H. Mayo Harris, now serving with the Royal Australian Navy. When Mr. Harris reported for duty in Australia, he was not successful in passing eyesight tests and was given a shore post as Recruiting Officer in NSW; however, he underwent special treatment and now is serving afloat.

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Papuan Half-Caste Tricked Three Stores

From Our Own Correspondent

PT. MORESBY, Jan. 20.

ONE of our half-castes pulled off a good one the other day.

He is in gaol for theft; but prisoners here have a good deal of liberty. And he stole three cheque forms from a blind old settler, who gets a living on the banks of the Laloki River, 12 miles away. He filled in the cheques, using the name of a man who works for Mandated Alluvials, for £40 each.

He sent one cheque to each of three stores, ordering in each case about £10 worth of goods, and asking that the balance be sent to him in ten-shilling notes, all to be delivered at a spot on the road-side 10 miles out.

The stores all fell for it, delivered the goods and the cash—and discovered the snag when they presented the cheques at the bank. But only a day was needed to bring it home to the ambitious youth, and to recover the goods and cash.

So civilisation spreads its beneficent protection over heathen lands!

Rev. S. G. C. Cowled, who has been a Methodist Missionary at Bau, Fiji, for some years, has been called up as full-time Chaplain, with the Fiji Defence Force.

THE FUTURE OF COPRA

Views of a Practical Planter

Letter to the Editor

STATEMENTS in the "PIM" in recent months give the impression that the big firms have solved the problem of marketing South Pacific copra, and that the Islands producer may once again look his creditors in the face.

However true this rosy picture may be of other parts of the Pacific Islands, it certainly is not true of this important copra centre of the Solomons. Here, gloom and depression prevail as they have prevailed since the general buying of smoked copra was closed down upon by "the firms" about 16 months ago.

It is far too often assumed that because there is a market for hot-air copra that the marketing problem is solved.

This ignores the fact that the majority of the small European producers and all the native producers, representing together about one-third of this Group's total copra output, make only smoked copra, which they are unable to sell. As this section of the community has to bear its share of taxation, it is about time something was done to help them.

It is all very well talking about switching over from "smoked" to "hot air", but the conversion requires money in the case of the Europeans, and money and experience in the case of the natives—and after almost a decade of low copra prices and depression, money is precisely the one thing those folk do not possess. So what?

When the Australian butter producer was in a somewhat analogous position (when asked to switch over from butter-making to cheese-making recently), Government financial assistance was necessary to assist in the transition. So if "hot air" copra is to be the only future marketable grade similar assistance will be required here by the producers of smoked copra.

After thirty years' experience in producing copra, this writer remains unconvinced that the outlook for "smoked" is as black as "the firms" would have us believe. I have been through three major depressions in the copra industry; and, in every one, the Jeremiahs of "the firms" informed us that "smoked" was "finished", "couldn't sell it", "never would be able to sell it again", etc. Yet no sooner did the depression pass than the same firms were hungry to buy all the "smoked" they could lay their hands upon. As late as January, 1937, "smoked" copra shot up to £20 a ton in Gizo.

The fact seems to remain that "smoked" copra is a definite factor in the world oil market, and will continue so. This view seems to be supported by your mention ("PIM" September 1941), that Lever's may erect a mill to handle 40,000 tons of low grade copra p.a. We also remember being told by those "in the know" that as much, if not more, oil was crushed from smoked copra than from any other grade.

We were also told that hydrogenation was responsible for the collapse in copra prices of all grades because that process purified cheaper and foul-smelling oils, like whale oil, and enabled them to compete successfully with coconut oil. When we asked why this magical sweetening process of hydrogenation could not be applied to what was described as "unpalatable smoked copra", we received no answer.

Further, we remember seeing the price for the despised, "unsaleable" smoked copra close up to within a few shillings of the aristocratic "hot air" copra. So

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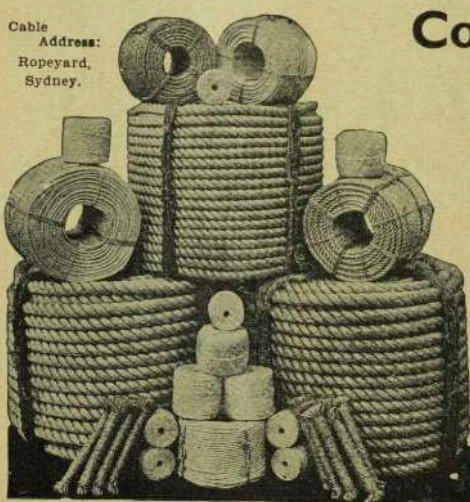
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what have you? Finally, we have the matter of sundried (a pure product if ever there was one) being deposed by "hot air" in the ranking list.

The local industry's major need would appear to be—information. At present, we are dependent for most, if not all, of our information about the technical side (i.e. copra's industrial uses) of our product upon the people most interested in buying it. This state of affairs, so far as I know, rules in no other major industry. Until Pacific producers have the same knowledge about their product and its uses as, say, the Australian grazier has about wool, then for so long shall they continue to be the sport of combines who exploit them.

Knowledge is power. Planters' organisations, where strong and well-established (which, unfortunately, is not and cannot be the case in the Solomons) should direct some of their activities in this direction, while the Pacific Administrations should do all in their power to assist. The latter have their responsibilities to the native producers, so cannot "pass the buck" indefinitely—or continue to take the usual course of turning for advice in every extremity to the big firms, whose interests are not necessarily those of the producers, native or white.

I am, etc.,

LESLIE F. GILL.

Gizo, BSI, 8/11/1941.

EDITORIAL NOTE: This interesting letter was delayed somewhere in transit, and arrived in Sydney late in January, simultaneously with Mr. Gill—who has been driven out of the Solomons by the Japanese invasion. He faces, with a characteristic grin, the prospect of the loss of a lifetime of work—and has gone off to Melbourne to "look for a war job".

Mr. Gill's letter raises the whole question of the future of the copra industry. When the Asiatic hordes have been driven away, and peace returns to the South Pacific, the copra industry must be very seriously reviewed, with a view to giving protection to the small, individual planter. For a quarter-century, he has been increasingly the victim of conditions arising out of the democracies' inability to control international combines. If individualism is to survive in the post-war world, there must be great changes; and, among those changes, the "free planter" may be restored to independence.

Death of Rev. F. J. Paton

WE have received some further details of the death of Rev. F. J. Paton, notable New Hebrides missionary, which occurred in the Paton Memorial Hospital in Vila, on December 11, and to which reference was made in last issue.

It appears that some six years ago Mr. Paton contracted coral poisoning in the foot, and after being six months at Vila hospital and another six months in the Sydney hospital, his leg had to be amputated. But he had no sooner recovered, and been fitted with an artificial leg, than he went off again to his work on the island of Malekula, where he had toiled for half a century. Advancing years and the handicap of his leg took their toll, and late in 1941 Mr. Paton was taken by boat from Malekula to the Margaret Whitecross Paton Hospital at Vila (a hospital erected as a memorial to his mother). There he lingered for several weeks, gradually growing weaker, until he passed away peacefully on December 11.

MAN WHO CAPTURED VON LUCKNER RETIRES

COMPLETING 15 years' service with the Auckland City Council, NZ, last month, Mr. H. C. Hills retired at the age of 58. He is the man who captured Count Felix von Luckner, in Fiji, during the last war.

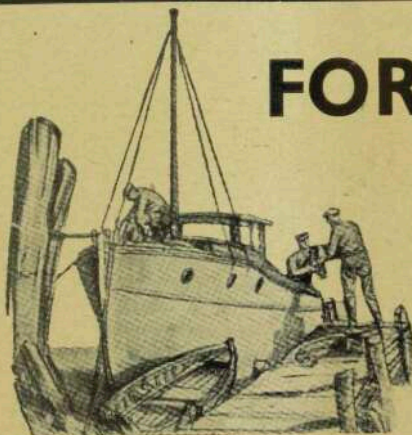
Hills, an Englishman, went to New Zealand in 1912, after cramming into 29 years an adventurous life as a surveyor in Canada, apprentice on the full-rigged ship "McCallum Moore", and mounted police officer in South Africa. He saw 1913 as a trader on Niue Island, in Central Pacific, then went to Fiji as a sub-inspector of constabulary.

In 1917, he was stationed at Levuka, when a Euro-Asian skipper arrived from Wakaya Island and reported that a strange launch was at the island. When he was told how the strangers spoke English in a peculiar way, Hills decided to go and investigate.

From Suva he obtained permission to use the "Amra", a local cattle-boat and, accompanied by five Fijian policemen, set out for Wakaya. He took with him an empty service revolver.

Arriving at the island, they saw the launch getting under way. Mr. Hills blocked the entrance to the reef with the "Amra", and put off in a boat to intercept the stranger. As he ran alongside, he heard the men speaking quickly in what he recognised to be German. With his hand on his holster, containing an empty gun, he ordered the sailors to surrender.

One, who stepped forward first, said he was Count von Luckner and that he had been in command of the German raider "See Adler", which had been wrecked in the Society Islands, Eastern Pacific. They had sailed westward in their small armed launch "Cecile", intending to capture a



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vessel to use as a raider in place of the "See Adler".

Von Luckner was beside himself with rage when he learned that he had been captured by an unarmed Britisher and a handful of native police, audacious enough to seek him in a small cattle-boat! However, the Germans were taken to Suva, whence they were interned in NZ.

For his exploit, Mr. Hills received Lloyd's Silver Medal and was presented with a £100 cheque. He remained in Fiji for a couple of years, then went to sea as second mate in the service of the P. and O. Line. Eventually, he returned to NZ and joined the Auckland Council staff.

Mrs. Amy Donaldson, wife of Mr. John Donaldson, of the CSR Co., Ra, Fiji, died last month.

Daylight Saving in Fiji

CLOCKS in Fiji were advanced one hour as from January 1, in accordance with the decision of the Legislative Council in December to introduce daylight saving in the Colony. This brought Fiji into line with Australia, New Zealand and Western Samoa. It is a peculiar fact, however, that Australia's Pacific territories of Papua and New Guinea did not adopt the idea—they were adhering to Australian Eastern Standard Time (10 hours ahead of Greenwich Mean Time), when the Japs arrived, in January.

Mr. E. Farrar, of Labasa, Fiji, recently married Miss Pat. Witherow, of Rewa.

DISASTER AT HAWAII

How Lazy Officialdom Gave Japs a Flying Start

SOME may wonder why the Japanese have been permitted to over-run Hongkong, Philippines, Malaya, Borneo and New Guinea, without much interference from the naval and air forces of the United States, supposed to be based on Pearl Harbour, Hawaii.

The Japanese have had their way with us because, in the dawn of December 7, the American forces in Hawaii were so badly smashed or crippled that they could not function, as had been planned. It is a terrible story of official carelessness, laziness and inefficiency.

It is clear that the Japanese surprise attack should never have succeeded, and the two chiefs responsible for Pearl Harbour defence, Admiral Husband Kimmel and General Walter Short, have been ignominiously sacked. But that is small consolation for the thousands of people ruined by the Japanese invasion of British and American Territories.

The report of the US Board which officially inquired into the Pearl Harbour disaster reconstructed the whole set of circumstances.

PLANS to meet just such an attack as the Japs carried out—a surprise attack by clouds of planes from aircraft carriers—had been made, and were in the commanders' hands. From November 27 onwards, Washington gave Hawaii warnings of what to expect, and there should have been constant vigilance on ships and shore, and a ceaseless aerial reconnaissance far to seaward.

Instead, Hawaii officialdom was quite sure that, if Japan attacked, the attack would come in the Far East. Admiral and General did not consult each other. High officers insisted that local precautions were the responsibility of the other fellow. All were contemptuous of anything the Japs might do.

The air-raid warning system had not been completed. No dispositions were made to meet a surprise attack. Army aircraft, instead of being widely dispersed, were bunched on the airport for the convenience of those guarding them against sabotage, where they were a sitting shot for enemy bombers, and they suffered enormous destruction.

THE American forces in Hawaii, in the good old democratic way, "liked to have their weekends free". They trained hard during the week; but army, navy and air force insisted on having liberal weekend leave between Saturday morning and Monday.

There are over 160,000 Japanese in Hawaii (two thirds of them born there, and officially "American citizens"), but every single one of them a slave of the Jap. Emperor; and all Japanese, by birth and habit, are spies. America knows now, what all well-informed people knew years ago, that the American defence system in Hawaii was under a most complete system of Japanese espionage. The Japs knew all about navy and army dispositions, and about the American weekend holiday.

They knew something that even Washington did not know—that during the sacred weekend, there were no naval or aerial reconnaissances over the adjoining ocean.

So the Japs launched a perfectly-timed attack from aircraft carriers, which crept

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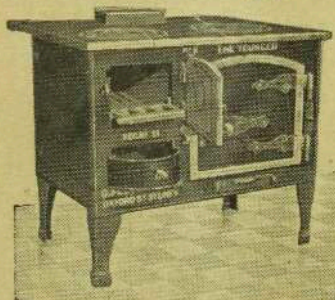
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up under cover of the sacred weekend, and, at dusk on Saturday night, December 6, they were within 200 miles of Pearl Harbour. At dawn on Sunday, December 7, they launched fleets of bombers and torpedo-carriers.

The attack had been planned with the most complete detail. Every airman was equipped with a clear map (the result of successful espionage), and each had his exact, allotted task. The maps showed airfields, barracks, the berths of big ships. Surprise was the prime essential. Surprise meant success. But if the Americans were forewarned and ready, the Jap. attackers could be almost annihilated, and the Americans would enter the new war with their enormous Pacific strength practically unimpaired.

LUCK was with the Japanese in the shape of the wellnigh incredible stupidity of peace-softened American officers.

An American destroyer and a patrol plane, an hour before the Jap. attack came, discovered and sank a small Japanese submarine just outside of Pearl Harbour. The "incident" was reported to the naval base, but the naval base ordered no alert. Officialdom was not going to disturb its sacred weekend.

Fifteen minutes later, and 45 minutes before the Jap. attack came, a non-commissioned officer operating a sound detector located a large flight of planes 130 miles away, to the north-eastward. The NCO reported to a young lieutenant. The latter, in his wisdom, decided that they must be "friendly planes", and did nothing.

And so the attack came, soon after dawn. The Japanese used four aircraft carriers, between 150 and 200 planes, an undetermined number of supporting surface craft, and a few small submarines. Torpedo planes caused most damage to ships in the harbour.

No words can exaggerate the havoc wrought, and the fearful confusion which reigned. The Japanese "caught the Americans with their pants down", and the Americans took the worst hiding in their history.

It is no use mincing words. The destruction done to the naval base, to large and small warships, to airfields and aircraft, was so great that it completely dislocated all American plans for meeting an attack by Japan in the North Pacific; and—combined with the equally tragic loss of the "Prince of Wales" and "Repulse" off Malaya—it set back by months the date when we, in these beleaguered British islands, can expect to see the Stars and Stripes chasing the Rising Sun back into the north.

WEDDING IN WEST PAPUA

AN event of interest to Western Papua was celebrated at Madiri on December 24, when Miss Sharratt Cowling, of Madiri was married to Mr. Thomas James Holland, eldest son of Mr. and Mrs. Holland, of Cape York. The bride wore a gown of cream georgette, which toned with her bouquet of frangipanni. Her maid, Miss A. Withers, of Madiri, was frocked in a pink floral gown, while the mother of the bride, Mrs. J. Cowling, wore a navy printed sheer dinner gown, with white accessories. The ceremony was performed by Mr. G. Sexton, Field Director of the Unevangelised Fields' Mission, in the presence of all the European residents of the district, and a great company of natives.

After the signing of the register, the young couple left the church and were greeted by a great crowd of Papuans, anxious to show their love and esteem of the bride, who had grown up in the district, having resided there since she was six weeks' old. The natives gave of their

best in dancing, which continued all night, and they thoroughly enjoyed themselves with the good things provided for them.

Pilot John Clark, son of Hon. and Mrs. R. L. Clark, of Rabaul, New Guinea, who had been reported missing after an operational job for the RAAF in the Middle East, is safe. News was received recently that he had rejoined his squadron.

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Tugi, of Tonga Tribute to Distinguished Polynesian

BY OUR TONGAN CORRESPONDENT

IN the unexpected death recently of Prince Uiliami Tugi, CBE, consort of Queen Salote and Premier of the Kingdom, Tonga lost one of her highest-ranking chiefs, and a good patriot. Tugi, more than any other man since King George Tubou I, achieved much for his people and country.

Born on November 1, 1887, Tugi was a direct descendant of the Tui Ha'atakalaua line of Tongan kings. His father, Jaoji Tuku'aho, succeeded Rev. Shirley Baker as Premier, from 1890 to 1893. Mele Siulikutabu, his mother, was a great grand-daughter of Tuku'aho (grandfather of George Tubou I). By reason of his high birth, Tugi received the nickname of Mailefih (many-branched *maile* tree)—meaning that in his person was fused the various branches of the royal and chiefly families of the Kingdom.

It is often said that the influence of the mother determines what manner of man the child becomes: this was true of Tugi. The character of the young prince was moulded under the strong influence of his mother, herself a woman of sterling character and deep religious piety.

Tugi received primary education at the Wesleyan school attached to Tubou College, and in 1896 he was sent to Newington College, Sydney, together with a number of other Tongan lads. His college days, however, were cut short by his father's sudden death in 1897, when he was thrown from a horse.

Returning to Tonga, he enrolled at Tubou College. There, on the same footing as the sons of the common people, he learned at first hand the daily round of

the Tongan in his domestic life. This training aroused in him sympathy for the lot of the ordinary people, besides giving him a genuine love of the soil.

Graduating from college as dux in 1905, he spent two years as junior tutor at Tubou; then he occupied a minor post in the Tongan Government Service.

IN 1911, Tugi went to England to represent Tonga at the Coronation of George V. For fully a year, he stayed in Britain visiting places of historic interest and touring agricultural and industrial areas. This period abroad, gaining a closer acquaintance with the English tongue and rubbing shoulders with Englishmen at the hub of Empire, had a broadening effect on his outlook.

On his return to Tonga, he was appointed Governor of Vavau, a post he filled with credit until he became Minister for Lands in 1917. He married Crown Princess Salote in September, 1917—the year before she came to the throne.

When Tu'ivakano resigned the office of Premier in 1923, Tugi succeeded him. The 18 years of Tugi's premiership were marked by the steady, progressive policy pursued by the Government, under his leadership. Establishment of the banana export industry, which brought financial relief to the country when copra prices fell to low levels, was due mainly to his personal effort and perseverance.

To improve the general health of the people, Tugi increased the efficiency and the facilities of the medical service. To him goes credit for sending selected Tongans to the Central Medical School at Suva (Fiji), to be trained as NMP's.

However, it was in the fields of education and agriculture, in which he carried out notable reforms, that Tugi's life work lay.

EARLY in his public career, he became convinced of the unsuitableness of Tonga's educational system, which followed purely academic lines. He wisely felt that, as each Tongan on reaching 16 became entitled to an allotment of 8½ acres and was in effect a peasant farmer, an education of a practical nature embracing agricultural and technical tuition would be more suitable.

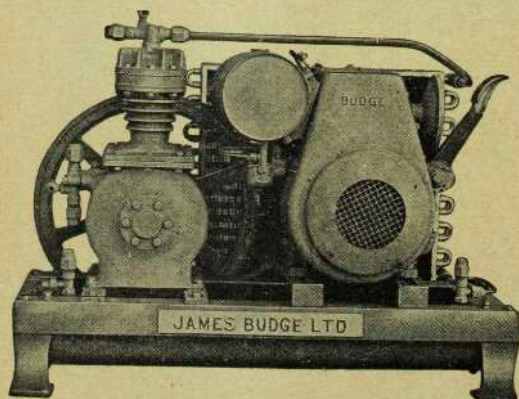
For years he tried unsuccessfully to convert the Government College into an agricultural and technical institution, with compulsory attendance for every native lad; but the opposition was too strong. Undaunted, he persisted with the idea; finally, in 1938, the Tongan Parliament agreed to the plan. Although Tugi's end came before the full realisation of his plan, he succeeded in laying down a sound education policy that promises to contribute more than any other factor to

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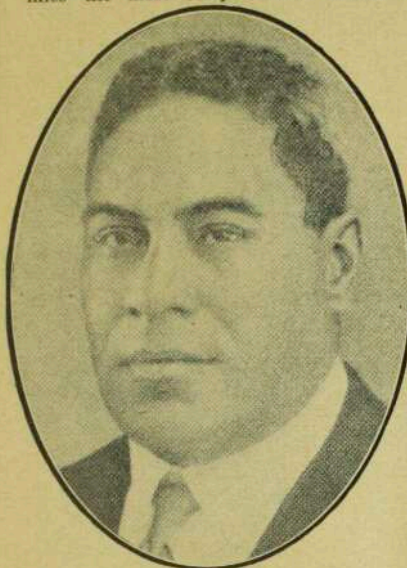
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promote the welfare and independence of the people.

His deep interest in the land led him to effect many agricultural reforms. In 1940, he put through Parliament the Agricultural and Organisation Act, which provided for the complete organisation of Tongan agricultural pursuits on modern lines—the most comprehensive measure



LATE PRINCE ULIAMI TUGI, CBE.

—Photo: "Missionary Review."

ever attempted in this direction in the history of the country.

These, of course, were the most noteworthy of Tugi's achievements; but as his interests were wide and varied, so were his activities. Tongans fittingly referred to him as "Koe tagata alafua"—a man of many parts. His strong hands were evident in all spheres of Tongan life and, in recognition of this devoted service to his country, he was created a Commander of the British Empire in 1937.

THOSE who came in contact with Tugi could not fail to admire his character and high ideals. His friendly, attractive disposition and sympathetic nature made him easy of approach and a friend of all, just as his courtesy and consideration of others endeared him to all sections of the community—chiefs and people, Tongans and European alike.

Tugi's open-handed generosity was a by-word; his good deeds were legion. Every year, he gave away hundreds of pounds, in money and goods, not only to those who sought his help—and they were many—but to all who seemed to need assistance. His generosity, together with his patience and gentleness, were sometimes mistaken by an undiscerning few as signs of weakness; but, hidden beneath those qualities, were a will of steel and a purposeful firmness, which were often revealed in adversity.

Despite his social rank, his political position, and the great influence he wielded in the affairs of the country, he remained simple, modest and unaffected.

Thus, briefly, is told the story of the life and work of a man whose strength of character and high sense of duty, allied to sound common-sense and wide experience, suited him eminently to the role he played as one of the makers of modern Tonga. In its history his name will live alongside those of such Tongan leaders as King George Tubou I, J.

Tuku'aho, J. Mateialona, T. Bolutele Tu'ivakano and others.

Tugi's life may be epitomised in the word "service". His was a life of high endeavour.

Fertiliser Industry in Fiji

A NEW industry in Fiji that promised well may be hard hit by the war in the Pacific—namely, the export of fertiliser to New Zealand. Fijian Fertilisers Ltd., under the management of Mr. H. S. Lockhart, sent its first shipment of 145 tons to Auckland just before Japan entered the war. The difficulty in future will be to get supplies to NZ.

The fertiliser (believed to be guano-ferous) is dug from the Wailetu caves, in Wainibuka Valley, on the main island of Viti Levu. It is collected in trucks, running on tramlines through the caves, and taken to a drying-shed, where later it is bagged. When dry, the fertiliser resembles coarse black sand.

NZ can take the whole proposed output of 300 tons per month. Reports say there are over 14,000 tons in sight.

Captain C. Ashley, Government gaoler at Port Moresby, Papua, is now serving with the Royal Australian Navy.

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Rabaul's Native Schoolboys Helped Australian Troops

I THINK you will be glad to know that our Nodup Native School (near Rabaul, where selected native boys are given a special training), carried on, right up until the last," writes Mr. J. H. L. Waterhouse, who was in charge of native schools in that district.

"The Administrator (Sir Walter McNicoll) who was on a hurried visit to Rabaul from Lae, very kindly drove himself over to present the annual prizes on December 18, so that the youngsters would not be disappointed. He paid a tribute to the Nodup lads, who have gone out to various radio stations throughout the Territory and were making good at that important work.

"At the school, the lads were very keen at helping the AIF in every way possible, making camouflage nets and even digging trenches and helping with gun positions when allowed.

"When the Japs came in, I formed a small patrol of 10 picked boys, uniformed them with a simple khaki laplap and fed them, and they did excellent work in co-operation with AIF in coast-watching, etc., from a specially constructed bamboo tower. The major in charge of our area frequently expressed his appreciation and thanks."

Major A. S. Cross, formerly general manager of Guinea Airways Ltd., and who subsequently spent some years in Fiji and in London, is now a Squadron-Leader in the RAAF.

Mr. Clarence A. Leembruggen, who for 30 years has been a member of the Lands, Mines and Survey Department in Fiji, retired last month. He joined the Fiji Service in 1910, as surveyor, after serving previously in Ceylon, and rose to be Assistant Director of Surveys. During the 1914-18 war, he went overseas with the Fiji Reinforcements and won the M.M.

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Making Fiji Self-Supporting

AN urgent appeal to all communities—Fijian and Indian—to grow more rice and food crops, thereby making Fiji more self-supporting in essential foodstuffs, was contained in a report to the Legislative Council recently by the Food Production Committee (Dr. H. W. Jack, Director of Agriculture, and Messrs. H. King Irving, H. B. Gibson, Tularam, and B. D. Lakshman).

The report stated that, although the Fijians had responded well to the Governor's appeal on the outbreak of war to produce more food, the Indians had not responded at all satisfactorily.

By far the quickest and best method to increase food production would be to plant fallowed sugar-lands with rice, where conditions are suitable, it was pointed out. The CSR Co. has offered the Government its fullest co-operation.

The Committee recommended that market centres be established, and that 48 ft. by 27 ft. produce sheds (costing £300 each) be erected on Viti Levu (the main island), at Nadi, Sigatoka, Korovou (Talevu), and Nanukulua (Ra), to house the markets. Government was asked to earmark £1,000 to guarantee economic returns to growers. NZ will be requested to re-open her market to Fijian kumulas (sweet potatoes).

The food position on Vanua Levu, the report disclosed, is acute, and local food production committees are to be set up under the chairmanship of each District Commissioner. Farmers may rent five-acre blocks, on temporary licence, at a flat rate of 5/- per acre.

That the appeal for greater production did not fall on deaf ears was shown early in January when, following welcome rains, Indian families were busy planting rice in the Samabula, Rewa, and other Viti Levu districts.

SAMOAN RELIC OF 1914

A GERMAN flag which was flying on the customs building at Apia when a New Zealand force of 1365 men, under Colonel Logan, occupied Western Samoa on August 29, 1914, is in the possession of a Dannevirke resident (New Zealand) and has been in the custody of his family for the last 20 years. It was handed over to his father for safe keeping by a soldier of the occupying force who obtained possession of it. He recently passed it on to his son.

The flag measures 9 ft. in width, is 12 ft. 8 in. in length, and is the German merchant flag. It is divided into three horizontal stripes and the centre is a very impressive affair. It is surmounted by the Imperial crown and underneath is an immense black eagle. On the breast of the eagle is an escutcheon with the arms of Hohenzollern and this is surrounded by the collar of the Order of the Black Eagle, consisting of ten Iron Crosses, nine of which form the collar, the crosses being in black and gold with a blue centre, and linked with miniature eagles.

Dr. Phyllis M. Kaberry, Australian anthropologist, who carried out research in New Guinea a year or so ago, now is at Yale University, USA, preparing her NG material for publication.

Mr. Malcolm Wright, of Rabaul, New Guinea, was recently appointed a Sub-Lieutenant in the Royal Australian Naval Volunteer Reserve.

Mr. H. C. Dodds, Government Roadmaster in the Namatanai District, New Guinea, died recently, aged 43. Formerly, he managed a plantation near Kavieng.

New Guinea and Papua Residents in Australia

(Continued from Page 3)

THE following are the Australian addresses, so far as they are known, of residents of New Guinea and Papua who have gone to reside temporarily in Australia as the result of war conditions in the Territories. Most of the addresses have been kindly made available by the New Guinea Trade Agency; others have been supplied to us directly by the people themselves.

If no name or address is given, it may be presumed that there is no official record available of such person having arrived in Australia.

We shall not publish this full list again; but the full list will be kept in this office, as a card index, and all additions and alterations, so far as they are known to us, will be published in the "PIM", from month to month.

In order to assist the Commonwealth authorities in maintaining communication with Territories residents, and to help the General Post Office in delivering to addresses, in Australia, mails which have been received bearing New Guinea addresses, Territories residents whose addresses are not in this list, or whose

known addresses are insufficient, are urged to send their full Australian addresses at once to New Guinea Trade Agency, Commonwealth Bank Building, Sydney, or to Pacific Publications Pty., Ltd., 7th Floor, Union House, 247 George Street, Sydney. (See information also on page 3.)

In these lists, the following abbreviations are used:—New Guinea—NG; Papua—P; Queensland—Q; New South Wales—NSW; Victoria—V; South Australia—SA; Western Australia—WA; Tasmania—T; New Zealand—NZ.

A

Abbie, Mrs. Agnes Emma, and 1 child (P), "Romona", Anderson St., Double Bay, NSW.
Abbott, Mrs. U. F. (NG), c/o SDA, Fox Valley Rd., Wairoonga, NSW.
Adams, Miss D. F. (NG), no address.
Aitchison, Mrs. S. A. M., and 1 child (NG), c/o V. M. Aitchison, Camperdown, V.
Alexander, Miss M. (P), Brisbane, Q.
Allen, Mrs. R. M., and 2 children (NG), c/o E. J. Dengate, Camden, NSW.
Alley, Mrs. R. L., and 2 children (NG), "Bernly", Springfield Ave., Potts Point, NSW. To NZ later.
Allison, Mrs. Alice Mary (NG), 114 Ashley St., Chatswood, NSW.
Allsop, Mrs. M. N. (NG), c/o Mr. E. B. Pearce, Rochester St., Homebush, NSW.
Alt, Mrs. Elsie, and 2 children (NG), Adelaide, SA.
Altria, Mrs. Beatrice G. (NG), "Abau", Hotham St., Chatswood, NSW.
Anderson, Miss Elsie O. (P), c/o Mrs. Sullivan, Green Terrace, Swanhill, Brisbane, Q.
Anderson, Mrs. Elspeth (NG), c/o Mrs. Shutt, 157 Gale Rd., Maroubra, NSW.
Anderson, Mrs. Jessie (P), c/o Mrs. Sullivan, Green Terrace, Swanhill, Brisbane, Q.
Anderson, Mrs. Patricia (P), c/o Victorian Tourist Bureau, Brisbane, Q.
Anderson, Mrs. R. M., and 1 child (NG), c/o Mrs. Williams, 7 Byron St., Brighton, Melbourne, V. Thence T.
Anderson, Miss T. M. (NG), 46 Ada St., Bexley, NSW. Thence V.
Annan, Mrs. Lydia (P), Brisbane, Q.
Anthony, Mrs. Amy H. (NG), "Tintern", Male St., North Brighton, Melbourne, V.
Archer, Mrs. Nina (NG), Wattle Grove Farm, Mt. Druitt, NSW.
Argent, Mrs. Ivy, and 1 child (P), Brisbane, Q.
Armstrong, Mrs. D. M., and 1 child (P), Townsville, Q.
Armstrong, Mrs. Ellen (NG), 18 Womerah Ave., Rushcutters Bay, NSW.
Ashbrook, Mrs. Jean (P), Cairns, Q.
Ashby, Mrs. Emily M., and 3 children (NG), Melbourne, V.
Ashby, Mrs. V. A., and 1 child (P), Cairns, Q.
Ashton, Mrs. Margaret (P), 1 Rupertswood Ave., Bellevue Hill, NSW.
Ashwell, Mrs. Frances Mary Cecil (NG), c/o B. G. D., Shell House, Sydney, NSW.
Atherton, Mrs. I. M., and 2 children (NG), c/o Mrs. J. Morrison, Victoria Estate, Ingham, Q.
Atkins, Mrs. A. R., and 2 children (NG), c/o SDA, Wairoonga, NSW.
Atkinson, Mrs. Elizabeth M. (P), c/o Mrs. W. G. Johnston, 75 Simpson's Lane, Casino, NSW.
Austen, Mrs. Ellen R. (P), Bunbury, WA.
Austen, Mrs. Marjory Edith (P), 33 Cremorne Rd., Cremorne, NSW.
Austin, Mrs. Ada E. M., and 1 child (NG), 8 Garfield St., Carlton, V.
Austin, Mrs. Irvine S. M. (NG), Hotel Sydney, NSW. Then V.
Austin, Mrs. Lorna A. (NG), 33 Sloan St., Summer Hill, NSW.
Ayton, Miss C. H. (NG), Newcastle, NSW.

B

Bain, Mrs. Nancy F. (NG), c/o Mrs. D. S. Kirkwood, Elouera Rd., Ashgrove, Brisbane, Q.
Baird, Olga (Sister Mary Catherine) (P), Our Lady of the Sacred Heart Convent, Kensington, NSW.
Baker, Mrs. A. (P), c/o Burns, Philp & Co., Cairns, Q.
Baker, Mrs. Doris C., and infant (NG), 103 Womerah Ave., Darlinghurst, NSW.
Baker, Mrs. Phyllis J. (NG), 9 Learmonth St., Hamilton, V.
Baldwin, Mrs. Mary, and 4 children (P), Cairns, Q.
Ball, Miss A. M. (NG), Wee Waa, NSW.
Ballam, Mrs. Mollie (NG), 39 Beresford Rd., Strathfield, NSW.
Ballantyne, Mrs. C. (P), Brisbane, Q.
Ballantyne, Mrs. C. E. (P), 11 Jeays St., Bowen Hills, Q.
Banks, Mrs. L. E. (NG), no address.
Bannigan, Mrs. Ivy, and 4 children (NG), Adelaide, SA.
Bannon, Mrs. Margaretta S. (NG), c/o Mrs. E. S. Rowe, Wentworth St., Shellharbour, NSW.
Bar, Mrs. Martha A., and 2 children (NG), Adelaide, SA.
Barker, Mrs. Alma (NG), 41 Robertson Rd., Centennial Park, Sydney, NSW.
Barker, Mrs. Eva (P), Melbourne, V.
Barker, Mrs. J., and 1 child (NG), Melbourne, V.
Barker, Mrs. Mary M. (NG), 21 Queen St., Essendon, Melbourne, V.
Barnes, Mrs. Evelyn L., and 2 children (NG), 16 Albert Pde., Ashfield, NSW.
Barrett, Mrs. Eileen I., and 1 child (NG), c/o Mrs. Deed, 30 Olphert St., Vaucluse, NSW.
Barrie, Mrs. B. L. (NG), 40 Grafton St., Woollahra, NSW.
Bartlett, Mrs. H. K., and 3 children (P), Adelaide, SA.
Barwick, Mrs. Elaine (P), Cairns, Q.
Baskett, Mrs. D. W. (P), Melbourne, V.
Bathgate, Judge (NG), Escaped from Rabaul. In Australia.
Battis, Mrs. W. (NG), 77 Elizabeth St., Rosalie, W.2., Q.
Batze, Mrs. Agnes, and 3 children (NG), Townsville, Q.
Batze, Mrs. Jessie (NG), Brisbane, Q.
Batze, Mrs. L., and 2 children (NG), Y.W.C.A., Sydney, NSW.
Batze, Mrs. Louise A. (NG), c/o Mrs. A. Batze, Hermit Park, Purten St., Townsville, Q.
Batze, Mrs. Marie M., and 2 children (NG), c/o Post Office, Townsville, Q.
Baxter, Mrs. Clarice M. (NG), c/o Mrs. Ashton, Homebrook St., Ashgrove, Brisbane, Q.
Beaton, Mrs. Elsie, and 1 child (P), Cairns, Q.
Beaumont, Mrs. C. A. (NG), 2 Cabill St., Camperdown, NSW.
Beazley, Mrs. O. B. (NG), Recreation Rd., Kalamunda, WA.
Beck, Miss Daphne H. (NG), c/o Post Office, Brisbane, Q.
Beck, Mrs. Ella (NG), c/o Post Office, Brisbane, Q.
Beckett, Mrs. L. V., and 2 children (NG), 74 Roslyn Gardens, Sydney, NSW.

Bedser, Mrs. V. (NG), Exchange Hotel, Sydney, NSW.

Beer, Miss Betty (NG), Sydney, NSW.

Beer, Mrs. Eileen (NG), Sydney, NSW.

Beer, Miss Margaret (NG), Sydney, NSW.

Behrendoff, Mrs. Theodora P. (NG), Hatton Vale, via Laidley, Q.

Bell, Mrs. E. (NG), 9 Springfield Ave., King's Cross, NSW.

Bell, Mrs. E. H. V. (NG), 2 Billyard House, Billyard Ave., Potts Point, NSW.

Bell, Mrs. Jean, and 1 child (NG), Sydney, NSW.

Bell, Mrs. M. E. (NG), 2 Billyard House, Billyard Ave., Potts Point, NSW.

Bell, Mrs. V. A., and 1 child (NG), Sydney, NSW. Thence NZ.

Bellamy, Mrs. F. A. (NG), c/o Mrs. S. Wooten, 3 Canberra Court, 7 Ways, North Bondi, NSW.

Benham, Mrs. L. C. (NG), 2 Nancarrow St., Dubbo, NSW.

Bensted, Miss Alice (P), Sydney, NSW.

Bergmann, Mrs. A. H. R., and 5 children (NG), Adelaide, SA.

How to Obtain Information Each Month

THESE are "tough times" for Islands folk, and the "PIM" is feeling the cold breeze severely—much of our distribution and business has been dislocated by the Jap. invasion. Nevertheless, we want to help.

Any resident of New Guinea or Papua, whose name appears in this or future lists, may have six issues of the "PIM", posted to any address in Australia, for 2/-, paid in advance.

This does not pay the cost of production and postage. But we believe that the information we shall publish every month in the "PIM" during the Jap. invasion period will be helpful to Islands people temporarily resident in Australia, and therefore we are glad to make the concession.

Furthermore, any service which the "PIM" office or staff can render to Islands people resident in Australia will be rendered very willingly—and, of course, without charge. All available information, which may interest evacuees, is published on page 3. But you may want information or advice as to what you should do in particular circumstances—how you should proceed, what department or firm you should approach, what information is available on a particular matter. In that event, you will get a prompt reply if you will write to:—

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Sydney.

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- Bergmann, Mrs. M. L. A., and 5 children (NG), Adelaide, SA.
 Berry, Mrs. M. E. (NG), West St., Mount Morgan, NSW.
 Bertie, R. D. (P), c/o B.P. & Co. Ltd., Bridge St., Sydney, NSW.
 Bezler, Mrs. S. (NG), Prince Alfred Hospital, Sydney, NSW.
 Bieri, Mrs. A. (NG), Belvedere, Bayswater Rd., Kings Cross, NSW.
 Biffin, Mrs. J. C. (NG), 10 Tusculum St., Potts Point, NSW.
 Bignold, Mrs. A. I., and 2 children (P), Cairns, Q.
 Billing, Mrs. F., and 1 child (NG), 5 Hope Street, White Gum Valley, East Fremantle, WA.
 Bird, Mrs. J., and 3 children (NG), Mornington, Melbourne, V.
 Bischoff, Miss N. G. (NG), 9 Springfield Ave., Kings Cross, NSW.
 Bischoff, Mrs. W. E. (NG), 9 Springfield Ave., Kings Cross, NSW.
 Blackman, Mrs. E. E., and 2 children (NG), 27 Carrington St., Bexley, NSW.
 Blackman, Mrs. Nancy, and 2 children (NG), Brisbane, Q.
 Blanchard, Mrs. L. W. (P), Brisbane, Q.
 Blanden, Mrs. M. W. I., and 1 child (NG), c/o NG Trade Agency, Martin Place, Sydney, NSW.
 Blood, Mrs. O. C. V. B., and 1 child (NG), 126 Murrivier Rd., North Bondi, NSW.
 Blount, Mrs. Myee, and 1 child (P), Townsville, Q.
 Bloxham, Mrs. K. T. (NG), Piccadilly, SA.
 Bock, Mrs. Madge (P), Brisbane, Q.
 Boerner, Mrs. I., and 2 children (NG), Adelaide, SA.
 Boettcher, Mrs. E. O., and 1 child (NG), c/o Mrs. W. Venz, Kalbar, via Brisbane, Q.
 Boettger, Mrs. E. J. (NG), Cairns, Q.
 Bohm, Mrs. Mona, and 2 children (P), 11 Gibb St., Croydon, NSW.
 Bolland, Mrs. Maxine (NG), Sydney, NSW.
 Bollinger, Mrs. D. (NG), c/o G.M. of Papua, 26 Jamieson St., Sydney, NSW.
 Bollings, Mrs. S. (NG), no address.
 Bonckley, Mrs. Mary (NG), Brisbane, Q.
 Bonney, Mrs. G. A. A. (NG), c/o Miss M. Bonney, New Sandgate Rd., Clayfield, Brisbane, Q.
 Booth, Mrs. M. (P), Brisbane, Q.
 Booth, Mrs. Marie (P), Brisbane, Q.
 Boreham, Mrs. C. M. (NG), c/o Mrs. G. E. Parker, Flower St., Nundah, Brisbane, Q.
 Bourke, Mrs. J. A. (NG), c/o Mrs. J. C. Horn, Ayl., Q.
 Bowles, Mrs. C. (NG), In Australia.
 Bowring, Mrs. A. (NG), c/o C. Le Maistre Walker, 115 Pitt St., Sydney, NSW.
 Boyle, Mrs. D., and 1 child (P), no address.
 Boyle, Miss S. C. (NG), 20 Rucland Flats, Liverpool St., Darlinghurst, NSW.
 Brazier, Mrs. Aileen, and 3 children (NG), Brisbane, Q.
 Brechin, Mrs. D. R. (NG), 18 Gurney Rd., Dulwich, via Tummore, SA.
 Bremen, Mrs. E. F. (P), Adelaide House, Adelaide St., Brisbane, Q.
 Brennan, Mrs. A. J. (NG), c/o Mrs. Howarth, 445 Bronte Rd., Bronte Beach, NSW.
 Brennan, Mrs. D. A., and 1 child (NG), Kingaroy, Q.
 Brereton, Mrs. C. M. (NG), 71 Scott St., Monree Ponds, Melbourne, V.
 Bretag, Mrs. I., and 3 children (NG), 22 Wallis Parade, North Bondi, NSW.
 Brewer, Mrs. B. M., and 1 child (P), no address.
 Brewer, Mrs. M. E., and 3 children (NG), 193 Baker St., Randwick, NSW.
 Brewster, Miss Gwen G. (P), Brisbane, Q.
 Brewster, Mrs. Maud, and 2 children (P), Cairns, Q.
 Brierley, Mrs. J. K. (NG), c/o Mr. A. J. Brierley, Commerce Dept., Brisbane, Q.
 Briggs, Mrs. I. J., and 1 child (P), Melbourne, V.
 Briggs, Mrs. L. G., and 1 child (NG), "Bernly", Springfield Ave., Potts Point, NSW.
 Brinston, Mrs. M. J. (NG), no address.
 Broadbent, Mrs. T. (NG), Melbourne, V.
 Broodbank, Miss E. M. (P), Adelaide House, Adelaide St., Brisbane, Q.
 Brooks, Mrs. J. F. (P), c/o Mrs. J. Rogers, Weemala St., Chester Hill, NSW.
 Brown, Mrs. C., and 3 children (P), Sydney, NSW.
 Brown, Mrs. E. P., and 1 child (NG), c/o Mrs. Sievers, Auckland St., Gladstone, Q.
 Brown, Mrs. J. M. (NG), c/o Mrs. E. Davis, 98 Sydenham Rd., Marrickville, NSW.
 Brown, Mrs. K., and 1 child (NG), "Bernly", Springfield Ave., Potts Point, NSW.
 Brown, Mrs. L. (NG), Melbourne, V.
 Brown, Mrs. Marjorie, and 1 child (P), Sydney, NSW.
 Brown, Mrs. V. L. (NG), 32 Wattle St., Fullarton, SA.
 Brown, Mrs. V. M. (NG), c/o Mrs. Gow, Glen Alva Terr., Enoggera, Brisbane, Q.
 Browning, Mrs. M. (NG), 25 Armstrong St., Ashfield, NSW.
 Bruce, Mrs. J. E. (NG), c/o Mrs. J. E. Bruce, 2a Poranni St., Mount Eden, Auckland, NZ.
 Brudo, Miss F. (P), 28 Moray St., New Farm, Q.
 Brugh, Mrs. M. (NG), Temora, NSW.
 Bryant, Mrs. S., and 1 child (NG), c/o Mrs. May, 79a Verdun St., Bexley, NSW.
 Bryen, Mrs. D. B. (NG), 29 Duke St., Kensington, NSW.
 Budden, Mrs. E., and 1 child (NG), Tingha, NSW.
 Budden, Mrs. R., and 7 children (NG), 6 Victoria Place, Paddington, NSW.
 Bunny, Mrs. K. M. (NG), c/o Mrs. J. B. Sedgers, "Arawa", Ashmore Ave., Pymble, NSW.
 Bunting, Mrs. E. F. (P), no address.
 Burchett, Mrs. I. E., and 1 child (P), 240 Hebbard St., Broken Hill, NSW.
 Burgess, Mrs. Vernon (NG), Sydney, NSW.
 Burke, Miss D. (P), Melbourne, V.
 Burke, Mr. J. P. L. (NG), no address.
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Byrne, Mrs. H. M., and 2 children (P),
Brisbane, Q.
Byron, Miss M. M. (NG), Lamington Ave.,
Ludwyche, Q.

C

Cahill, Mrs. K. A. (NG), c/o G.P.O.,
Brisbane, Q.
Cahill, Mrs. N. S., and 2 children (P), 3
Cameron Ave, Artarmon, NSW.
Cameron, Mrs. D. A., and 1 child (NG),
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Cameron, Mrs. H., and 1 child (P), no
address.
Campbell, Mrs. E. M., and 3 children
(NG), c/o H. Ford, Esq., Kingaroy, Q.
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Cassel, Mrs. I. M. (NG), Melbourne, V.
Cattanach, Miss Mona (P), Brisbane, Q.
Cavaglieri, Mrs. C. (NG), Albert Hotel,
Peel St., Tamworth, NSW.
Cay, Mrs. Nelso (P), Brisbane, Q.
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NSW.
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Champion, Mrs. Elsie, and 1 child (P),
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Champion, Mrs. E. L., and 1 child (P),
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Chapman, Mrs. Rosa (NG), Sydney, NSW.
Chester, Mrs. Beatrice, and 2 children (P),
Townsville, Q.
Chapman, Mrs. E. E., and 1 child (NG),
39 Beach Rd., West Burnie, T.
Chisholm, Mrs. B., and 1 child (NG),
B.D.G. Co., Shell House, Sydney, NSW.
Chopin, Miss (NG), Sydney, NSW.
Christie, Miss L. Y. (NG), 46 Ada St.,
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Chugg, Mrs. H., and 1 child (NG), 5 Caro-
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Clark, Miss Ivy A. (P), Sydney, NSW.
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Clarke, Mrs. E. (P), c/o Burns, Philp &

Co., Melbourne, V.
Clarke, Miss H. M. (NG), c/o Mr. Wool-
cock, Swan Rd., Taringa, Brisbane, Q.
Clarke, Miss Joan (P), Lidcombe, NSW.
Clay, Mrs. Emily, and 1 child (P), Sydney,
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Clemens, Mrs. M. S. (NG), c/o Mr. C. T.
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Clerk, Mrs. J. C., and 2 children (NG),
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Church St., Newtown, NSW.
Coe, Mrs. L. T., and 1 child (NG), no
address.
Collett, Mrs. O. M., and 1 child (NG), Esk
Dale, Wee Waa, NSW.
Colquhoun, Mrs. (NG), Y.W.C.A., Sydney,
NSW. Thence Brisbane, Q.
Colquhoun, Mrs. Doris (P), Launceston, T.
Colter, Mrs. E. M. (NG), 21 Lewisham St.,
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Common, Miss E. J. (NG), Methodist
Society, Queen St., Auckland, NZ.

Connell, Miss Kath. (P), Sydney, NSW.
Conroy, Mrs. E. P., and 2 children (NG),
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Consterdine, Mrs. M. O. (NG), no address.
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London—July, 1890

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who rode on bicycles through streets of London
wearing Bloomer Costumes. It would have
been sufficient shock to see females riding
bicycles, but when to this indiscretion they
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What is the British home coming to?

A NEW WAY TO FREEDOM AND LEISURE.

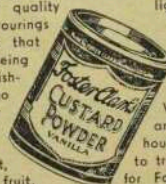
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an innovation that marked the end of
old-fashioned custard-making. Its
creamy richness, delicious flavour, and
ease of preparation won immediate
approval from women of the day,
noted for the quality of their
housekeeping, and was a de-
light to Victorian Papas and
children.

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In 1849, in the United States, arising
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ment", Mrs. Bloomer adopted the cos-
tume to which she gave her name, and
lectured on its advantages. The original
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sleeves, a skirt a little below the knee,
and a pair of Turkish trousers. The
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 Cooney, Mrs. Vera (P), Sydney, NSW.
 Coote, Mrs. R. F., and 1 child (NG), no
 address.
 Corfe, Mrs. I. D. (NG), 18 Oakley Crescent,
 Bentley, V.
 Corke, Mrs. M. J., and 2 children (P),
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 Courtenay, Mrs. E. M. (NG), c/o Mrs. J.
 W. Cox, "Na-dalana", 121 Wanganella
 St., Manly, NSW.
 Cowley, Mrs. H., and 3 children (NG),
 "Kirketon", 229 Darlinghurst Rd.,
 Darlinghurst, NSW.
 Cowley, Mr. R. B. P. (NG), "Kirketon", 229
 Darlinghurst Rd., Darlinghurst, NSW.
 Cox, Miss D. L. (NG), 9 Springfield Ave.,
 Potts Point, NSW.
 Cox, Mrs. F. M. (NG), Sydney, NSW.
 Cox, Mrs. Muriel (P), Brisbane, Q.
 Craig, Mrs. A. M., and 1 child (P), 11 Jeays
 St., Bowen Hills, Brisbane, Q.
 Craig, Miss J. E. (P), 11 Jeays St., Bowen
 Hills, Brisbane, Q.
 Crampton, Mrs. C. (NG), 21 Glendenburn
 Ave., Toorak, Melbourne, V.
 Crawley, Mrs. K. L., and 2 children (NG),
 Horace St., Dalby, Q.
 Cridland, A. E. (P), 35 Reddall St.,
 Manly, NSW.
 Cridland, Mrs. P. L. P., and 1 child (P),
 c/o 9 Bellevue St., Manly, NSW.
 Crisp, Mrs. E. V. (P), Sydney, NSW.
 Cromie, Mrs. D. R. (NG), Melbourne, V.
 Crosbie, Mrs. Dulcie, and 1 child (P),
 Brisbane, Q.
 Crowe, Mrs. C. M., and 1 child (P), 97
 Station St., Newtown, NSW.
 Cruise, Mrs. B. E. (NG), c/o Mrs. H.
 McInnes, "Wahroonga", Usher St.,
 Indoorsopilly, Q.
 Cull, Miss Adelaide (P), Sydney, NSW.
 Currie, Mrs. U. J., and 2 children (NG),
 c/o Molyullah P.O., via Benalla, V.
 Cuthbertson, Mrs. T. (P), Newcastle, NSW.

D

Davidson, Mrs. D. P., and 2 children (P),
 c/o Bank of NSW, Brisbane, Q.
 Davis, Mrs. Maud R. (P), 11 Usher St.,
 Burwood, NSW.
 Davis, Mrs. V. (P), Sydney, NSW.
 Dawson, Mrs. R., and 1 child (P), Sydney,
 NSW.
 Day, Mrs. E. A. M., and 2 children (NG),
 c/o Bank of NSW, Head Office, George
 St., Sydney, NSW.
 Dean, Miss H. M. (NG), Bondi, NSW.
 De Groen, Mrs. I. C. (P), Sydney, NSW.
 Derbidge, Mrs. M. C. and 2 children (P),
 Sydney, NSW.
 De Russett, Mrs. E. D. (NG), 1 Roseberry
 Ave., Fivedock, NSW.
 De Russett, Mrs. E. W. (NG), "Macdhui",
 Bangalow Ave., Balgowlah, NSW.
 De Russett, Mrs. Salvia, and 2 children
 (NG), Sydney, NSW.
 Dette, Mrs. May (P), Sydney, NSW.
 Devany, Mrs. K. M. (NG), Melbourne, V.
 Devney, Miss M. (P), Sydney, NSW.
 Dickson, Mrs. Francis (NG), 30 Park
 Place, South Yarra, Melbourne, V.
 Dickson, Mrs. J. W., and 3 children (P),
 no address.
 Dickson, Mrs. Kathleen (NG), 2 Chalyer
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 Dix, Mrs. E. M. (NG), Melbourne, V.
 Dix, Mrs. G. M. (NG), Adelaide, SA.
 Dixon, Mrs. Anne (P), Sydney, NSW.
 Dockray, Mrs. Margaret, and 1 child
 (NG), Sydney, NSW.

Dockrill, Mrs. L. (NG), 55 Gould St.,
 Bondi Beach, NSW.
 Doeblor, Mrs. M. M. (NG), no address.
 Doering, Mrs. H. I. M., and 2 children
 (NG), no address.
 Doering, Miss Ilse A. (NG), "The Hopes",
 253 Darlinghurst Rd., Sydney, NSW.
 Donaldson, Master Claude (P), c/o Mr.
 Benson, A.P.A. Bldgs., Sydney, NSW.
 Donaldson, Miss Maeva (P), Exchange
 Hotel, Sydney, NSW.
 Donaldson, Mrs. Odette, and 2 children
 (P), Exchange Hotel, Sydney, NSW.
 Doran, Mrs. D. B., and 1 child (NG), 22
 Cliff St., Watsons Bay, NSW.
 Doran, Miss S. B. (NG), 6 Charles St.,
 Leichhardt, NSW.
 Dougherty, Mrs. Anne, and 1 child (P),
 Charters Towers, Q.
 Downs, Mrs. M. (NG), Melbourne, V.
 Doyle, Mrs. J. (NG), 30 Alma St.,
 Paddington, Brisbane, Q.
 Doyle, Mrs. M. (NG), no address.
 Drane, Mrs. E. A. H. (NG), no address.
 Draper, Mrs. A. (P), c/o A. L. Nevitt,
 Broker, Queen St., Brisbane, Q.
 Drewe, Mrs. Marie, and 2 children (P),
 Brisbane, Q.
 Driver, Mrs. H. K., and 1 child (P), 23
 Woodstock St., Bondi Junction, NSW.
 Drysdale, Mrs. W. (P), Canberra, NSW.
 Dudley, Mrs. J. K. (NG), c/o Y.W.C.A.,
 Liverpool St., Sydney, NSW.
 Dunbar-Reid, Mrs. W. J., and 2 children
 (NG), 35 Pittwater Rd., Gladesville,
 NSW.
 Duncan, J. (NG), Escaped from Rabaul,
 In Australia.
 Duncan, Mrs. J. G. (NG), no address.
 Dunlop, Mrs. M. J. (NG), 28 Fortescue St.,
 Brisbane, Q.
 Dunstan, Mrs. W. I. (P), c/o Mr. J. S.
 Cousin, Marsden Rd., Dundas, NSW.

E

Earl, Mrs. C. (NG), no address.
 Earley, Mrs. M. (NG), Sydney, NSW.
 Eastwell, Mrs. Joyce (P), Sydney, NSW.
 Edgerton, Mrs. Eileen (NG), Adelaide, SA.
 Edwards, Mrs. E. V. E., and 1 child (P),
 c/o S. Whitehead, 10 Avenue Rd.,
 Mosman, NSW.
 Edwards, Mrs. S. J. (NG), no address.
 Edwards, Mrs. Tenny (P), Melbourne, V.
 Eekhoff, Mrs. E. M., and 1 child (NG),
 City Buildings, Townsville, Q.
 Eekhoff, Mrs. Francis (NG), Brisbane, Q.
 Eekhoff, H. G. (NG), Escaped from
 Morobe, In Australia.

Egelstaff, Mrs., and 2 children (P), Q.
 Eglinton, Mrs. J. M. (NG), no address.
 Elermann, Mrs. A., and 1 child (NG),
 Adelaide, SA.
 Einsiedel, Mrs. D. (NG), Melbourne, V.
 Einsiedel, Miss Gloria (NG), 190 Kurraba
 Rd., Kurraba Point, Sydney, NSW.
 Eldridge, Mrs. J. I. (NG), 31 Stoddart St.,
 Lakemba, NSW.
 Elletson, Mrs. Marianna (P), c/o Mrs.
 Elletson, 16 Empire Ave., Concord, NSW.
 Elliott, Mrs. Clare M., and 1 child (P),
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 Elliott, Mrs. P. M. (NG), St. George Flats,
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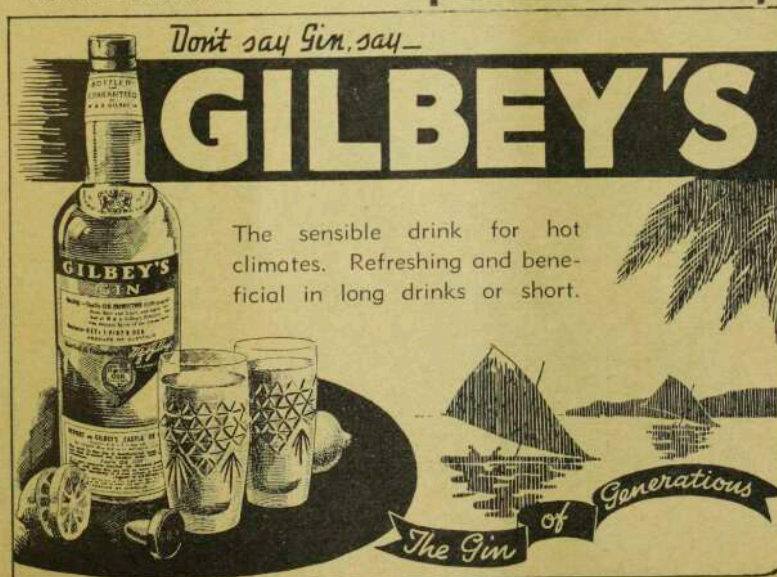
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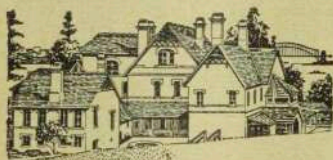
Ellis, Mrs. M. W., and 1 child (NG), Bank of NSW, Brisbane, Q.
 Emery, Mrs. Erdine (NG), Sydney, NSW.
 England, Mrs. E. N. (NG), c/o Mrs. J. Allan, Post Office, Collinsville, North Q.
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 Evennett, Mrs. K., and 4 children (P), Cairns, Q.
 Evans, Mrs. Margaret, and 1 child (NG), Brisbane, Q.
 Evensen, Mrs. L. M. (NG), 50 Fitzgerald St., Geraldton, WA.
 Ewan, Mrs. F. (P), 6 Barncluth Square, Kings Cross, NSW.
 Ewen, Miss June (NG), no address.
 Eyre, Mrs. Gertrude (P), Adelaide, SA.

F

Farlow, Mrs. S. (NG), Melbourne, V.
 Farnham, Mrs. I. D. M. (NG), 43 James St., Gilford, WA.
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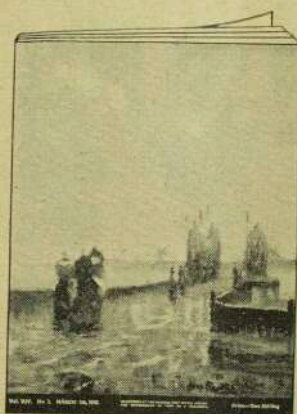
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 Ferrier, Mrs. H. (NG), Hotel Imperial, Sydney, NSW. Thence Perth, WA.
 Ferries, Mrs. Lillian, and 2 children (NG), Melbourne, V.
 Field, Miss Margaret (NG), Dept. of Supply & Development, Sydney, NSW.
 Field, Mrs. May (P), Cairns, Q.
 Fisher, Mrs. P. H. (NG), 35 Grand View Rd., Armidale, V.
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 Fliehler, Mrs. L. I. (NG), Brisbane, Q.
 Flierl, Mrs. M., and 1 child (NG), Adelaide, SA.
 Foldi, Mrs. V. N., and 2 children (P), c/o Mrs. A. M. E. Foldi, 28 Peel St. North, Dover Heights, NSW.
 Foley, Mrs. L., and 3 children (P), c/o Mrs. Jurd, The Hydro, East Moree, NSW.
 Follows, Mrs. C. G. M. (NG), c/o Bulolo Gold Dredging Co., Shell House, Carrington St., Sydney, NSW.
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 Forsyth, Mrs. M. (NG), c/o Miss Smith, 6 Noble St., Mosman, NSW.
 Fox, Mrs. D. M., and 1 child (NG), "Mayfield", Kamumbra, V.
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 Frame, Mrs. Violet (P), Cairns, Q.
 Francis, Mrs. J. F., and 1 child (NG), Brisbane, Q.
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 Franklin, Mrs. J., and 1 child (NG), 9 Springfield Ave., Potts Point, NSW.
 Fraser, Miss Betty (Beryl) (NG), no address.
 Fraser, Mrs. D. M. H. (NG), c/o Mrs. E. J. Spark, "Wallscourt", 1 Yarabah Ave., Gordon, NSW.
 Fraser, Mrs. L. K. (NG), c/o Mrs. G. Fletcher, 5 Ways General Stores, East Orange, NSW.
 Frazer, Mrs. M. D. (NG), c/o Mrs. J. C. Loughrey, 700 Inkerman Rd., Caulfield, Melbourne, V.
 Freeman, Mrs. J. I. (NG), 26 Fitzroy St., Croydon, NSW.

French, Mrs. H. E. (NG), 71 "Kingslynn", Ithaca Rd., Elizabeth Bay, NSW.
 Freund, Mrs. D. M., and 2 children (NG), c/o Mrs. C. Muegge, 156 Murray St., Gawler, SA.
 Froggatt, Mrs. M. P. (NG), c/o Mr. Hall, 80 St. Georges Cres., Drummoyne, NSW.
 Fugmann, Mrs. H. A. E., and 2 children (NG), Adelaide, SA.
 Fulford, Mrs. Florence M., and 1 child (P), Cairns, Q.
 Fuller, Mrs. F. M. (NG), Sydney, NSW.
 Fulton, Miss F. J. (NG), 47 Watson St., Bondi, NSW.
 Furlong, Mrs. A. M. (NG), c/o Mr. F. J. Courtney, Roma, Q.
 Furter, Mrs. C. E. M. (NG), no address.

G

Gallagher, Mrs. Florence M., and 3 children (P), Brisbane, Q.
 Gander, Mrs. G. I. (NG), 2 Bent Parade, Blackrock, Melbourne, V.
 Gannon, Mrs. Ena (P), Sydney, NSW.
 Garrett, Mrs. N. E. (NG), 7 Springfield Ave., Darlinghurst, NSW.
 Garrett, Miss N. W. (NG), no address.
 Gartrell, Mrs. J. E. G. (NG), 140 Stewart St., Bathurst, NSW.
 Gascoigne, Mrs. E. D., and 2 children (NG), 209 Murrumbena Rd., Murrumbena, V.
 Gascoyne, Cyril (NG), Escaped from N. Britain. In Australia.
 Gay, Mrs. F. I. (NG), Kirketon Hotel, Kings Cross, NSW.
 Gazzard, Mrs. A. E., and 1 child (NG), c/o 142 Cowper St., Goulburn, NSW.
 Gee, Mrs. Z. (NG), Bank of NSW, O'Connell St. Branch, Sydney, NSW.
 Geldard, Mrs. M. L. (NG), Kobbie Day-bro Line, via Brisbane, Q.
 Gemmell, Mrs. Alice, and 1 child (P), Brisbane, Q.
 George, Mrs. E. M. (NG), c/o NG Trade Agency, Martin Place, Sydney, NSW.
 George, Mrs. K. M. (NG), 9 Springfield Ave., Kings Cross, NSW.
 Gerstad, Mrs. J. E., and 1 child (NG), Melbourne, V.
 Gibson, Miss E. J. (NG), "Munroe", McCauley St., Alexandria, NSW.
 Gibson, Mrs. H. W. (NG), 5 Belgrave St., Petersham, NSW.
 Gibson, Mrs. M., and 3 children (NG), c/o E. J. Hinds, Alice St., Moree, NSW.
 Gibson, Mrs. T. C., and 3 children (NG), Exchange Hotel, Sydney, NSW.
 Gilbert, Mrs. L. G. (NG), Melbourne, V.
 Gilbert, Miss Ruby (P), Melbourne, V.
 Gildart, Mrs. D. M. (P), Melbourne, V.
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 Gilmore, Mrs. F. D. (NG), c/o Mrs. T. E. Page, 332 Clovelly Rd., Clovelly, NSW.
 Gladstone, Mrs. M. H., and 1 child (P), Sydney, NSW.
 Glaessner, Mrs. Tina (P), Melbourne, V.
 Gluyas, Mrs. Ivy, and 3 children (NG), Sydney, NSW.
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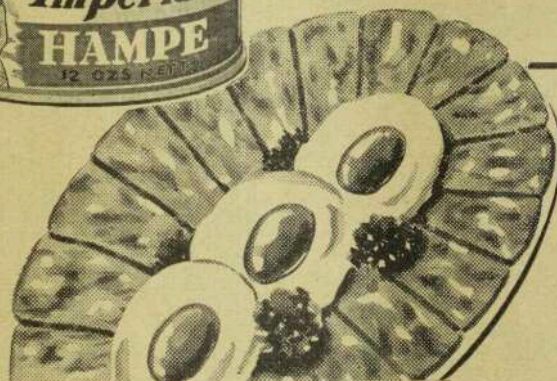
Hadley, Mrs. Gladys, and 1 child (NG), Sydney, NSW.
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Hall, Mrs. I. N., and 1 child (NG), 164 Marrickville Rd., Marrickville, NSW.
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 Hamilton, Miss G. M. (NG), Olympic Hotel, Sydney, NSW.
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 Hams, Mrs. L. D. (NG), Exchange Hotel, Sydney, NSW.
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 Harper, Mrs. B. (NG), Steinton St., Manly, NSW.
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 Harris, Mrs. M. F. (NG), Stawell, V.
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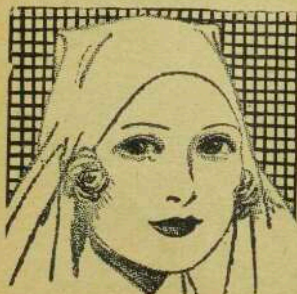
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Hermann, Mrs. L., and 2 children (NG),
Melbourne, V.
Herron, Mrs. B. A. V. (NG), 20 Berkley
Rd., Manly, NSW.
Hertle, Mrs. H. M., and 1 child (NG), no
address.
Hertle, Mrs. L. M., and 2 children (NG),
no address.
Hicks, Mrs. Norma (NG), c/o Mrs. W. S.
Johnson, Tumbi Umbi, Wyong, NSW.
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Bourke St., Sydney, NSW.
Hickson, Mrs. J., and 3 children (P),
"Kirketon" Private Hotel, Darlinghurst,
NSW.
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liams, 38 Mount St., Nth. Sydney, NSW.
Hickson, Miss P. A. (P), 38 Mount St.,
Nth. Sydney, NSW.
Hides, Mrs. Clara A., and 1 child (P),
Sydney, NSW.
Higginbotham, Miss L. M. (NG), no
address.
Hill, Mrs. D. L. (NG), 54 Boyce Rd.,
Maroubra, NSW.
Hill, Mrs. E. M., and 2 children (NG), 91
Canterbury Rd., Canterbury, NSW.
Hill, Mrs. J. W. (NG), c/o Mrs. A. W.
Kipping, King St., Caboolture, Q.
Hiscocks, Miss M. (NG), Cairns, Q.
Hiscox, Mrs. P. I., and 4 children (NG),
"Bickley", WA.
Hislop, Mrs. M. (NG), 3 Milray St., Lind-
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Hodgson, Mrs. R. K., and 1 child (NG),
121 Sydney Rd., Manly, NSW.

Hofmann, Mrs. C. K., and 3 children
(NG), Wagga, NSW.
Hogan, Mrs. S. E. (NG), no address.
Hogarth, Nurse (NG), In Australia.
Hoile, Mrs. Constance, and 2 children
(NG), Brisbane, Q.
Holcome, E. L. (P), 1 Pascoe Lane, Har-
laxton, Toowoomba, Q.
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Mount Garnet, Q.
Holmes, Mrs. May Alice (NG), Sydney,
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Holzknecht, Mrs. H. S., and 1 child (NG),
Adelaide, SA.
Honan, Mrs. Hazel (NG), Brisbane, Q.
Horbolt, Mrs. P., and 2 children (NG),
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Adelaide, SA.
Hotz, Mrs. M. (NG), Belvedere Hotel,
Bayswater Rd., Kings Cross, NSW.
Houghton, Mrs. V. L. (NG), NSW.
Howell, Mrs. Gwen, and 2 children, (P),
Sydney, NSW.
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wealth Bank, Brisbane, Q.
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Hughes, Mrs. M. (NG), 67 Arthur St.,
North Sydney, NSW.
Huie, Miss G. N. (NG), 30 Ramsgate Ave.,
Bondi, NSW.
Huie, Mrs. H. M. (NG), 30 Ramsgate Ave.,
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Humphries, Mrs. Myra (P), Sydney, NSW.
Hunt, Miss Molly (P), Melbourne, V.
Hunter, Mrs. H. G. (NG), Adelaide, SA.
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"Overdale", Tweed St., Coolagatta, Q.
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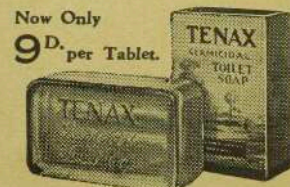


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 Joyes, Mrs. I. H., and 1 child (NG), no address.

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 Kay, Mrs. K. (NG), c/o Dr. Anthony Farer, Maleny, Q.
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 Kingsley, Mrs. M. H. (P), c/o Bank of NSW, George St., Sydney, NSW.
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 Kirkman, Mrs. H. M., and 1 child (NG), 12 Curranulla St., Cronulla, NSW.
 Kirsch, Mrs. M. B., and 4 children (NG), Melbourne, V.
 Kirwin, Mrs. K. M. (NG), c/o GPO, Sydney, NSW.
 Kohler, Mrs. Elizabeth, and 3 children (P), Perth, WA.
 Kroening, Miss B. A. (NG), no address.
 Kroening, Mr. H. A. F. (NG), no address.
 Kroening, Mrs. M. F. (NG), 14 Glen Ormond Ave., Abbotsford, NSW.
 Kuster, Mrs. A. J., and 1 child (NG), No. 4 Delmont Flats, Neilson's Pt., NSW.
 Kuter, Mrs. M. R., and 1 child (NG), 74 Beach St., Coogee, NSW.
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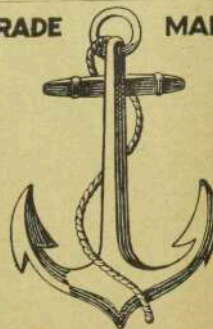
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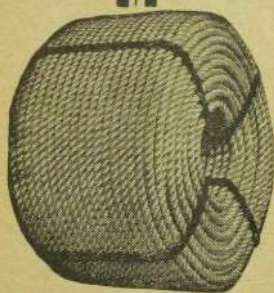
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 Strauss, Miss M. W. (NG), Adelaide, SA.
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 Sydler, Mrs. Mona M. (P), Cairns, Q.
 Symes, Mrs. G., and 1 child (NG), GPO., Brisbane, Q.
 Symington, Mr. J. S. (NG), no address.
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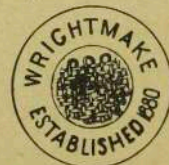
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 Tarrir, Mrs. V., and 2 children (P), Sydney, NSW.
 Taylor, Mrs. Aileen (NG), Imperial Hotel, Sydney, NSW.
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 Turner, Mrs. F. O., and 1 child (P), Innisfail, Q.
 Turner, Mrs. P. E., and 3 children (NG), Moree, NSW.
 Turner, Mrs. Zena, and 1 child (P), Sydney, NSW.

U

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V

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Y

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Z

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 on Page 9)

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Market Quotations

COPRA

London	South Sea, Sun-dried to London	Plantation, Hot-air Dried, Rabaul
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
June 30 ..	£10 17 6	£11 0 0
December 1 ..	£8 12 6	£9 0 0
January 5, 1934 ..	£8 0 0	£8 7 6
June 15 ..	£8 0 0	£8 12 6
December 28 ..	£9 0 0	£9 12 6
January 4, 1935 ..	£9 5 0	£10 5 0
June 7 ..	£11 15 0	£12 7 6
December 6 ..	£12 7 6	£14 0 0

London	South Sea, Smoked to Genoa	South Sea, Sun-dried to London	Plantation, Hot-air Dried, Rabaul
Price on—	Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
Jan. 3, '36 ..	£13 2 6	£13 15 0	£14 0 0
Mar. 6 ..	£11 15 0	£12 15 0	£13 0 0
June 5 ..	£11 10 0	£12 0 0	£12 17 6
Sept. 4 ..	£13 2 6	£13 10 0	£14 12 6
Dec. 4 ..	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37 ..	£22 12 6	£22 12 6	£23 12 6
Mar. 5 ..	£19 0 0	£19 5 0	£20 0 0
June 4 ..	£15 15 0	£15 12 6	£16 12 6
Sept. 3 ..	£13 5 0	£13 5 0	£14 0 0
Dec. 3 ..	£12 10 0	£12 12 6	£13 7 6
Jan. 7, '38 ..	£12 12 6	£12 15 0	£13 12 6
Mar. 4 ..	£10 17 6	£11 0 0	£12 0 0
June 3 ..	£9 15 0	£9 15 0	£10 12 6
Sept. 2 ..	£9 10 0	£9 10 0	£10 10 0
Dec. 2 ..	£9 5 0	£9 5 0	£10 2 6
Jan. 6, '39 ..	£9 12 6	£9 15 0	£10 10 0
Feb. 3 ..	£9 10 0	£9 12 6	£10 10 0
Mar. 3 ..	£10 0 0	£10 2 6	£11 0 0
Apr. 6 ..	£9 12 6	£9 15 0	£10 12 6
May 5 ..	£10 0 0	£10 5 0	£11 0 0
June 2 ..	£10 7 6	£10 10 0	£11 7 6
July 7 ..	£9 2 6	£9 7 6	£10 5 0
Aug. 4 ..	£9 2 6	£9 5 0	£10 5 0
Sept. 1 ..	£9 10 0	£9 12 6	£10 12 6

Sept. 8.—Not quoted—outbreak of war.
 Sept. 15 to 29.—Not quoted.
 Oct. 6 .. £11 15 0 [unquoted] £12 15 0
 Oct. 12.—Fixed price based on £12/7/6 per ton, c.i.f., London, for plantation hot-air dried.
 Jan. 8, 1940, to April 20, 1940.—Fixed price for plantation hot-air dried, £13/5/- per ton, c.i.f., London.
 April 20, 1940.—Fixed price for plantation hot-air dried, £12/17/6 per ton, c.i.f., London.
 Since then, quotations nominal, as above.

LONDON COPRA PRICE

Straits copra, sun-dried, was quoted by "The Economist" at £12/10/- per ton, c.i.f., in London, throughout the first quarter of 1941.

RUBBER

London	Para. Smoked.	Plantation
Price on—	per lb.	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 ..	6¼d
January 4, 1935 ..	5d ..	6½d
July 5 ..	5d ..	7½d
December 6 ..	6¼d ..	6½d
January 3, 1936 ..	6¼d ..	7½d
June 5 ..	9d ..	7¼d
December 4 ..	1/- ..	9 1-16d
January 8, 1937 ..	1/2 ..	10½d
June 4 ..	11d ..	9 5-8d
December 3 ..	7½d ..	7½d

January 7, 1938 ..	7¼d ..	7d
July 1 ..	6¼d ..	7¼d
December 2 ..	7¼d ..	8d
January 6, 1939 ..	7d ..	8½d
July 7 ..	7¼d ..	8¼d
December 1 ..	12d ..	11½d
January 5, 1940 ..	13d ..	11.6½d
July 5 ..	15d ..	12¾d
December 6 ..	13d ..	12d
January 3, 1941 ..	13d ..	12.47½d
February 7 ..	13d ..	12.5½d
March 7 ..	15d ..	13½d
April 4 ..	15d ..	14½d
May 2 ..	16½d ..	14.0½d
June 6 ..	16½d ..	13.5½d
July 4 ..	17d ..	13 7-16d
August 1 ..	17d ..	13½d
September 5 ..	(No quote)	13½d
October 6 ..	13½d ..	13 11-16d
October 10.—Price officially fixed at ..	13½d	

Broadcast to French Colonies

THE Australian Department of Information, in conjunction with the Australian Broadcasting Commission, makes a daily broadcast in French of news, talks, and music for listeners in New Caledonia, New Hebrides, and Tahiti. Transmission is made from Station VLQ9, Sydney, on a wave-length of 41.48 metres (frequency, 7.25 mcs.) and consists of the following items:—

Australian Eastern Time.	Noumea Time.	Announcements and music.
7.25 p.m.	7.25 p.m.	
7.30 p.m.	7.30 p.m.	News, commentary, and talk (in French).
7.55 p.m.	7.55 p.m.	Musical programme.
8.25 p.m.	8.25 p.m.	Close.

Mr. J. Annan, artisan in the Papuan Public Works Dept., is now on long leave, prior to retirement.

Mr. Eric Ramsden, the well-known secretary of the Pacific Islands Society, of Sydney, suffered a serious nervous breakdown in January, and was a patient for some time, in Wootten private hospital. He is now convalescent.

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Your Kidneys are a marvellous structure. Within them are 9 million tiny tubes which act as filters for the blood. When poisons and acids attack them you suffer from Burning, Itching Passages, "Getting Up Nights," Leg Pains, Dizziness, Rheumatism, Lumbago, Nerviness, Circles under Eyes or Swollen Ankles, etc. Ordinary medicines can't do much good. The cause must be removed. Cystex rids Kidneys of poisons and acids in 2 hours, therefore a speedy end to kidney troubles. In 24 hours you'll feel fitter, stronger than for years, in a few days, complete health is restored. Cystex is guaranteed to put you right or money back. Ask your Chemist for Cystex today. The guarantee protects you. Now in 3 sizes: 1/9, 4/-, 8/-.

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ANOTHER BOOK WORTH READING

To men and women living in retirement and those whose professional activities are particularly arduous, a book recently published by Burns Philp Trust Company Ltd. is specially commended. The book is entitled, "Hand Over Your Worry." It outlines a plan whereby the irksome detail of personal affairs can be passed over to the efficient care of this Company. Burns Philp Trust Co. Ltd. undertakes the supervision of investments and property; the preparation of income tax returns; collection of rents, payment of rates and taxes, etc., providing relief of mind and an assurance of conscientious administration for those who desire a greater degree of equanimity in these anxious days. The book, "Hand Over Your Worry," will be forwarded free of charge on request.

DIRECTORS—James Burns - Robert John Nosworthy - Lewis Armstrong - Joseph Mitchell
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Rev. John Gilkison, London Missionary Society worker at Mailu, Papua, died from blackwater fever on February 7. He went to the Territory for the LMS three years ago.

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ISLANDS PRODUCE

THE following quotations—mostly nominal—were obtained in Sydney in mid-February:—

COFFEE

Java: Robusta, f.a.q., imported on firm conversion of exchange, c.i.f., Sydney (Sterling): Quote No. 1: 46/3; Quote No. 2: 45/3.
Kenya, f.a.q., c.i.f., Sydney, per cwt. (Stg.): Quote No. 1: Grade "B", 74/-; "C", 68/-.
Mysore, f.a.q., c.i.f., Sydney, per cwt. Quote No. 1: Grade "A", 74/-; Grade "B", 70/-; Grade "C", 66/-.
Arabian (Aden) Hodeidah, f.a.q., c.i.f., Sydney, no. 1 quotation: 82/-.
NG and Papua: Quote No. 1: 9½d. per lb.

(delivered store, Sydney), medium quality, Quote No. 2: 9½d. to 11d. per lb. (delivered store, Sydney).

New Caledonia: Quote No. 1 (in store, Sydney): Arabica, Grade 1, 11½d.-1/-; Grade 2, 10½d.; Robusta, 9½d.-10d. Quote No. 2 (c.i.f. and a., Sydney): Robusta, 4d. per lb.; Arabica, 6d. per lb.; Robusta, 3 (c.i.f., Sydney): Arabica, 8d. per lb.; Robusta, 4d. per lb. Quote No. 4 (c.i.f., Sydney): Arabica, £56-£60 per ton; Robusta, £34-£40 per ton. Quote No. 5 (c.i.f., Sydney): Robusta, £39-£41 per ton.

New Hebrides (c.i.f., Sydney): Quote No. 1: £36 per ton. Quote No. 2: £39-£41 per ton. (Note: Importers of all coffees—except NG and Papuan—pay additional charges, including exchange, duty (4.4d. lb.), primage (11 per cent.), landing costs (1/- per cwt.), war duty (10 per cent.))

VANILLA BEANS

Tahiti: Quote No. 1 (c. & f., Sydney): Approximate market price, white label, 28/6 a lb.; green label, 21/- a lb. Quote No. 2 (c.i.f., Sydney): White label and yellow label, 32/6-33/- per lb.

KAPOK

No. 1 Quotation: Average Java, 8½d. lb. c.i.f.; Prime Japara, 8 7-16d. lb. c.i.f. (Prices sterling and subject to exchange 25½%, duty 2d. per lb., 10% primage, 10% war duty, wharfage.)

IVORY NUTS

Sydney agents are not quoting for ivory nuts. The last quotations indicated that a nominal rate was in the vicinity of £6/15/- to £7 per ton.

COTTON

New Caledonian, c.i.f., Sydney. Quote No. 1: 9d. per lb. Quote No. 2: 10d.-11d. per lb. Quote No. 3 (delivered store, Sydney): 10d.-11d. (approximate market price) per lb.

COCOA

New Guinea cocoa: Quote No. 1: £53 per ton. Quote No. 2: £55-£59 per ton.
Acra (West Africa): £50 per ton, c.i.f., Sydney.

New Hebrides cocoa (delivered store, Sydney): Quote No. 1: £55 per ton. Quote No. 2: £55 per ton. Quote No. 3: 1st Grade: £54-£56 per ton, c.i.f., Sydney. Quote No. 4: £50-£54 per ton.

Western Samoan cocoa: Quote No. 1: £66-£70 per ton, c.i.f., Sydney.

RICE

Australian table rice, packed in 56 lb. bags, £20 per ton.

Rangoon rice, packed in 100 lb. bags, approx. £23-£24 per ton; 200 lb. sacks, approx. £23-£24 per ton.

TROCHUS SHELL

Although there is little activity in the Trochus market, prices have a tendency to firm and sales were recently made at the following prices: (a) Small, £58; med., £50; large, £30 per ton. (b) "A" Grade, £60; "B" Grade, £51; "C" Grade, £44 per ton.

Nominal Quotations: Quote No. 1: Good average mixed grades, £48 per ton. Quote No. 2: Mixed parcels, £30. Quote No. 3: "A", £37; "B", £42; "C", £37. Quote No. 4: "A", £54; "B", £49; "C", £37. Quote No. 5: Mixed parcels, £50.

GREEN SNAIL SHELL

Quote No. 1: £65 a ton. Quote No. 2: £66 a ton. Quote No. 3: £66/10/-; Quote No. 4: £50-£55. Quote No. 5 (N. Hebrides, Solomon Is., N. Caledonian shell): £66/10/- a ton, f.o.b. Quote No. 6: Good grade BSI shell, approximately £60-£65 a ton, f.o.b., Sydney. Quote No. 7: £66-£67 a ton.

PEARL SHELL

Thursday Is. Mother of Pearl shell, c.i.f., Sydney. Grade "AA", £202 per ton; Grade "A", £202; Grade "B", £202; Grade "DD", £128; Grade "D", £117; Grade "E", £78.

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