David Scott Mitchell.

Lieut. Goldfinch

BRITISH NEW GUINEA

WITH ILLUSTRATIONS OF SCENERY

ISSUED BY

BURNS PHILP & Co. LIMITED

QUEENSLAND MERCHANTS, SHIPOWNERS

AND CONTRACTORS FOR THE MAIL SERVICE BETWEEN QUEENSLAND PORTS & NEW GUINEA.

PRICE SIXPENCE

JOHN WOODS & Co Ld SYDNEY.

VIEW NEAR EAST CAPE.

D. Nicholls.

BRITISH

NEW GUINEA.

ISSUED BY

Messrs. BURNS, PHILP & CO., Limited,

CONTRACTORS WITH THE HIGH COMMISSIONER FOR THE OPENING OF TRADING STATIONS ON THE NEW GUINEA COAST, AND FOR THE ESTABLISHMENT OF REGULAR STEAM COMMUNICATION THEREWITH.

Sydney :
PRINTED BY JOHN WOODS & CO., LIMITED,
13 BRIDGE STREET.

1886.

TO

THE HON. JOHN DOUGLAS,

THE HIGH COMMISSIONER FOR

BRITISH NEW GUINEA,

WE HAVE MUCH PLEASURE IN

DEDICATING THIS ILLUSTRATED PAMPHLET,

WELL KNOWING THAT HIS GREATEST DESIRE IS TO ADVANCE
THE PROSPERITY OF THE TERRITORY THE JURISDICTION
OVER WHICH HAS BEEN PLACED IN HIS HANDS.

BURNS, PHILP & CO., LIMITED.

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MAIL CONTRACT

WITH

THE HIGH COMMISSIONER.

THE progress of civilisation throughout the world has advanced by leaps and bounds during the last 50 years, and one of the main causes has been the immense increase of steam communication between nearly all parts of the habitable globe.

Travellers can now with ease, in a few weeks, take journeys which, in former days, were full of dangers and required much time and powers of endurance.

It may be said with certainty that whenever steam communication is established to any new country, that country is bound to be developed, and numerous enterprising men will study its resources and endeavour to benefit themselves, and while doing so will benefit the country itself.

In New Guinea there are very many difficulties to contend against, and pioneers have to combat hostile natives, and suffer much discomfort arising from the climate.

The mail service which has just been established should, however, encourage settlement, and the means of visiting Brisbane, Sydney, or Melbourne every month in a few days by steam takes away much of the risk which attaches to life in less-favoured islands in the South Seas.

The agreement which Messrs. Burns, Philp & Co., Limited, have entered into with the High Commissioner for British New Guinea possesses much originality; it provides for the establishment of trading stations along the New Guinea Coast, as well as for the carriage of mails and cargo. It also stipulates that each passenger must provide himself with a permit or passport; and Messrs. Burns, Philp & Co., Limited, guarantee that no passenger brought by them to New Guinea shall become a burden upon the Government. This clause is to prevent men landing without means and simply choosing between living with the natives, and thereby, probably, generating strife, or throwing themselves entirely upon the Deputy-Commissioner (Capt. Musgrave) or other Government official.

Although the service has been opened with the S.S. "Victory," it is in contemplation to lay on a very much superior vessel, and this will probably have been effected before this pamphlet is in circulation.

It is due to the Hon. John Douglas, the High Commissioner, and also to Capt. Musgrave, Deputy High Commissioner, to state that they are extremely solicitous that New Guinea should prosper under their control, and they may be relied on to give every encouragement to all who may visit the country for *bonâ fide* purposes. But men who would wish to ride rough-shod over the natives, and endeavour to wrest lands or rights by force or fraud, would find themselves sternly dealt with.

It need hardly be added that Messrs. Burns, Philp & Co., Limited, will on all occasions do everything possible for the convenience and comfort of all who may visit New Guinea under their flag.

SUNSET OFF THE COAST OF NEW GUINEA.

A TRIP TO NEW GUINEA

IN THE

STEAMER "VICTORY,"

WITH A SLIGHT ACCOUNT OF

THE PRODUCTS AND PROSPECTS OF THE ISLAND. COMPILED FROM NOTES TAKEN BY MR. VIVIAN R. BOWDEN, MANAGER OF THE FIRM OF MESSRS. BURNS, PHILP & CO., LIMITED, AT THURSDAY ISLAND.

BY F. G. WALEY.

A LOVELY morning in August—not the August of the Northern Hemisphere, where that month is associated with leaves turning russet brown, fields of waving yellow corn awaiting the sickle, or already being harvested, fast ripening purple grapes and luscious fruits, but the August of the Southern Tropics—one of the coolest months of the twelve; that is to say, cool by comparison with the remaining eleven—the August of lands waving with the large-leafed banana, where the sky-line of the hills is broken by feathery palms, where the dense jungle is gaudy with brilliant flowers, where the sago and cocoanut flourish, and where lovely orchids of bewildering variety of tint, shape, and size excite the admiration of the onlooker and the intensest delight of the scientific collector, to whom many are new and unknown varieties.

A soft, sweet breeze, warm as new milk, just stirs the air; not yet is it strong enough to lift the pale mist from the sea, to which it clings closely; while, in the distance, dim and indistinct, can be heard the lap of the waves on the shore, as yet invisible for the fog. Gradually the blue overhead becomes more and more distinct, and the grey mist seems to melt away as the rising sun begins to exert his power, and in a few minutes all is clear overhead—a splendid morning, herald of a scorching noon. As the fog rises, we first see the tops of the adjoining hills, then the middle heights and knolls, and lastly the white, shimmering sandy beach. The sea is as smooth as oil, without a ripple on the surface; only a faint heave, in which the reflection of the land is curved and bent, but not broken. We are on board the steamer "Victory," at anchor off Port Kennedy, or Thursday Island, the entrance to the inner passage of the Great Barrier Reef, and situated in Torres Straits, a little north of Cape Yorke, the northernmost point of the Australian mainland.

The view is a really beautiful one. Thursday Island is before us with its prettily-wooded hills, on the slope of which, imbedded in trees, nestle the little houses of the inhabitants; the wooded knoll which, running out from the island, makes the sort of small bay, on the beach of which is the town proper, and on the crest of this knoll the pretty bungalow-like residence of the Government Resident, with its white flagstaff standing out clearly against the dark-green background of the hills. A small belfry shows where the church is situated, while anchored off the shore lie several hulks—once they trod the waters like things of life, now they are resting after their many years' service—useful in old age, relics of departed greatness slowly but surely sinking into decay, yet outliving the hands that shaped them, and, different to them, useful to the last, knowing none of the weaknesses of age, none of the regrets for the days that are gone that cannot fail to pass through the human mind as it looks back through the vista of years and sees, by the light of experience, wasted opportunities, misapplied abilities, misspent energies, marking, like milestones, the track of the life fast nearing the goal for which we are all bound.

Somehow the peace of the lovely morning makes one sad, and tends to reflections not always of a too cheerful character. Still we are about to start on a trip to an almost unknown land, so heigh-ho! we must put aside our thinking-caps, and take a last look at Thursday Island. The steam hisses through the pipes of the winch, the anchor chain scrapes and drags through the hawse pipe, and with a yo-heave-ho! the anchor is up, and we are off. Slowly the little vessel gains way, her screw breaking up the reflections in the still water and churning up the sea astern—first a ripple on each side of the bow, broadening out behind, then a rippling bubbling little wave as we really begin steaming and leave an ever-lengthening track astern, which in these smooth and little-travelled-over waters will be visible for hours after we are out of sight. And now it is time to take a look over the neat little vessel, which has the honour of carrying her Majesty's mails, and of being the first regular steam trader to this, the latest addition to the Empire on which the sun never sets.

She is a right little, tight little craft of about a hundred tons capacity, not beautiful to look at, yet withal both a fast and a comfortable sea-boat, and well able to hold her own until such time as a developing trade will permit of a steamer specially built for the purpose being laid on to take her place. She has a nice cabin aft, with accommodation for a dozen passengers, above which is a little deck on which two or three cane lounges seem to be inviting the traveller to recline and take his after-dinner smoke, for we should mention here that in nearly all seasons of the year the voyage to New Guinea partakes of a holiday character as far as the weather is concerned, on the present trip but three rough days were experienced out of eighteen occupied on the trip, the whole of the remainder was through smooth water; and indeed the steamer is so much under the lee of the different islands that, even during the months when the worst weather is experienced, no lengthened time of pitching and tossing need be feared. Amidships is a small hurricane deck, from which the vessel is steered, while beneath it is located the engine-room, as well as the pantry, kitchen, &c., The crew are housed forward, while the captain has a nice little room next to the saloon aft. The funnel of the "Victory" is painted black, with the distinguishing two white bands of the British-India and Queensland S.S. Co.'s steamers, but she flies the house flag of Messrs. Burns, Philp & Co., Limited, the firm who have undertaken the contract for the mail service.

The table kept is an exceedingly good one, and if not elaborately fitted up with china, glass and costly plated covers, the quantity and quality of the

ISLAND OF ARDEN.
(A CORAL ISLAND IN TORRES STRAITS.)

food provided will bear comparison with that of many a larger and more pretentious vessel. The captain, Runcie by name, is an old servant of the firm's, and his experience in opening up the now very important Gulf trade will serve him in good stead in the somewhat similar venture in which he is now engaged, while in knowledge of the coasts and reefs of the islands surrounding New Guinea he certainly stands second to none. Cheerful, courteous, obliging, a thorough seaman, and a real good fellow besides, we owe a large portion of our enjoyment to him; and he cannot fail to be popular with all those whom business or pleasure may take towards New Guinea.

Now-a-days, when every 'Arry has done what not so many years ago was known as the "Grand Tour," when alligator shooting on the Nile, lion hunting in Nubia, or tiger potting in the Punjaub can be done by contract with Cook's tickets; when the Holy Land, Mecca or Khiva are all accessible to tourists; when every mountain in the Alps has been scaled, and even the Himalayas made the scene of mountaineering triumphs, when shooting buffaloes in the "Rockies" is almost as common as potting grouse on the moors; it comes almost with a sense of relief to visit a country really new, about which but little is known—a country of real cannibals and genuine savages, where in some parts the explorer really carries his life in his hand; a land of gold, yet where a stick of tobacco will buy more than a nugget of the precious metal; a land of promise, where sago and tapioca abound, and yet where the natives live on cocoanuts; a land of mighty cedars and giant trees, yet where the native huts are made of slight sticks and roofed with palm-leaves; a land consisting of millions of acres of glorious grass, capable of fattening multitudes of cattle, and yet where neither flocks nor herds are known; a strange land of marvels, where a necklace of dead men's teeth and a few yards of twine round the waist are in many places full dress; and where *côtellette d'homme blanc au naturel* would be given the preference to the most cunningly-prepared *suprème de volaille au truffes* or *mayonnaise de Homard à la maison dorée*. And so there is no doubt but that in time numbers of visitors will flock to see the latest addition to the world's sights, and that in a few years many will have been to this wondrous land, taken of the best, aye, and have made the visit an every-day matter. Wherefore, all ye aspiring mortals, whose greatest ambition is to do what no one else has yet done, whose chief delight is to try something new—ye who find the world played out and seek a change; or you, nobler army of scientists, who, in new discoveries like those which are daily being made in this yet unexplored region, see mighty benefits, present and future, to suffering or enquiring humanity; you brave band of Christ's servants, who see in the untutored savage the promise of reclamation to better things, the chance of fresh recruits to your standard of truth and religion—to one and all of you we say: Visit New Guinea, see and judge for yourselves—view the vast possibilities it presents for development of all kinds—physical, commercial, social and industrial—and we warrant that you will say that the trip well repays the small outlay of time and money that is required.

While we have been cogitating Thursday Island has faded into the dim distance, and mile after mile is left behind as, favoured with beautiful weather, we make rapid progress among the intricate coral reefs with which the navigation abounds. The sun is getting low on the horizon as we steam past the beautiful island of Arden. It is a pretty sight: the violet hills, the purple blue water, streaked here and there with brown patches of scum washed from the coral reefs and known (though quite erroneously) as whale spawn; while the island, its white sandy beach shimmering in the faded sunlight, the feathery sago and cocoa palms shooting up skyward, the beach dotted with figures of natives, makes a

charming mid-distance, the smooth water fading away into the background and in the yellow glare, making it impossible to see where sea ends and sky begins. A small smack at anchor off the land proves that fishing is carried on there, and as a fact a good deal of bêche-de-mer is caught in the vicinity. Past Arden Island a most difficult maze of coral reefs protects Yorke Island. However, with care we safely navigate these dangers and arrive at Yorke Island, where we anchor for the night, which has by this time come on. The complete absence of twilight, being so near the equator, is very striking. Hardly has the sun sank below the sea than the stars begin to twinkle, and in a few moments the yellow sky has turned greenish blue, then darkness has set in—an intense tropical darkness. Another thing noticeable in these latitudes is the curious effect produced by looking up into the sky. The stars seem suspended in space, not twinkling but glowing, and the eye seems able actually to penetrate the ether above. The effect is a strange one, peculiar to the tropics, especially at sea, and probably accounted for by the purity of the atmosphere and its comparative absence of moisture at the close of a long dry day.

Yorke Island is a rather important fishing station, and large quantities of bêche-de-mer are exported from there. As my readers are probably aware, the slug is caught on the different coral reefs, and dried and bagged. It is exported principally to China, where the natives make soup of it; and any one who has partaken of good bêche-de-mer soup, as prepared by "Johnny," will admit that the wily Chinee is a good judge of what constitutes a first-rate material for making a strong broth full of flavour. The different qualities of dried fish vary greatly in price. The very finest fetches as high as £96 a ton, while the ordinary is not worth more than half this sum; a great deal depends on the way the fish is dried and the good fish separated from the medium and inferior. In this respect, indeed, our Chinaman is almost as particular as a wool buyer is that the wool should be properly classed and skirted. Any mixture of qualities invariably spoils the price realised by the sale of bêche-de-mer.

We left Yorke Island next morning, and, after a short steam of twenty-five miles, reached Darnley Island, also a fishing centre. A number of small fishers rendezvous here, and the boats give the place a comparatively cheerful look.

It is intended to make this island a central depôt, and the steamer will call there on the outward and homeward trips, landing stores and taking away the dried fish. By this means the fishers on the island will be saved the expense and loss of time formerly entailed by a visit to Thursday Island in their own boats when they either required stores or had fish to dispose of, and to them the newly-inaugurated service cannot fail to be of great benefit and to add largely to the trade of the place. A small store established here by a pushing man should pay well, and could he combine with this pilotage of vessels through the great north-east channel of the Barrier Reef, he would likely not only do well for himself, but confer a great boon on those steamers or ships using the outer passage through Torres Straits. I throw out this suggestion to anyone anxious to combine the two ideas, and may add that this is the opinion of men well qualified to judge.

We left Darnley Island at 1 o'clock for Murray Island, and a native piloted us through the maze of coral reefs, and we were sorry to leave the spot. A run on shore had shown us groves of the most beautiful palms; the vegetation was simply superb. Indeed everything grows in wild profusion, and the rich virgin soil might be made a mine of wealth. Rarely could one see a more perfect scene of tropical luxuriance or a more striking example of how lavishly Nature bestows her favours in these lovely regions. We reached Murray Island just at dusk after a quick and pleasant run. The distance is 28 miles, and as we cast anchor off

YORKE ISLAND

the mission station the sun was just sinking. The name "Murray" is applied to this group of islands, of which the principal one is the seat of the London Missionary Society and is the headquarters of their Torres Straits branch.

There is also a small store here kept by a Mr. Bruce, and he does a considerable trade with the natives in bêche-de-mer, curios, shells, &c., including tortoiseshell, of which a good deal is found.

The head of the Missionary Society is a Mr. Scott, but he happened to be away South on a well-earned holiday, so we had not the pleasure of seeing him; but we were hospitably entertained by Mr. Savage (suggestive and appropriate name for the part he inhabits, but otherwise inapplicable), who was his *locum tenens*. The trade of the island is so small that, at present, at any rate, the "Victory" will not be a regular visitor to these parts.

We proceeded on our voyage next morning at 11 o'clock, and steamed through Flinder's Passage out into the Papuan Gulf for Yule Island. Here we were in the open ocean, but though the water was not quite smooth, the weather was fine and pleasant, and we sighted Yule Island the next morning, and a few hours brought us to the first regular port of call in New Guinea.

Yule Island is the headquarters of the French missionaries of the Sacred Heart in New Guinea, and it bids fair to become an important centre of the new colony. The harbour is a beautiful one, and a very fine one from a naval point of view, possessing as it does plenty of deep water and secure anchorage, sheltered in any weather.

From a commercial point of view, on the other hand, Yule Island offers but few inducements, and its future importance will probably be as a naval station. Still not a few well acquainted with New Guinea are of opinion that the best road into the interior of the colony over the range will be from here, not from Port Moresby; but this is a question that time alone can solve. The natives of the district are quiet and friendly, but little trade is done at present. The cocoanuts are not sufficiently plentiful to even supply the natives with food, so that any export of copra is out of the question, while tapioca exists but in small quantities, and there is no bêche-de-mer.

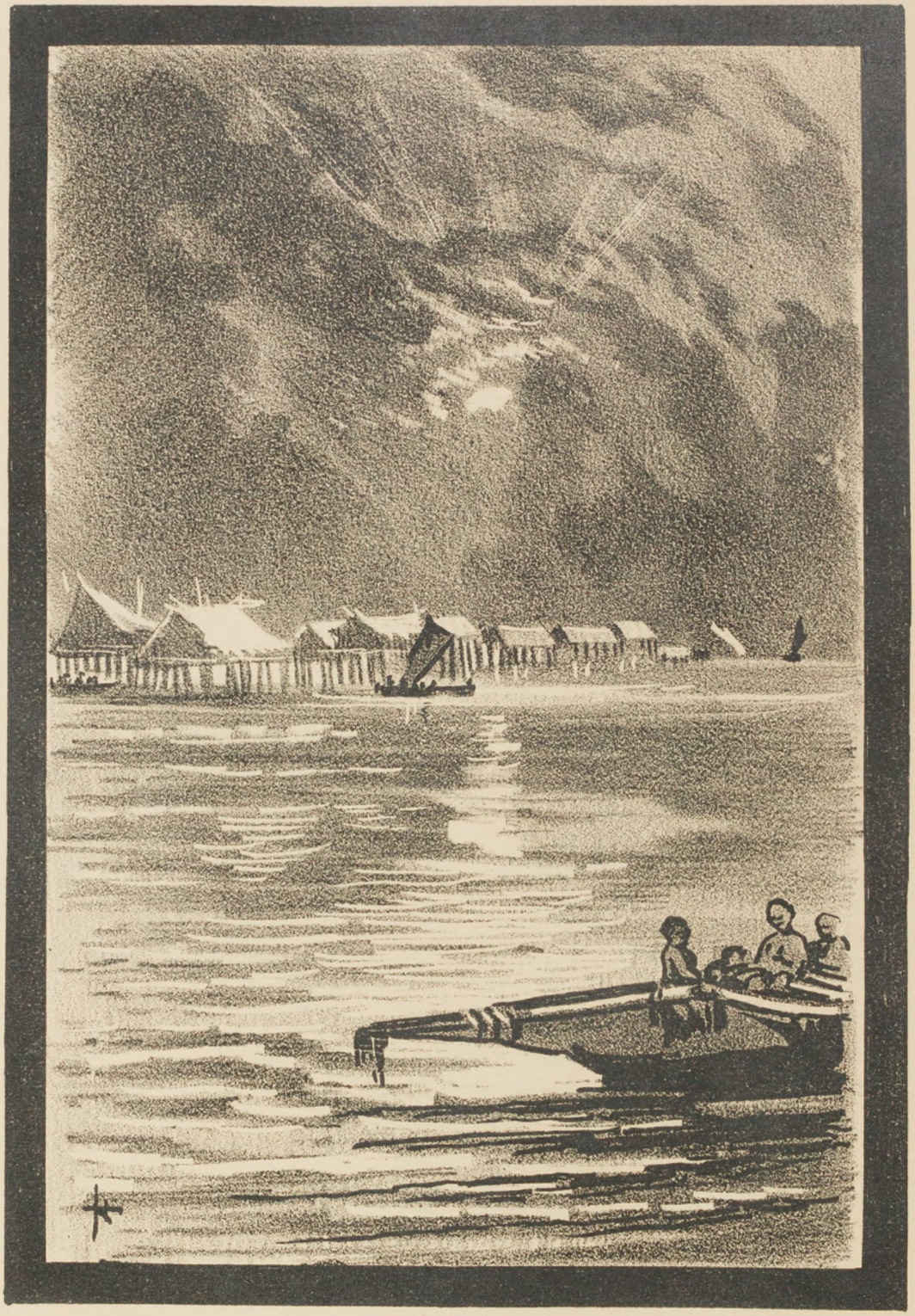
We steamed away from Yule Island at 3 o'clock in the afternoon, our intention being to lie off the land during the night and make Port Moresby at daylight the next day. Man proposes, however, and wind and waves, currents and reefs, dispose, and in this instance they disposed of us quite differently to what we had intended, and it was not till 10 o'clock that we anchored in Port Moresby, the present capital of New Guinea, having taken 19 hours to accomplish a trip of 63 miles. At Port Moresby we made a stay of a couple of days. The High Commissioner was there, and came on board shortly after our arrival.

Port Moresby is a picturesque harbor. The town or village proper is on the beach. The houses, many of them built below high-water mark, are raised on piles, and are of the ordinary New Guinea type, thatched with palm leaves and generally somewhat of the tumble-down and dilapidated order. The native name of the village is "Elevara." The situation just on the water mark is a particularly unhealthy one, and the High Commissioner has decided to remove the settlement entirely from its present position to one possessing great natural advantages at Paga Point, where there is deep water right up to the beach, and where it is intended to build a jetty whereat the "Victory" can lie, and, as trade progresses, load and discharge her cargo. The township will be called "Granville," and will be situated on the neck of land referred to, and, as this cape bounds the harbor of Port Moresby on the one side, the new township will

possess frontages both to the harbor and the ocean. The locality could not well be bettered, and the new township should be free from the fever which is unfortunately somewhat prevalent in the old locality. The new township is now being surveyed and laid out, and will shortly be sold by the High Commissioner.

A gentleman by the name of Goldie, long known in connection with the development of Port Moresby, acting for Messrs. Burns, Philp and Co., Limited, has a store here, with a large stock of everything in the way of provisions and native trade, and he does a fine business. He is one of the oldest settlers in New Guinea, and for some years past has been established in his present quarters at Port Moresby, from which place to Thursday Island the present contractors for the mail service used to run a schooner, the "Elsea," at three-monthly intervals, the forerunner of the present steam service. The Government bungalow is a nice cool dwelling, where we were most hospitably entertained during our stay. Port Moresby possesses a gaol, which, however, is not in much request at present. It is also the headquarters of the London Missionary Society's branch, the resident head of which, the Rev. W. G. Lawes, has had so much to do with the opening up of the island, and who played a prominent part during the recent formal annexation by translating the late General Scratchley's speech into several distinct New Guinea dialects. He is very popular, and thoroughly trusted by the natives of almost every part of the island. In Port Moresby the inhabitants (native) are comparatively civilised; not only do the great bulk of them "profess and call themselves Christians," but, thanks to the efforts of these missionaries, they are civilised far beyond the ordinary run of New Guineans. They wear more dress, are not cannibals, and, indeed, many of them sing; and to hear them chanting "Wait Till the Clouds Roll Bye" or singing "God Save the Queen" produces a strange effect to those who have been present at the interesting ceremony. They have a curious custom of burying their dead; they are only just covered over with loose earth, as a rule close to the house to which during life they belonged, and, as the body gradually decays, the teeth, &c., are extracted and worn as relics. The result is, however, to make the air the reverse of fresh, and occasional puffs of wind are apt to bring strong and anything but health-inducing whiffs to the nose of the passer-by.

The view of the village by night was very picturesque. The great moon rose behind the hill, casting black shadows of the feathery palms and forest giants, making the curious huts on their high piles look like some strange monsters of a by-gone age, creeping black and threatening from the sea. As the Queen of the Night climbed higher into the heavens things became more distinct; the huts and the moving figures stood out from the beach as if carved in black ivory; the glorious sea sparkled like liquid, heaving, tumbling silver; millions of shimmering sparkles showed where the faint evening breeze was breaking into dancing ripples the still gently lapping water, on the surface of which floated strange-shaped canoes, while, to add to the contrast, the wood fires burnt with a garish, reddish-yellow light, and their smoke, rosy-brown, as it drifted away before the breeze, became of a greyish-yellow as it rose against the moonlight, which, reflected from myriads of curious shells and pieces of coral, made the beach look as if strewn with brilliants. A more weird and beautiful scene could scarcely be imagined; indeed, the mind seemed to fly away with one, and strange ideas and fancies flashed through one's brain—legends of the valley of diamonds and of the great roc's egg, and the thousand other curious legends which the fanciful mind of the Arab and the folk-lore of many centuries have handed down to us. We left Port Moresby at 2 o'clock on Saturday, but, owing to some misunderstanding between the



HULA.

pilot and the skipper, we did not succeed in getting through the barrier before dark, and as the feat is a difficult and dangerous one at the best of times, we had to lie at anchor under the shelter of the reef until the next morning. Outside the reef a big sea was running, and as it broke against the coral shoals it lashed and churned itself into masses of snow-white foam. The wind whistled shrilly, while the sun set in a bank of orange and purple clouds. The promontories and islands stood out black and sharp against the lurid glow of that stormy sunset. The masses of clouds took all sorts of curious fantastic shapes; but quickly gold faded into orange, orange into yellow, the bright vermillion into dusky brown; the clouds from a warm purple became of a cold blue-grey hue, and almost before one realised it, darkness was upon us, and, lulled to sleep by the beating of the surf outside, we slept dreamlessly till the thud of the screw told us that morning had arrived and that we were once more under way. We steam past Kappa-Cappa and other coast villages, while Mount Owen Stanley—its lofty peaks and ridges still shrouded in the mists of morning—fades into the distance, and in a few hours we sight Hula. As we steam up numbers of native girls come boldly paddling out in the water to meet us—pretty, laughing, black-skinned maidens—who beg for "koko" (tobacco) laughingly, well knowing that though we make the men pay for it they will get it free. Comely girls they are, and apparently not averse to a little harmless flirtation with the white man, although, after their own magnificent specimens of men, any one of whom might serve as a model to a sculptor for a statue of Hercules, or a torso of a gladiator, we must indeed appear puny specimens. Luckily civilisation, in the shape of our clothes, conceals our numerous imperfections, and we get along in a very friendly way with the Hula ladies. In the evening their husbands, brothers and lovers come home from the fishing, with which they occupy their day. The day, in spite of the threatening sunset, has been a splendid one, just enough breeze to to freshen the air and blow little white tops off the waves which sparkle under a cloudless sky. A considerable business is done at Hula in bêche-de-mer, but otherwise it is not a place that promises to be of much importance, at all events, for the present. From Hula we went on to Paramatta, a large and important village of the Aroma district, which was reached on Tuesday afternoon. The neighbourhood abounds in cocoanuts, miles of the country round about being covered with the trees, the waving groves of which were a beautiful sight. Bêche-de-mer is also very plentiful here, and there is no doubt but that in a short time this village will become the depôt of an important trade. At present the natives are generally hostile and treacherous, and the time is not yet ripe for the opening of a trading station.

From Hula, past Kerepuna—to which we shall refer by-and-bye, as we stopped there on our return voyage—and the magnificent Astrolabe range of mountains, which climb high toward the heavens, through Hood Bay, Cloudy Bay, Orangine Bay and China Straits, the spurs and knolls of the hills, coated with the loveliest and most luxuriant vegetation, and in many parts the lower ridges terraced and cultivated by the natives with bananas, cocoa and sago palms, taro, yam, &c. Past South Cape we steam rapidly onwards. Every mile the scenery gets grander, the country more fertile and open—indeed this is to our minds one of the finest and most promising portions of New Guinea—and so on to Dinner Island, which we reach at noon on Thursday, after a really beautiful trip.

Dinner Island is at present a man-of-war station and the residence of Mr. Forbes, the Acting Government Agent, and is therefore a place of some importance. It is intended, when a really suitable place has been found on one

of the numerous islands of the locality, to establish a permanent Government settlement; and when this is settled, a very important place must spring up there, as the fishers now trading in the Louisiade, Engineer, and other groups will rendezvous there. Indeed it is generally considered that the new Government settlement at the east end of New Guinea, wherever it may be, will, in the future, be of more commercial importance than even Port Moresby itself. Native labour is plentiful and cheap at Dinner Island, and the harbor is easy of access and very safe. Dinner Island boasts of one of the most beautiful natural palm-tree groves in the world, and is a very picturesque spot.

We left Dinner Island at 5 that evening, reaching Teste Island at 9 o'clock the same night, after an uneventful run. Heath Island, which we pass just as it is getting dark, is also covered by lovely vegetation. At Gilli-Gilli and Milne Bay the natives are not over friendly, but at Teste Island quite the reverse is the case. And there is an important copra and trading station here, owned by a Mr. Kissack, who employs large numbers of the boys in bêche-de-mer fishing. He has a very pretty bungalow, adorned with prints and engravings, and considerably above the average residence erected by the few white men who have made these unknown regions their home. He is very popular amongst the natives, and entertained us most hospitably at his place. There is a kiln here used for drying the copra, but at Milne Bay and other parts of New Guinea from which this product is exported, it is principally sun-dried. The sample we saw was nicely cured, and should fetch a high price at home.

We left Teste Island at 4 o'clock on Friday afternoon, and the weather continuing fine, we had a pleasant run back to Dinner Island, where we anchored for the night, and thence past Gilli-Gilli and South Cape Mission Station (where we brought up for two hours to replenish our stock of fresh water) to Kerepuna, which we reached at half-past 10 o'clock next morning. At Gilli-Gilli the "Victory" took a quantity of copra on board, and, as the country is covered with cocoanut palms, it is probable that an increasingly large monthly out-turn may be expected, to which end the advent of regular steam communication cannot fail to greatly conduce. The route through China Straits and the neighbourhood of Milne Bay also looks very promising as far as pearl-shell getting is concerned, and, if thoroughly prospected, there is little doubt that this valuable commodity would be found in considerable quantities. Should this prove the case, this end of New Guinea would be speedily opened up.

The scenery in the neighbourhood of Milne Bay is very fine. Bull Rock, so named from its resemblance to a gigantic sitting bull, rises some 500 feet straight out of the water, looking vast and majestic, like the colossal statues of the ancient Egyptians, which, cut out of the solid rock, astonish even modern science. Cliffy Island, too, a most picturesque, tree-covered spot, filled with caves inhabited by myriads of sea birds, which wheel round and round, uttering shrill cries, the white of their breasts and the inner part of their wings flashing brightly in the sun.

To the west a little island, known as West Island, and peculiar by reason of two large trees on its surface, otherwise devoid of large vegetation; to the east Boat Island, so called from its supposed resemblance to a small skiff on the water; and many more which have either no names or of which I have forgotten the nomenclature. But to return to our muttons, or rather to Kerepuna, which well deserves some little attention, being one of the most beautiful places we visited in New Guinea.

Kerepuna is a large, well-laid-out, populous and particularly prettily situated village, built on a slope of hill running down to a fine harbor named

NEW GUINEA GARDEN.

Hood's Lagoon. The village is laid out in broad streets and squares, while the background is formed of beautiful gardens. These gardens are common to New Guinea villages; and in patches bounded by palings made of sticks, twigs, &c., may be seen growing in wild and beautiful profusion crotons, orchids, lovely dracoenas, yams, taro and maize, mixed up with flaming hibiscus, the graceful fronds of tree-ferns or the feathery palm contrasting with the exquisite pale green of the waving banana leaves. And in these gardens, or among the groves of cocoanuts, love-making goes on in much the same way as in more civilized nations; for human nature is everywhere alike, and whether it beat under a white skin or a black, the male heart will always urge its possessor to woo, win and wear the maid on whom its thoughts are set, and the female heart teach its owner to flirt, coquette and play with the love she knows she has won, fanning into flame the spark of passion—now advancing, now retiring, yet ever luring further and further the luckless wight who has been foolish enough to show his adoration—until, womanlike, most merciful when victorious, she allows her heart to plead for him who is wooing her, and rewards his love by giving a gracious answer to his prayers. And so in the gardens and groves of Kerepuna may be seen coy maid and persuading lover wandering together, and a pretty sight they make. The glorious sun shines through the leaves, putting here a lovely emerald green, there patches of golden light upon the trees, casting soft, flickering cool shadows on the mossy carpet, flecking with splashes of color the brown trunks of the palms and filling the air with a flood of changing luminous sunlight which seems to pervade everything. And as the golden light trembles and filters through the scarce-stirring leaves it falls on the bronzed and magnificently formed figure of the man—broad-shouldered, deep-chested, of great height, the muscles standing out like cord, every movement of the powerful yet lithe figure bringing unconsciously into play new groups of sinews, every position showing that quiet yet powerful repose which betokens strength—while close to him reclines the clinging retiring figure of the girl, untrammelled by the many forms of dress which art seems to have invented in order as far as possible to spoil the human form. The figure of the girl, as she modestly lays her head against her lover's broad chest, might, could we forget the color, serve as a model for Venus. Indeed, as they stand together under the trees—the giant savage, his spear resting against the trunk, one arm thrown lovingly round the maid's neck—they are not unlike a bronze group representing the god of war and his queen.

Kerepuna abounds in cocoanuts, but as the population is large and the nut their staple article of food, the quantity available for the manufacture and export of copra is not large, although it will be likely to increase from year to year; and it is certain that in a few years this will be an important centre of the copra-getting district of New Guinea.

We left beautiful Kerepuna at 1 o'clock, arrived off Port Moresby the same night, and landed next morning. Resuming our trip same day we passed Yule Island, and arrived at 2.30 next day at Motu-Motu. This village is situated at the mouth of the Williams River, and the landing is difficult, and at times dangerous, owing to the surf. The mission teachers here came out to meet us in their whaleboat, and we went ashore in it. We found the village te be a very large one and the natives numerous and friendly, and were sorry we could not make a longer stay. The country in the neighbourhood is wonderfully fertile. Cocoanuts and sago abound in great quantities, both to east and west, while, on the other hand, tobacco and trade are in great request, and very scarce. There can be little doubt that a copra station here would pay exceedingly well from the start; and any man understanding the business, and how to deal with the natives,

should speedily make a fortune for himself, while, at the same time, he would materially assist in the development of the country. The character of the land, as well as its appearance, changes entirely to the west of Motu-Motu. The village itself lies low, the coast range to the east runs inland some eighteen to twenty miles in this neighbourhood, streams of considerable size run into the sea at comparatively short intervals, and the beaches are strewn with great trees, which have been brought down by the rivers in flood time, proving that abundance of splendid timber must exist in the back country. We saw a quantity of cedar so washed down, and, although it was only the smaller trees, the colour and quality of the wood were good, and it may be assumed with certainty that large forests of valuable timber exist in the interior. Maize also grows splendidly at Motu, and we saw many really magnificent cobs. From Motu we turned our faces homeward, and with the wind abaft the beam the "Victory" made grand progress, a following-sea assisting her to dash through the water in fine style. From Motu to Bramble Cay; thence, *via* Darnley Island, Yorke Island and Dalrymple Island, back to our starting-point, which we reached on the afternoon of Wednesday, 18th August, or just twenty-four days from the start. The last view of Motu was a very impressive one. It was a lovely, breezy, moonlight night, and the black island, with its camp fires burning in the village, the rolling silver water, the light clouds flying across the moon's face and casting flitting shadows over the surface of the ocean, made a picture that will long live in our memories. The trip was a lovely one throughout, and we were all sorry to part company. Indeed, as the anchor-chain rattled through the hawse-pipe and we brought up off Thursday Island again, we all felt a pang of regret at the termination of a really beautiful and interesting trip.

As far as the immediate prospects of New Guinea are concerned, it would be rash, and could only lead to disappointment, to anticipate a quick settlement of white population on the island. Immense areas of grazing and agricultural land are available, but until the discovery, in really payable quantities, of the precious metals brings the prospector and the miner—always the pioneers of a large population—to the spot, and thus provides a market for the grazier, these areas are not likely to be much availed of. And, although prospects are better with regard to native products, at present the trade is very small, and for some years it does not seem likely to increase very fast. Although the cocoanut is in parts very plentiful, still, compared with the immense groves of this tree to be seen in the Loyalty, Hebrides, or Solomon Islands, the quantity appears insignificant. Milne Bay is the one exception. There the trees are numerous and well grown; still they are not there in quantities sufficient to stand a very large export of copra, although leaving plenty of room for a vastly increased trade on that done at present. Tortoiseshell is comparatively scarce, although in time the quantity found will certainly increase as its value becomes better known to the natives through the operations of traders.

The prospects of the bêche-de-mer trade are favourable, and, as the natives become more settled, a large trade is likely to be done in this staple in the neighbourhood of Cloudy Bay and Aroma. At present the natives of these parts are treacherous, and fishing by white men is a very dangerous pursuit. To the east of the group, among the Engineer and Louisiade Islands, there is also a large quantity of fish, and anyone going there with a proper outfit of boats, &c., would certainly do well.

Sago is in practically inexhaustible supply to the eastward of Motu-Motu, and should become a most important article of commerce in the near future, while in the same neighbourhood the land is well adapted to the growth of rice.

Nutmegs, valuable gums, rattans and cedar are also all large and important items in the internal economy of New Guinea. Quantities of cedar have already been exported, and although, as a rule, the size of the timber has not proved as large as that found in North Queensland, yet the quality leaves little to be desired, and the timber exported has realised good prices in both the Sydney and Melbourne markets.

Nor does there seem much doubt but that minerals will shortly tend to add largely to the trade of New Guinea.

Of one thing all those who have visited New Guinea are convinced, namely, that the portion of New Guinea to the west of Port Moresby will be the more important in the future. It may not develope quite so rapidly at first as the eastern end, but, having much greater natural resources, it must ultimately take the lead, the more so as it abounds in good-sized rivers, the great natural highways of a newly-opened country.

In conclusion, there seems little room to doubt the great importance this new addition to the Empire must in time assume—importance to which the new steam communication must greatly conduce.

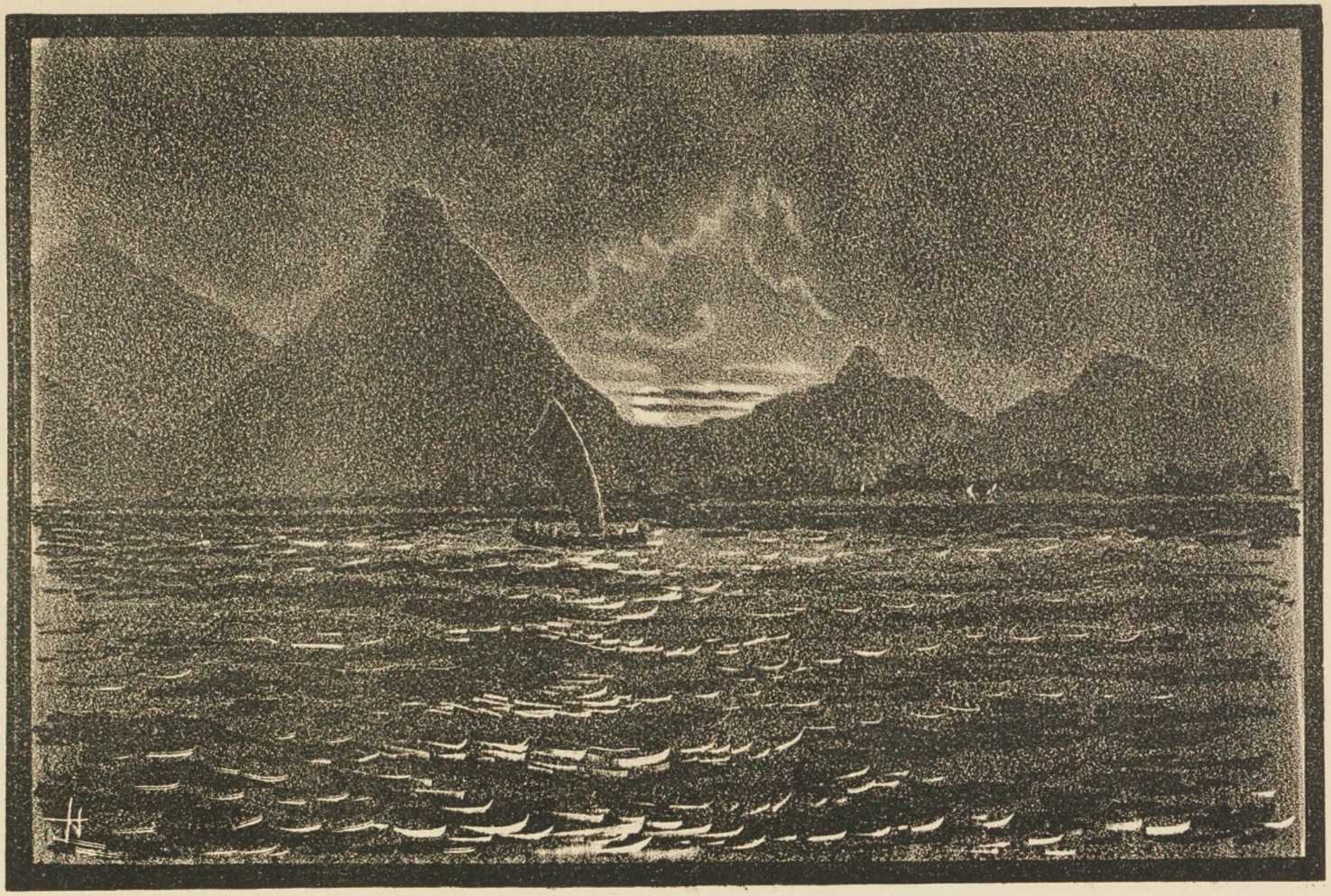
Once more let us advise all who wish to see lovely scenery, exquisite vegetation, unknown lands, strange races, and stranger customs, to visit New Guinea. It is easily accessible, the expenditure of time and money required is small, and the ordinary traveller, scientist, or botanist, or the commercial man, seeking fresh outlets for his capital and his energies, will all find much to bewilder, amaze, or interest them; and should this very slight and hasty sketch of the trip induce others really competent to follow in the same track, and give a lengthy and exact description of the beautiful journey, the writer will feel that, slight and inexact, hasty and unscientific, as this little account is, it will not have been utterly wanting in its purpose—not have failed to do some slight good to lands it attempts to depict, lands which will ever recall pleasant memories to those who had the good fortune to visit them on this occasion.

HISTORICAL NOTICE OF NEW GUINEA.

By EDWARD PULSFORD.

IT is probable that no other portion of the globe has been so long and persistently ignored by Europeans as New Guinea, and it is only during very recent years that the island has received a due share of public attention. This increased attention results principally from political considerations, but both commerce and science have contributed to this result. A brief historical notice, therefore, of the great island cannot fail to be of interest at present to many readers.

We are told that New Guinea was discovered about the year 1511, which simply means that before that date its existence was unknown to European races. Long antecedent to this date, however, the real discovery had been made, and possession had been taken by a race or races capable of colonising the island. All evidence of which we are in possession tends to prove that New Guinea has been inhabited from quite remote ages. The population certainly amounts to millions, and it is well known that there are wide social distinctions in the various parts of the island. It is quite clear that before New Guinea was finally divided amongst the various tribes that now inhabit it, there must have been great strife. The entire island—certainly a large portion of it—appears to have somewhat clearly defined divisions, and it has again and again been noticed by travellers that the natives of one district are accustomed to pay the greatest regard to the rights of possession of the natives of other districts; this is evidenced by the fact that when carriers have been engaged by explorers, they have often resolutely refused to accompany the party beyond the boundary of their own tribe. Of course a state of things like this could not be reached by savage races except after a long interval of time and repeated contests. The evidently considerable population of the island also betokens an occupation of long duration, for population does not rapidly increase amongst races that put little value on human life. In some of the islands of the Pacific traces are found of very ancient history, but hitherto nothing has been found in New Guinea explanatory of, or throwing any light on, the ancient history of the country.



MOONLIGHT NEAR MOTU-MOTU.

We must, therefore, be content to place on record the events that have occurred since New Guinea was first seen by European eyes.

It is usual now to regard Australia as a continent, and as a consequence of this New Guinea is the largest island in the world. It contains more than 300,000 square miles. A better idea of its size may, however, be gained by noticing the fact that it is six times the size of England. The island is of extreme length, being about 1400 miles long, whilst the greatest width scarcely amounts to 500 miles; as a consequence of this, the coast line is a very extended one.

It is said that the first European to sight the island was D'Abreu, in 1511, and it is thought that the first European to land on the island was a Portuguese explorer named Don Jorge De Meneses, who was on his way from Malacca to the Moluccas, in the year 1526. "The next who saw New Guinea was Luis Vaz de Torres, who has given his name to the straits which separate the island from the continent of Australia. Seventy years elapsed before other European navigators visited the shores of the great Papua, and in 1676 the Dutch sailors, Schouten and Lemaire, recognised part of the south-western coast. The French navigator, De Bougainville, in 1768, and the celebrated English navigator, Captain Cook, whose name is for ever associated with the history of the discovery of Australia, followed in 1770, calling at some point of the coast which was afterwards visited by the Dutch officers in the first half of this century. Among English navigators who subsequently came in sight of the shores of New Guinea, I may cite Forrest, in 1774; Edwards, in 1791; Captain Bligh, of the 'Bounty,' in 1799; and Captain Flinders, in 1799. The records left by them are, however, of very small importance, as they do not go beyond a few notes entered in their journals. The French navigator, Dumont d'Urville, who made a voyage to the east coast, was really the first to give an interesting account of the island. He landed several parties, and the naturalists attached to his expedition made very complete zoological collections, and wrote interesting reports on the natural history of Papua."

The foregoing quotation is from a very good and exhaustive paper, written in 1883 by Mr. Marin La Meslée, from which we also take the following particulars of work done by the Dutch. In 1825-6 the Dutch man-of-war, "Dourga," Lieutenant Kalff, made various explorations; in 1828 the "Triton" was engaged in exploring; in 1832 the "Siren" and in 1835 the "Triton" again were also at work. "In 1858 the steamship 'Etna,' also of the Dutch navy, explored the same region—the south-west coast. The river Karoefa was examined and ascended for many miles, the country which it waters being described as high and covered with the most admirable vegetation. The Dutch steamer subsequently visited Etna Bay and the Bay of Caimans, and made a survey of Humboldt Bay. The Dutch expeditions were completed by scientific missions—that of Van der Crab in 1871 and that of Teysman, Correngel, Langeweldt, Hemert and Swan in 1876—who examined the northern coast, and made splendid collections of natural history specimens, adding greatly to our knowledge of that part of New Guinea."

The Dutch early prosecuted the work of forming colonies in the tropics, and they, many years ago, obtained a shadowy kind of authority over the western portion of New Guinea as far east as latitude 141. Their authority is nominally that of Suzerain under the Sultan of Tidore. It has been said that there is a treaty or agreement in existence, under which the Dutch undertook to yield possession to the British if certain circumstances arose. The Dutch have hitherto done very little with Western New Guinea; £20,000 a year is said to be the limit of the value of their trade.

Missionaries are able to point to a considerable work done in the last fifteen years, and the names of the Revs. W. G. Lawes, Samuel McFarlane, and James Chalmers will ever be associated with the history of New Guinea. In 1871 the Revs. A. W. Murray and S. McFarlane, with eight native teachers from the Loyalty Islands, arrived and opened the first station on Darnley Island. Stations were opened at other islands, and in 1872 Mr. Murray brought over further thirteen native teachers. In 1874 Mr. Lawes arrived, since which date he and also Mr. McFarlane have been permanently stationed in New Guinea. In 1877 Mr. Chalmers arrived. Spite of loss of life, due to the hostility of the natives and the effects of the climate, the missionary work has steadily progressed until, according to Mr. Chalmers, no less than 32 native teachers were, in 1885, employed on the south-eastern coast from Motu-Motu to East Cape, in addition to those elsewhere. The Dutch have had missionaries stationed for many years on the coast of Geelvink Bay. French Roman Catholic missionaries are also established in New Guinea, and have their headquarters at Yule Island.

When we come to consider the number of attempts to explore New Guinea that have been made by English and colonial parties alone, and then think of the comparatively trifling sum of our knowledge, it must be confessed that New Guinea is still practically unknown. Between the years 1842 and 1850 H.M.S. "Fly" and "Rattlesnake" were engaged, principally on the south-east coast, in surveying and exploring work. The "Fly" River was discovered by the first-named vessel, and the now famous Professor Huxley formed one of the party on board the "Rattlesnake." About the same time Captain Owen Stanley discovered the range of high mountains existing in the south-east, and which has been named after him.

In 1871 an expedition, known as the "Maria" expedition, started from Sydney, but met with a very lamentable fate, as the vessel was wrecked on the coast of Queensland. In addition to the crew, the vessel carried no less than seventy-five young men who had subscribed £10 each and therewith bought the "Maria," which vessel is described by Captain Moresby as "a crazy old brig of 167 tons, as ill-found aloft as she was leaky below." Favoured by good weather, the "Maria" had reached to within 400 miles of New Guinea, when heavy gales were met with, and the vessel was wrecked. The story of the wreck is a very painful one, for it is a record of mingled recklessness, incapacity, and murder. The captain proved to be no navigator, and, when disaster came, he deserted the vessel under pretence of going for assistance, after which the vessel rapidly filled, and many men were drowned. Of those who escaped drowning, some met their deaths at the hands of the blacks, and the captain himself was one of those who were thus murdered. A full account of this painful disaster is to be found in Captain Moresby's book on the cruise of H.M.S. "Basilisk," and his concluding words are worthy of repetition:—"Thus ended this unfortunate attempt to reach New Guinea—an attempt which is but one proof, out of many, that Australian instinct points to the possession of this great island. Many attempts to establish a footing in New Guinea may fail, but the instinct is a true one, founded on natural facts and needs, which time will prove to be imperative."

Captain Moresby himself has probably done more than any other man towards the exploration and survey of the New Guinea coast, he having been engaged in the work for a considerable time in the years 1872 and 1873. In the former year the great harbor named Port Moresby was discovered, and in 1873 the north-west coast, from Heath Island, was surveyed for several hundred miles—a part of the island which, to quote Captain Moresby, "had been avoided by common consent"—the result being a large addition to our knowledge of New

Guinea. Speaking of his discoveries, Captain Moresby wrote—"We felt that we had much reason to be satisfied with the results obtained in our cruises, especially that, as Englishmen, we had secured to our country a right to take possession of a territory that will every day become more important to Australia, and had found safe, commodious harbors, by means of which a healthy commerce might be carried on." This is the second quotation we have given from Captain Moresby, indicating his oft-repeated opinion of the value of New Guinea to Australia.

The Italian explorer, D'Albertis, in the steam-launch "Neva," which was lent to him for the purpose by the New South Wales Government, proceeded in 1876 up the Fly River, and made his way for a distance of 450 miles, discovering to the westward the Alice Hargrave River. This expedition did not add very much to our geographical knowledge, but D'Albertis was able to make immense collections of the flora and fauna of the island. Amongst other expeditions must be named that specially sent by the Hon. William Macleay, of Sydney, and another sent by the Trustees of the Australian Museum, Sydney, under Mr. Alexander Morton; both these expeditions were the means of adding largely to our scientific knowledge of New Guinea. Other nationalities have contributed towards the exploratory work that has been done, the most important effort being that made by Baron Maclay, a Russian naturalist, who has devoted many years—indeed he has spent almost the whole of his time from 1871 to 1883—in exploration and scientific investigation. The Maclay coast is named after him, and in that region he is well known and thoroughly trusted by the natives In addition to those named, there have been several minor expeditions, which need not be particularised.

In 1883 the Geographical Society of Australasia was formed, and a project was at once mooted for an expedition on an important scale. Appeals were made to the various colonial Governments for pecuniary assistance, with the result that £2000 was granted by New South Wales, £1000 by Victoria, and £1000 by Queensland, making £4000 in all. A carefully-selected and well-provided expedition, under the leadership of Captain Everill, was despatched in June, 1885, for a six months' exploration. The party consisted of eleven white men and eleven Malays, the steamer "Bonito" being chartered for the trip. Originally it was intended to penetrate New Guinea by the Aird River, but it was found necessary to enter by the Fly River. It cannot be said that the expedition accomplished much; the "Bonito" grounded on a sand bank, and remained fast for two months, by which means the usefulness of the party was greatly lessened, and when the time arrived that the expedition had to return, they were able only to show moderate results. The party, however, had penetrated as far as the German boundary, and discovered some rivers flowing into the Fly. The expedition is memorable for a report that gained considerable credence to the effect that all the members of the party had been killed by the natives. This led to a search expedition being promptly and generously arranged in Thursday Island; a few days after it had left, the "Bonito" arrived with all her party safe and sound, and the search expedition was recalled. During 1885 Mr. H. O. Forbes commenced an exploration of the Owen Stanley Range, being supported by funds subscribed in England, together with £500 voted by the Geographical Society of Australasia. After some months of arduous work, Mr. Forbes was obliged to relinquish his task, owing to his funds being exhausted. The history of exploratory work is scarcely complete without some notice of the scheme of General MacIver, of which we will allow the General to speak for himself. "I succeeded in initiating a New Guinea Exploring Company, and an influential Board of Directors, with

General G. De La Poer Beresford, of the British Army, as chairman, was appointed. Prospectuses were issued, and in a very short time 600 volunteers were enrolled, comprising all kinds of labourers, miners and agriculturists. Arrangements were also made by which the expedition was to be accompanied by a scientific staff of eminent mining engineers, geologists, metallurgists, botanists, &c., together with an efficient medical staff and two chaplains. A steamer of sufficient capacity to carry 1000 men was purchased, and the prospects of the expedition were highly favourable." However, this really formidable expedition met with opposition from the English Government, and in consequence the whole scheme collapsed. This was in 1883; the following year General MacIver came out to Australia, but was not able to make any arrangements here for the carrying out of his wishes.

The hardy North Queenslanders have done more than any other portion of the community to open up New Guinea, and the pearl-shell and bêche-de-mer fisheries have resulted in many of these pioneers being slain by the natives or falling victims to the climate.

It is a somewhat singular fact that, so far back as the year 1793, New Guinea was actually annexed by officers of the East India Company's service, and an island named Manasvari, situated in Geelvink Bay, was occupied for a period by English troops. The annexation was, however, disapproved, and, strange to say, for several generations New Guinea remained unappropriated by Europeans, except that portion nominally in the hands of the Dutch.

In 1873 Captain Moresby discovered several islands off the extreme eastern coast of New Guinea, or rather, perhaps, discovered that land hitherto believed to be a portion of the mainland, formed, in reality, distinct islands. Captain Moresby was deeply impressed with a feeling of the great importance of these islands, on account of their proximity to the Australian coast, and he thought it wise to at once take possession of them on behalf of the English Crown. It is quite clear, from his own record, that he would have liked to take possession of New Guinea also. Captain Moresby, after speaking in somewhat glowing terms of the importance of the islands, as well as of New Guinea itself, writes—"My conclusion, after weighing all the considerations involved, was that it was my duty to take formal possession of our discoveries in the name of Her Majesty. Such a course secured a postponement of occupation by any Power till our Government could consider its own interests, and whilst the acquisition of these islands might commend itself, and my act result in annexation on the one hand, it might be negatived on the other, with easy simplicity, by a neglect to confirm it." The result of these considerations was that the British flag was run up and saluted, the trunk of a cocoanut tree being used as a flagstaff, and a proclamation was duly read, declaring the islands to be taken possession of in the name of Queen Victoria. Like the annexation of eighty years earlier, this action of Captain Moresby's was not endorsed in England.

Ten years later—in 1883—the indifference, or rather the objection of the British Government to acquire more territory, led to a still more marked repudiation of efforts to secure annexation. There had been gradually rising in Europe something like a fever for colonisation, which showed itself particularly strong in France and Germany. France had long possessed a few colonies; Germany, till very recently, had been entirely without. Both these powers became possessed by strong desires to acquire colonies in the Southern Seas. In England this new departure raised little feeling, the general belief being that the British Empire was already so extended that new responsibilities were not to be lightly entered upon. On the other hand, in Australia the probability of the advent of the Germans, and of

NATIVE HOUSE.

the increase of French power in these waters, aroused a large amount of antipathy, because it was thought that the safety of the Australian colonies would be endangered, and that complications of a serious character would be likely to arise. It was natural that this aroused colonial feeling should show itself strongly in Queensland—the colony nearest to the unappropriated territory. This feeling culminated, in 1883, in the energetic action of Sir Thomas McIlwraith, at that time Premier of Queensland, under whose instructions Mr. Chester, the Resident Magistrate of Thursday Island, proceeded to New Guinea, and there formally annexed the island to Great Britain. The news of this bold action was received in London with some surprise, and Lord Derby thought it to be his duty to disavow the annexation.

The decisive action of Sir Thomas McIlwraith, although not endorsed by the Home authorities, paved the way, or rather made it compulsory, for steps to be taken in the direction, if not to the extent desired by the colonies. In the space at our disposal it is impossible to record the protracted negotiations that took place between several of the Australian colonies and the Colonial Office, but the final result was that towards the close of 1884, on the colonies guaranteeing to pay £15,000 a-year towards the expenses, it was decided by the English Government to proclaim a protectorate over the whole of the southern part of New Guinea, with the exception of that portion already in the hands of the Dutch. On November 6th, 1884, the formal ceremony of proclaiming the protectorate took place. Five British men-of-war, including Commodore Erskine's flagship, the "Nelson," took part in the proceedings, which were held at Port Moresby. The following are the terms in which the protectorate was formally announced:—

"To all to whom these presents shall come, greeting:—Whereas, it has become essential for the lives and properties of the native inhabitants of New Guinea, and for the purpose of preventing the occupation of portions of that country by persons whose proceedings, unsanctioned by any lawful authority, might tend to injustice, strife, and bloodshed, and who, under the pretence of legitimate trade and intercourse, might endanger the liberties and possess themselves of the lands of such native inhabitants, that a British protectorate should be established over a certain portion of such country and the islands adjacent thereto; and whereas, Her Majesty, having taken into her gracious consideration the urgent necessity of her protection to such inhabitants, has directed me to proclaim such protection in a formal manner at this place: Now, I, James Elphinstone Erskine, Captain in the Royal Navy and Commodore of the Australian Station, one of Her Majesty's naval aides-de-camp, do hereby, in the name of Her Most Gracious Majesty, declare and proclaim the establishment of such protectorate over such portions of the coast and the adjacent islands as is more particularly described in the schedule hereunto annexed; and I hereby proclaim and declare that no acquisition of land, whensoever or howsoever acquired, within the limits of the protectorate hereby established, will be recognised by Her Majesty; and I do hereby, on behalf of Her Majesty, command and enjoin all persons whom it may concern to take notice of this proclamation.

"SCHEDULE.

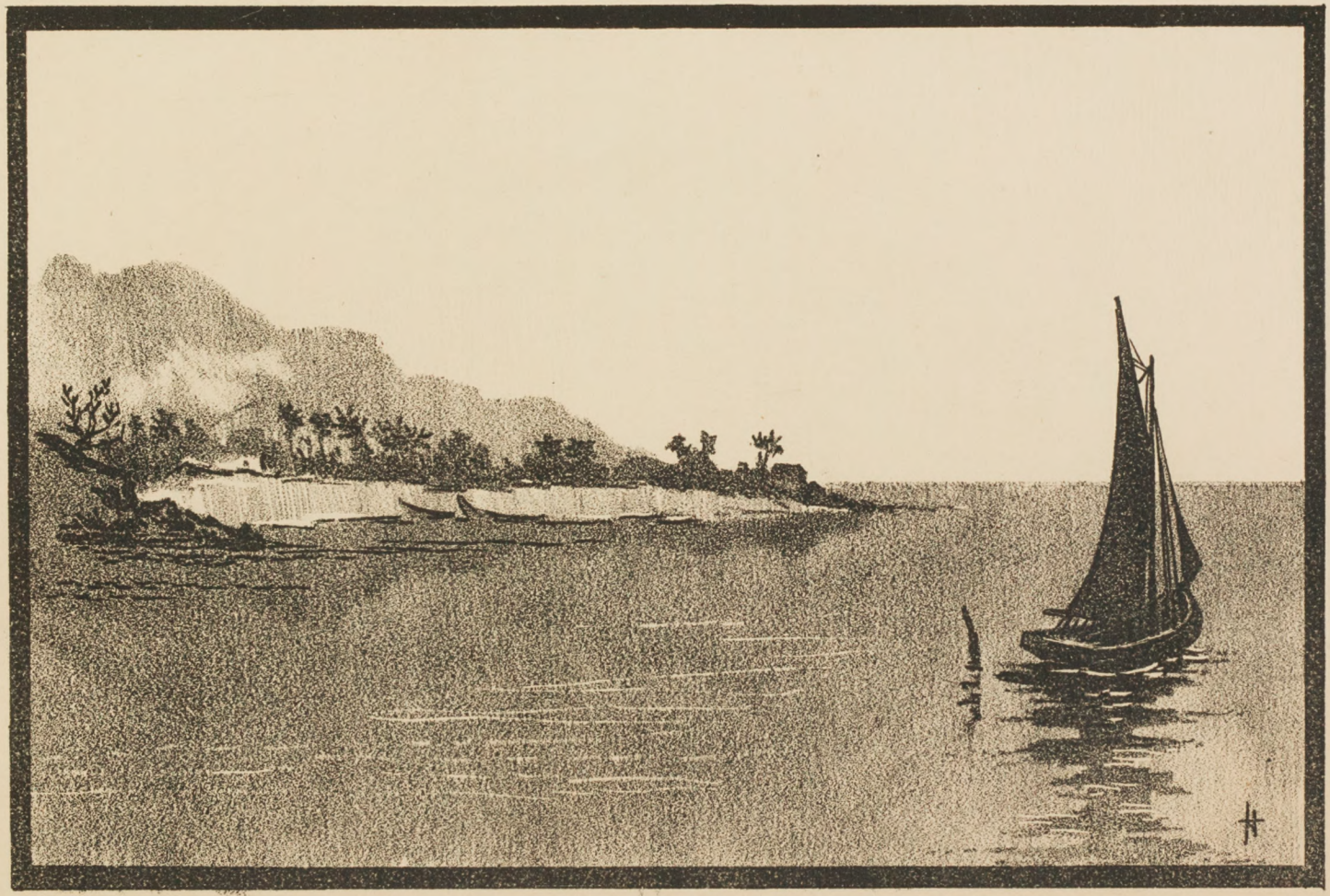
"All that portion of the southern shores of New Guinea commencing from the boundary of that portion of the country claimed by the Government

of the Netherlands on the 141st meridian of east longitude to East Cape, with all the islands adjacent thereto south of East Cape to Kosman Island, inclusive, together with the islands in the Goschen Straits.

"Given on board Her Majesty's ship 'Nelson,' at the harbor of Port Moresby, on the 6th day of November, 1884."

The ceremony was of a very interesting character, and certainly one that was very impressive to the natives who were present. This action of the Home authorities gave only a limited satisfaction to the Australian colonies. It was the whole of New Guinea—except the Dutch portion—and all of the adjacent islands that the British Government was pressed to take possession of, and that by absolute annexation. Public feeling in certain colonies became quite excited, and very strong and urgent representations were made to Lord Derby with a view to induce him to extend the protectorate. This Lord Derby declined to do, and, in reply to statements that there was grave danger of other Powers taking possession of the unappropriated portion, declared that it would be considered an unfriendly act to England if any other nation took possession of it; and further, it was stated that there was no fear of German interference. Events, however, proved that the fears of the colonists were well founded, for on December 20th—about six weeks only after the proclamation by Commodore Erskine—telegrams arrived to the effect that Germany had taken possession of the north coast of New Guinea, as well as of the important islands of New Britain, New Ireland, &c. The news of this action on the part of Germany was received in London with great suprise, or rather with incredulity, for as a rule the English papers rejected the story as unfounded. Two days later, however—that is, on December 20th—the news received official confirmation from the German Government. The Colonial Office stated that they looked upon the annexation as an unfriendly act on the part of Germany, and appeared to think that Prince Bismarck would reverse the action of his agent. In Australia the annoyance, to use a mild term, was very extreme, more especially so in Victoria; indeed, Mr. Service, the Victorian Premier—in the irritation of the moment—in a cable message to the Agent-General, said: "The exasperation here is boundless;" and spoke of the certainty of prolonged bitterness of feeling towards England if Germany were permitted to retain any portion of New Guinea. The colony of New South Wales refused to unite with other colonies in urging England to take extreme steps, less such movement should cause embarrassment and make a friendly settlement more difficult. However, in the end the more or less eager anxiety of the colonies, although combined with the efforts of the Colonial Office, failed to produce any effect on the Germans, and the annexation was finally acquiesed in. It became necessary to define the boundary line between the English and German territory, and in 1885 the two Governments concerned agreed on a dividing line.

The English Government appointed Major-General Scratchley to the office of High Commissioner for New Guinea. He arrived in Australia about the end of 1884, but his position was a very unenviable one, for he was almost absolutely without instructions. His task was to arrange with the various contributing colonies a scheme for the control of New Guinea, which met their wishes and also those of the Home authorities. After some months spent in these negotiations, the High Commissioner, now Major-General Sir Peter Scratchley, K.C.M.G., completed temporary arrangements, and started on his first visit to New Guinea in the steamer "Governor Blackall," which he had chartered. This first visit, sad to say, was also to be his last. He had not been long in New Guinea before he



DARNLEY ISLAND.

contracted fever. It was not thought that his condition was serious, but with a view to complete recovery he decided to go south. When he left Port Moresby it was quite expected that he would soon be better; the weather, however, was very sultry, and though the "Governor Blackall" was put to her highest speed in order to reach colder latitudes, it was to no purpose, for Sir Peter became exhausted, and on the morning of December 1st died off the coast of Queensland, between Cooktown and Townsville.

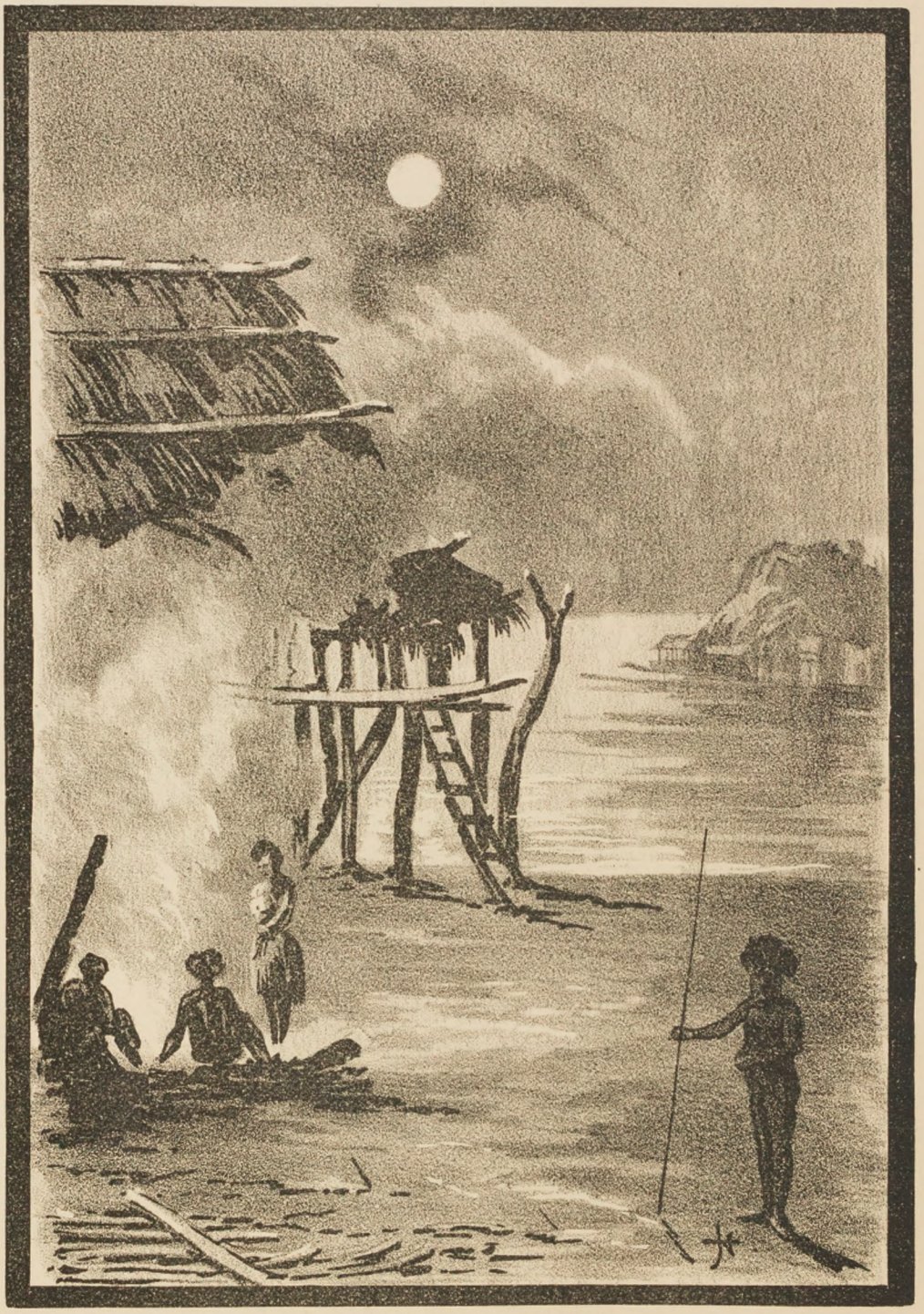
The Hon. John Douglas, the Government Resident at Thursday Island, and an ex-Premier of Queensland, was specially recommended by the Governments of Victoria, New South Wales and Queensland for the vacant office of High Commissioner. The recommendation was acted upon by the Colonial Office, and the post was conferred upon Mr. Douglas. In this gentleman the whole of the colonies possess complete confidence, and it is probable that no better man could have been found for the office of High Commissioner.

It cannot be said that the position of affairs in connection with British New Guinea stand on a very satisfactory footing at the close of this year of 1886. Two years have passed since the proclamation of the protectorate, but a stable Government does not yet exist, nor is the administration of justice yet provided for. True, the time has not been wholly wasted: there has been a great deal of correspondence and negotiation between the various colonies and the Home Government, both direct and through Sir Peter Scratchley and the Hon. John Douglas; £30,000 to £40,000 have been spent in various ways, principally of what may be termed a negative character. But, apparently, the settlement of many vital questions, which touch the welfare of New Guinea, must be carried over to 1887. Sir Samuel Griffiths, the Premier of Queensland, may be specially mentioned as one who has made great efforts to permanently settle the affairs of New Guinea. He has proposed that Queensland should undertake the responsible government, being guaranteed contributions from certain other colonies and from England, but obviously this proposal is somewhat complicated by the agitation for the separation of Northern from Southern Queensland.

It is hoped that England will soon agree to assume the full sovereignty; but this she is unwilling to do unless the colonies agree to permanently bear the cost of government. Probably the most important subject that now awaits settlement is that of the administration of justice. It is obvious that just as a race is uninfluenced by moral sentiment, and is liable to be led by ignorant and savage instincts, just in that degree does the necessity exist for justice to be administered with a strong hand. The Southern Seas have often been the scene of outrages on the part of Europeans of a character that no language could sufficiently condemn, but evidently this painful fact must not be allowed to weaken the arm of justice in New Guinea. The trader who honourably conducts his operations must feel that his life is cared for, and cannot be wantonly taken without punishment being inflicted, and the native must learn that the British flag is emblematic of both protection from oppression and punishment for wrong-doing.

It would appear natural to suppose that to develope any commerce worthy of the name, it is necessary to give some reasonable tenure of land in certain districts. Traders require land on which to erect stations and wharves, and security of tenure is, of course, the first consideration, and opportunity for settlement on the land is requisite if settlers are to be attracted. A policy that thwarts rather than encourages schemes for the opening up of the island will tend to direct the stream of enterprise to the German portion of New Guinea.

It is impossible not to feel that in the course of even another generation there will be a great change in the relative position of British and other power in the Pacific. The population of Australia is rapidly growing, and the preponderance, which already is great, will become overwhelming. This points to the certainty of the islands of the Pacific coming more and more under the commercial sway of Australia, which will mean that France and Germany will value them less and less; and this increased commercial supremacy will probably only be the prelude to increased political supremacy also.



PORT MORESBY.

THE GEOGRAPHY, GEOLOGY, and NATURAL HISTORY OF NEW GUINEA.

By T. F. BEVAN, F.R.G.S.

Position, Dimensions, &c.

NEW GUINEA stretches in a N.N.W. and S.S.E. direction for nearly 1500 miles, being washed on the north-west by the Moluccan Sea; on the south-east by the Pacific Ocean. While its central breadth of almost 500 miles approximates to the Admiralties on the one hand; to Queensland on the other.

The area thus referred to represents a territory half as large again as France, and larger than Borneo, and ranks in size as premier island of the globe.

New Guinea is held between the Dutch, owning 150,000 square miles (or half the whole area) west of 141° east longitude; the Germans, holding 68,785 square miles north of the 8th parallel of south latitude and east of the Dutch possessions; and the British, who retain the balance of the island to the south and east, also the adjacent archipelagoes, or 86,360 square miles in the aggregate.

The archipelagoes above referred to as British possessions include the fine Moresby, Hayter, and Basilisk Islands, separated by China Straits from the mainland of the south-eastern peninsula in the neighbourhood of Milne Bay; also the long series of islets and reefs called the Louisiades, running far into the Pacific to within 200 miles of the Solomon Islands, and terminating in islands forty and twenty miles long, named Sudest and Rossel respectively. Neither in this connexion must mention be omitted of the archipelagoes of islands to the north of East Cape, containing amongst others the D'Entrecasteaux and Woodlark Groups.

But the geographical feature of most interest to Australians in reference to New Guinea centres in the fact that from Cape York, the northernmost point of Queensland, to the opposite Papuan coast near the Maicassar or Baxter River, the distance is only some sixty odd miles, while Thursday Island, in Torres Straits, lies almost equi-distant between the two shores. And it was no doubt the proximity and strategical value of the fine harbors, bays, and natural road-

steads on the south-east coast-line that prompted the annexation of New Guinea to Queensland in 1883 by that far-sighted statesman, Sir Thomas M'Ilwraith, and the subsequent declaration of a British protectorate, to be in turn, it is expected, shortly changed into sovereignty, as is most necessary, alike for the welfare of whites and Papuans.

Physical Features of the Country.

Chief amongst the above must be classed its mountains and rivers. Although but little is at present known of the inland districts, the coast-line has been well explored, with the result that almost every few miles a river is found to run into the sea, and mountain ranges bar the passage to the interior; a marked exception being found in the country bordering on Torres Straits, where the Fly, the Strickland (named after that zealous geographer, Sir Edward Strickland), and the Maicassar Rivers flow through hundreds of miles of alluvial flats and low, hilly country, taking their rise in far-distant central mountainous ranges.

In Dutch territory are the Arfak Mountains, attaining an altitude of 10,000 feet; also the Charles Louis Mountains, with peaks exceeding 16,000 feet in height, and which have been seen snow-covered in clear weather. An important river has its source in the Arfak Mountains, and enters the sea east of Cape Spencer, in Dampier Straits, near to the equator.

Coming down to British territory, we find mountainous ranges extending, with few breaks, from east of the Aird River, in the Gulf of Papua, to the extreme end of the south-east peninsula. These ranges contain peaks of great altitude, the most prominent of which are Mount Yule, 10,040 feet, in longitude 147° 30′, and Mount Owen Stanley, 13,205 feet, forty miles inland from Port Moresby. This lofty characteristic applies also to the neighbouring archipelagoes; hence we find peaks of 7000 feet and 6000 feet on Goodenough and Fergusson Islands respectively.

Continuing our course round the islands, we find the cliffs are steep up the east coast until near the settlement of Finsch Haven, in German territory, almost opposite their fine island of New Britain. A fine river, named after the Empress Augusta, and which has been ascended for upwards of a hundred miles, flows into the sea in this neighbourhood.

Completing our circuit up the north-east coast, ranges and rivers still predominate, reminding us that while New Guinea is one of the most mountainous countries in the world, it has also an unsurpassed riparian system—due to the fact of central New Guinea lying directly under what is known to physical geography as the world's rainbelt.

Geology and Natural History.

Geologically speaking, New Guinea is an extension, or at least a counterpart of Australia. There is the same variety of sedimentary and igneous rocks. Granite has been found on the north, limestone and basalt preponderate in the south, while in the D'Entrecasteaux group a volcano is still active. The silica or greenstone slates, from which the stone chips of the natives of the south-east peninsula are made, resemble the metamorphous slates of the N.S.W. Barrier Ranges, and are held to indicate the proximity of the precious metals.

Lying in the tropics, and with an ample rainfall, the soil of New Guinea, few districts excepted, is fertile in the extreme; dense scrubs and tropical jungles, in which the character of the vegetation is essentially Malayan, rendering the country almost impenetrable.

KEREPUNA

Between the coast and the nearest ranges, however, are occasionally found tracts of fairly open, sparsely-timbered country. Especially is this the case on the coast fringe of British New Guinea, where acacias, eucalypti, and other species remind one of the opposite Australian mainland. Even in this class of country tough cane and sword-grasses testify to the fertility of the soil. On the alluvial flats and river banks, where the soil already is almost bottomless, yearly additions are being made to its depth by *debris* from the mountains and vegetable decomposition

In animal life the marsupials, as in Australia, are well represented, the most remarkable being the tree-kangaroo. The only placental mammal known is the wild pig. Reptiles in the shape of snakes, lizards, and crocodiles, as in North Queensland, are by no means uncommon.

It is, however, in the department of ornithology that New Guinea has made its chief contributions to science. In variety of species, no less than in brilliance of plumage, its bird-life stands unrivalled, and nowhere do we find anything more peculiarly beautiful than its kingfishers, gowra pigeons, parrots, and last, but not least, its far-famed birds of paradise.

The Papuan Race,

So called from a word denoting its inseparable characteristics of frizzly hair. The title of New Guinea, on the other hand, was given to the country in 1546 by Spaniards from a fancied resemblance of its inhabitants to Negroes

Probably in no equal area in the world is there to be found so much tribal dissimilarity—for of colour, stature, features, habits, customs, beliefs, buildings, and languages, one or all vary every few miles along the coast.

It is surmised that the true Papuan is only to be found in a pure state in the far interior, his chief characteristics being blackness, shortness of stature, sloping forehead, depressed nose, and harsh form of speech ; also, that the coast tribes are a cross between the original stock and intrusive Malays, Australians and Polynesians.

The only clothing of the men consists of a T bandage of string or bark ; while the women wear a grass girdle—often dyed red, yellow, and blue—extending from the loins to the knee. The practice of tattooing is commenced on the girls about the time of their betrothment. The women wear teeth and shell necklets, tortoiseshell earrings, a crescent of pearlshell on the breast, and sections of the " trochus," bleached to a pearly whiteness, for bracelets.

Males and females alike smear the face and body with cocoanut oil, red and yellow ochres ; also use, especially for mourning purposes, a preparation of earthy-black oxide of manganese.

With the men the septum of the nose is pierced, and a pencil of shell, wood, or bone inserted. The same peculiar practice is also applied to the lobes of the ears, which are frequently seen extended by means of inserted circlets of stiff green frond stuff. Plaited rattan or fine grass armlets, kneelets, and anklets, in which bunches of fragrant herbs and gaudy flowers are freely stuck, are more or less general.

A free use, too, is made by the men of black cassowary, lavender-coloured gowra pigeon, or the green gold and wealth of deep crimson of the bird of paradise plumes, as also of other gay feathers for decorating their bushy hair, in which a long-pronged comb is stuck.

In the Gulf of Papua the males wear a prettily carved and coloured belt of bark tightly laced around their waists. At Aroma, on the south-east coast, a belt is also worn ornamented with a beadwork of white seeds, from which hang

pendants of seeds, beads and feathers; while the Koiari, a fine mountain race inhabiting the lower slopes of the Astrolabe and Owen Stanley Ranges, use a belt of plaited rattan, drawn so tight as to cause the flesh on both sides to bulge out considerably.

Chief amongst the characteristics of these people, in addition to the frizzy hair above alluded to, are their energy, intelligence, marked features, love of laughter, and demonstrativeness. These latter traits, however, are sobered down by an ever-constant watchfulness, rendered necessary by the fear of impending attack, by the knowledge that they must either find a prey or be preyed upon. To guard against this it is not uncommon for the coast tribes to build their pile-houses in the water, and very similar are these habitations to the recently-discovered lacustrine dwellings of Central Europe; while in the bush almost every village has either its rock fortifications or tree dwellings, twenty to thirty feet in height from the ground, for protection.

The women do the lion's share of the work—fetching water from the spring, carrying burdens, cultivating the soil, and preparing the food. A few of the men, armed with spears, may be seen soon after daybreak escorting an Indian file of women to their plantations. In these enclosures, neatly fenced in as a protection against pigs, dogs, and wallabies, they raise yams, sweet potatoes, sugarcane, taro, and bananas; while groves of the cocoanut palm afford a pleasant shade to their villages, and the sago palm and breadfruit tree may often be noticed in the surrounding scrub.

An art peculiar to the women of certain tribes is the manufacture of a kind of pottery, in the shape of earthenware chatties and dishes of baked clay, which the men trade away to distant tribes for sago and other produce; also for bows and arrows.

The males are expert bushmen and skilful seamen and swimmers. In addition to their small dug-outs for ordinary purposes, they fashion out of giant tree-stems big sea-going canoes, propelled both by paddle and mat-sail; while both fish and wallaby are snared in strong seine-nets carefully woven from tough fibres. No inconsiderable portion of the day is spent by the men in semi-indolence —reclining on their verandahs, or whittling away at some ornament or weapon, of which they possess a great variety, or in adorning a smooth surface with quaint symbols or representations of human and animal life; thus showing, in contradistinction to the Australian natives, a fairly developed sense of form.

Among the indulgences of the New Guinea native must be classed the use of tobacco; the smoke from a lighted cigarette being first sucked into a roomy bamboo tube, and thence inhaled with manifest delight. They are also, like the Malays, confirmed betel-eaters; the three requisites, viz., areca nut, bark, and chunam being almost invariably carried in their dilly-bags.

Thanks to the introduction of the steel tomahawk and the exuberant fertility of the soil, there is abundance of food all the year round, and few indeed are the districts where want is ever known. Amongst the latter may be remembered Port Moresby, where, owing to stony ridges and occasional droughts, the natives are somewhat hard pressed for food at times, and have to eat mangrove seed or anything else they can get. But this is the exception and not the rule, as, in addition to a variety of vegetable food, including breadfruit, pandanus fruit, mangoes, sago, and cocoanuts, there is a variety of animal food—since the pig, dog, wallaby, fish, fowls, phalangers, lizards, molluscs, sundry grubs, rats, mice and snakes taste not amiss to Papuan palates.

Owing chiefly to entire ignorance of metals, their life was in many ways a hard one before they came in contact with Europeans, their three chief diffi-

BELL ROCK & CLIFFY ISLAND.

culties being:—1st. To clear the dense scrub previously to laying out gardens. 2nd. To cut timber for house-building purposes. 3rd. To fell and hollow out tree-trunks for canoes.

To aid them in effecting these great engineering operations, the only agents they possessed were fire and stone; the latter in the shape of greenstone chips, ground to a smooth and polished surface, and well-bevelled but brittle edge by weeks of patient water-aided friction against harder stone. By means of this rude instrument, either with or without a handle of wood, a puncture would be made in the tree stem, to which incision a firestick would then be applied, followed by an easier chipping away of the charred timber on another application of the stone. Firestick and stone would continue to be used turn and turn about until the same result was effected as is now obtained at a fractional part of the time and labour with the assistance of the invaluable steel hatchet. This introduction of the tomahawk has been indeed a blessing to the natives, whose gardens are in consequence numerous, canoes plentiful, and social condition greatly ameliorated. By a curious irony of fate, this is the weapon usually selected by the Papuan, with characteristic ingratitude, when he wishes to destroy his white benefactor.

The new Guinea native is no less superstitious than he is mercenary, and he finds those who will humour his weaknesses. Thus the Kaitapu tribes living on the hills behind the Motu are subsidized by the latter to provide rain, wind, and plentiful harvests from land and sea; while brides are bought and sold. Though a most importunate beggar, he is ungenerous to a degree, so that it has been said if a European were at death's door for want of food, he would *give* him nothing. Their *dubus*, or carved pillar-temples, are obviously associated with religious or rather superstitious conceptions—for with them the latter predominates. Should a man be sick, or die, he has been invisibly speared by some earthly enemy. Should no fish or wallaby be caught, a breach of contract on the part of some local sorcerer accounts for the bad luck. To such simple causes as the above are traceable the almost daily intertribal murders. Their ideas about a future state are very vague and shadowy. Some natives, on being questioned, have expressed the opinion that after death there is no resurrection, that their bodies crumbled into dust, and there was an end. Others, again, have stated that a long journey was taken, sometimes by land, sometimes by water, until fertile mountains or islands were reached, where they lived again in peace and plenty. As with the Chinese, so with these natives, it is by no means an uncommon custom for food to be placed beside the graves of the dead. Feasting, national dances, songs, and occasionally cannibalism usurp with them the function of religious ceremonies with more civilized races. Departure for, or return from trade or war, the ingathering of yams, as well as birth, marriage, and death affording them opportunities for celebrations of the above descripton, set off by the loud, but not unmusical chaunting of lays, accompanied by a tattoo on deep-toned drums.

Although the Papuan is in intelligence the equal of the Malay, he will be found far harder to govern. To introduce European government into the country will be found a difficult task, owing no less to the disintegration of its peoples than to its ever-differing dialects and absence of recognised heads. It is true that nearly every village of any size has its hunting chief, fishing chief, fighting chief, agricultural chief, and so on, but there is in this case weakness in numbers. Hence it follows that scarcly ever has an individual chief any real power—his ascendancy, if any, usually taking the shape of a larger house or an extra wife or two than his neighbours.

Owing to the above and other obstacles, the Dutch have hitherto failed to

introduce a form of government into their portion of New Guinea, being unable, as in Java, to make every native contribute to the revenue. But it must be borne in mind that the Javanese, a race intrinsically not a whit superior to the Papuans, have been for ages more or less in contact with semi-civilized races; also that their rajahs have despotic powers.

What the Dutch have done in Java the British can never do in New Guinea, unless, instead of obstacles being put in the way, every encouragement and inducement be given to white settlement. By this means alone can the wants of the social life of the natives be augmented, intertribal barriers broken down, old gross superstitions uprooted, and the way paved for a civilization full and free.

In order to throw light on the causes of and remedies for the numerous outrages inflicted on whites by the natives of the East End of New Guinea, we cite the following passages from a letter contributed by Mr. T. F. Bevan, F.R.G.S., to the *Sydney Morning Herald* and *Daily Telegraph* of 23rd November, 1886:—"It must be remembered that the very numerous New Guinea massacres of the last two years have occurred at the extreme East End of the island continent and in the neighbouring small islands. Throughout this district there is constant inter-communication. There have never been more than a few traders at a time in the East End, and these either sail about by themselves or with one or two natives; no party of traders usually numbering more than half-a-dozen souls. Traders uniformly treat the natives well and honorably, if only for self-protection, being in such a minority. It was until recently thought by the natives that there was some dread and protecting power behind the white man, and therefore the natives were content to maintain friendly relations with the foreigners, and fish for bêche-de-mer, or make copra in order to work for the "trade" brought, instead of taking it by force, as they easily could have done in virtue of their numerical superiority.

"The East End had thus been quiet for a period, when William Read was accidently killed by natives in the Engineer Group, now close upon two years ago. At the time of this occurrence H.M.S. 'Raven' was in the vicinity, but took no notice of it; and I pointed out that owing to this neglect other massacres must inevitably follow. Nothing, however, was done, and it dawned upon the native mind, as a revelation, that traders might be murdered with impunity. These New Guinea natives are naturally an indolent race, and they now could see a way to obtain quickly for nothing what otherwise they would have to work hard for, *i.e.*, the 'trade' of the trader.

"Some six months later, in July, 1885, in a lecture delivered in Sydney before the Geographical Society, it was my painful duty to allude to two additional murders, both traceable to the unpunished Reid massacre, and I then again foretold that unless prompt retribution was meted out, more innocent blood must inevitably be shed. Although shortly thereafter so-called 'inquiries' were held in the vicinity of the massacres by officers of Her Majesty's ships, the latter seemed to perform their task perfunctorily, and entirely failed in consequence.

"It may be said, seeing this state of affairs, why did not the traders leave the country? To this it must be answered that they were, with few exceptions, men of small means, who had embarked their all in the venture, to relinquish which meant ruin. Thus many had to remain, though looking death in the face, but hoping against hope for better things.

"Through the absence of retribution on the natives, it followed, as the writer had constantly foretold, that the massacres were continued, and the murder of Captain Miller followed closely on that of Captain Fryer; then another trader was killed on the same island where Reid met his death; then a murderous attack was made on Captain Marx, of H.M.S. 'Swinger'; and the other day the whole civilised world was shocked on reading an account of the death of Captain Craig and his party; and now we hear that stations of the L. M. S. are threatened, and there is a 'reign of terror.'

"Now for a solution of the problem as to the real cause of these massacres. On March 7, 1881, the natives of Kalo, a village at the head of Hood Bay, near the mouth of the Kemp Welch River, massacred a party of South Sea Island teachers of the L. M. S., possibly attributable in part (Mr. Chalmers, the missionary, thought) to a 'niggard regard to expense on our part.' (See p. 170, 'Adventures in New Guinea,' by James Chalmers, published by Religious Tract Society, 1886.)

"From page 169 of the same publication I quote the following paragraph:—

"'The natives of Hood Bay attribute this massacre to the influence of Koapina, the Aroma chief, he having assured the Kalo people that foreigners might be murdered with impunity, and citing as an illustration the massacre at Aroma last July, and pointing out at the same time the great fame that had thereby accrued to his own people.'

"In retribution for this murder H.M.S. 'Wolverine' shortly thereafter visited Kalo, attacked the village at daybreak, and killed some 40 natives, with the result that the natives in that part of New Guinea were disabused of the opinion that they 'might murder foreigners with impunity,' and now Kalo is as safe for foreigners as Cooktown in Queensland, and is frequently visited by travellers, who are treated with friendship and respect.

"Yes, the above episode furnishes a key to the whole question. In the case of the massacres at the East End there has been no retribution; hence the natives have not only gratified their cupidity with impunity, but the islands whereon white men and foreigners have been killed have obtained at one stroke 'the great fame' so prized by the Aroma chief. Hence the desire in all the islands to emulate this example and earn notoriety as slayers of the white man.

"In addition I quote from page 100 of 'Adventures in New Guinea':—'Here, as in all other parts of New Guinea, it is not the most powerful man who fights and kills most, but little abominable sneaks, treacherous in the extreme.'

"In some cases officers of Her Majesty's ships have endeavoured to bring individual criminals to justice, but this it is impossible to do, owing not only to the recognised untrustworthiness of native evidence, but also to a natural desire on the part of the natives to shield the actual perpetrators.

"The only way, as I have long ago, and persistently pointed out, to stop these massacres, is to hold the whole tribe or village responsible, as they clearly are. Do we not see, from the above quoted extracts, that all participate in the "fame" acquired, and do we not know that all are benefited by the plunder thus obtained?

"I am glad to see that Mr. Palmer brought the matter before the Queensland Legislative Assembly on Wednesday last, and his remarks were so apt that you will excuse my quoting one or two. He is reported in your issue of Thursday to have said:—'It was notorious that the very name of Englishman seemed to carry with it a license to be tomahawked by savages. Other nations protected their traders from outrage, and why should the people of this colony, and other British subjects, be exposed to such attacks, and no notice be taken of them? The fact of a man-of-war taking a cruise amongst the islands was a burlesque. When it was intended to attack or shell a village notice was given to the people to clear out, and the consequence was the savages treated the thing with contempt.'

"This is unfortunately only too true a version of the facts; and not until the retribution inflicted with such good results on Kalo has been meted out to the 'little abominable sneaks, treacherous in the extreme,' in the East End, will the life of a foreigner there be worth a rap.

"I am, &c.,

"THEODORE F. BEVAN, F.R.G.S.

"*Macquarie-street, Sydney, November* 19."

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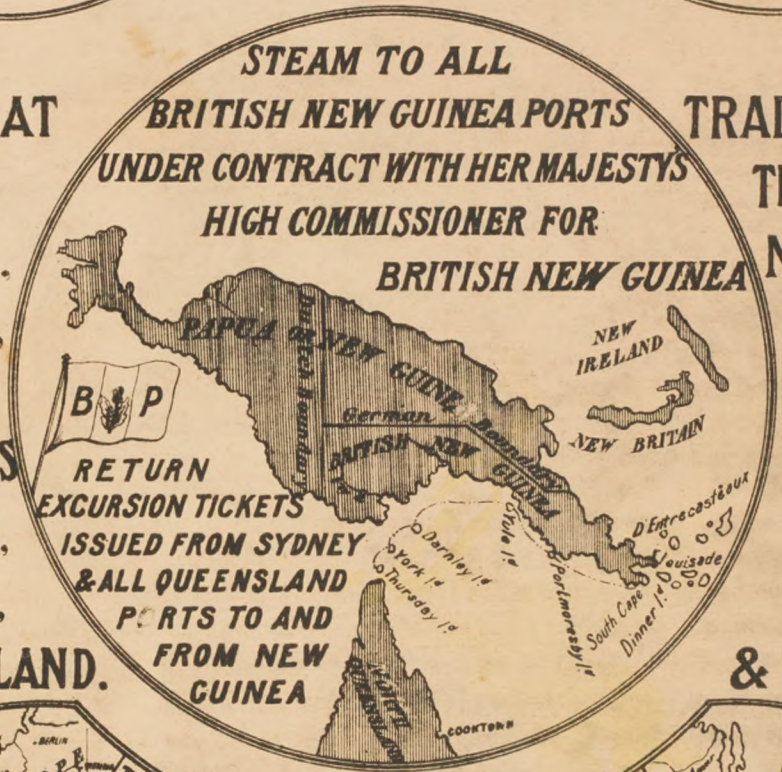

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