MAORIS, NATIVES OF NEW ZEALAND, MOST INTERESTING

Col. Leader Tells of Strange People Who Lived on Island Before White Folks Came.

By Colonel John Leader
A Portland Man Who Is Now on a Tour of Australia.

Sydney, Australia, Nov. 2.—(By mail.)—We have now reached that truly distressing point of a voyage, the time when we all scatter to the uttermost ends, and all the young people are breaking sixpences and exchanging addresses and other mementoes. The New Zealanders have left us already, and indeed one misses them. They are the most English of all the overseas dominions of Britain, but have lost that constitutional shyness which curses the "old country" folk. The girls with their vivid coloring and trim figures are very attractive, though they do not dress as well or carry themselves as well as American girls.

The men are among the best types I have met, kindly, well bred, rather reserved men, more powerful physically than any white men I have known, although they are not as tall or as gracefully built as the Australians. They don't like to be mistaken for Australians, and they really are an entirely different type. It is not fair to judge a country by a few hundred passengers, however intimately you may know them, and opinions I form now will undoubtedly be modified in the next six months.

I am still more loath to discuss the Australians because I do not believe anyone could be attracted to them until one knew them pretty well. I like them already so much better than I did three weeks go.

ALL SPEAK DIFFERENTLY

All countries speak differently to you. For instance in the States, Virginia says to the stranger, "I am a Virginian and therefore superior to you, but I am too well bred to let you know, so I will treat you more hospitably and more courteously than I would even a brother Virginian." Boston says, "I am Boston; I am culture; who are ye calling in the wilderness?" And the Middle West says, "I am rough and life is a stern thing to me, but I will give you a square deal if you are a white man." And Oregon says, "I am interested in you; show us what you've got and I do hope you deliver the goods." Australia says, "I am Australian; I am rough." Now the Portuguese think that their division in the war was the "storm troops" of the allies and largely responsible for the discomfiture of the German army. That means they hope it was, and they will struggle to that end, so perhaps one day it will be as good as other armies—but not yet awhile! But the Australian is not yet ashamed of being rough. There is not an Australian on board that I do not like, and many of them are delightful and as cultured as anyone in America or England, and there are no more gallant fighters in the world.

The New Zealanders are very careful in their manners and, for instance, always call older men "sir." I never heard the Australians use that ordinary mark of respect to their seniors. I would typify what I mean by telling a thing I overheard at Honolulu. An American inhabitant of the island was showing a young Australian around and showing him every hospitality. At Waikiki beach the American said, "We are very proud of this beach; we regard it as the best surf bathing beach in the world." "Where do you get that best in the world from?" retorted the Australian. "You could add this beach to the Sydney beach and never notice any change there." No doubt he may have been correct, but I think this story illustrates my meaning.

DELIGHTFUL TOWN

We stayed one and a half days at Auckland, which lies on the Hanraki gulf on the north island, surrounded by mountains running up to 9000 feet high. Close by is Lake Taupo. Around it are some 5000 square miles of thermal springs. It has about 120,000 inhabitants and is truly a delightful little town and we had a very cheery time there. It is very like England with its white red-roofed houses and winding streets ending in cul de sacs. Chesterton would have called them "the rolling roads to Roundabout an English drunkard made." There is a delightful picture gallery in which portraits of splendid looking Maori chieftains predominate. There is also a most interesting museum of old Maori relics, including a wonderful war canoe. The Maori carvings are painfully true to life, even after being censored for public inspection! We did a very pleasant motor tour around "The Tree Hill" and saw the parks of the "first families," and the attractive suburban homes all screened from the public gaze by high walls or hedges as in England. We also saw the race course and golf links and country club.

The Grand hotel is perhaps the most attractive hotel we had yet met on our travels, and we had all our meals there. Little Miss Portland who, throughout the voyage has reflected the greatest credit on the dean of women at the state university, caused quite a diversion at the hotel. Our party sat at a table where two strangers to us—a New Zealander and a Californian—were discussing the prospects of a war between the United States and another Pacific power. They were discussing it quite dispassionately, but from different angles, and the New Zealander thought that if several American ports were seized and fortified, the United States could not hold its armies together and would pay an indemnity. This was too much for the patriotic fervor of Young America, and she joined like a wildcat into the argument.

The Maoris make very beautiful ornaments out of kauri gum, which looks like amber but is more brittle, and out of the green stone indigenous to the country, which looks exactly like jade. These Maoris certainly are a very high type of native, both as gentlemen and as fighting men. They fought us British for many years and carried the fight to us every time. The Maori members of parliament are dignified and eloquent and beyond suspicion as regards graft.

The Maoris are like everything in these "down under" lands the exact opposite of what they ought to be. Life is so easy, the climate so perfect, the soil so fertile and no wild animals, so they should have degenerated instead of becoming superior to all colored races and most white races. They are Polynesian originally and in their great war canoes conquered the islands about A. D. 690. Their houses (whares) are well and artistically built with great verandas and shuttered windows, the warehouses are built on piles to protect them from rats and damp. There is a fortress in each village.

They have some points of resemblance to our own countrymen in that they had communal ownership of the land under their own chiefs until the foreigners came. Also they "wake" their dead before burial, just as the Irish do. Captain Cook introduced the pig about the year 1770, and he became a household appendage, as with us—the pig, I mean—not Captain Cook. Also they fight for fighting's sake. It is a kind of holy sport governed by laws of chivalry. The heralds announce the time of fighting, the warriors are in war sacred to the god Tro, they are baptized or sprinkled before battle with the staff of their banners (Turn Pu) dipped in water. The priests are the standard bearers and also act as A. D. C.'s in the battle. Glory won in battle goes from generation to generation and lands won by the sword are most valued. They are gentlemen in peace, but brutes in the battle. Dueling, with much etiquette, is common.

POLITE IN WAR

They nominally became Christians about 40 years ago. Their weapons are carved spears and short clubs (meri) cut out of greenstone, no bows, but throwing machines like the woman ballisti.

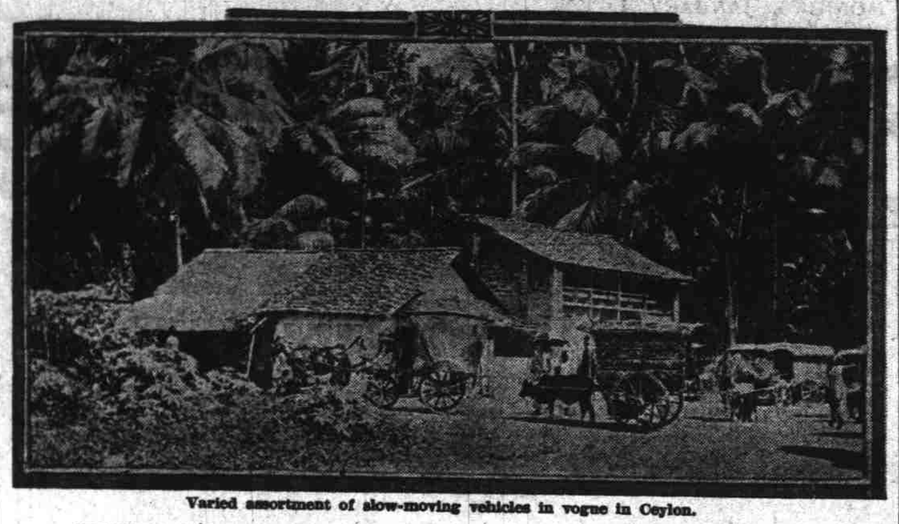
In the Taranaki war they sent food and supplies to the beseiged English and begged them most courteously to come out and fight in the open. In the Waikato war they outflanked the English forces and cut off communications, but escorted the convoys of supplies into the British camps themselves. Lord Pembroke (their governor) asked one of the chiefs why they did this. "How could you fight if you had no food?" was the naive reply. They hate the rifle and the only fighting they approve of is "hand-to-hand." In this they resembled the Samurai and the aristocrats of all nations. After a signal was sounded that fighting time was over, the combatants "downed tools," so to speak, and mingled in the friendliest manner.

Prisoners were eaten and their families taken as slaves. For minor offenses they haze the offender in his own home. Their principal god was Tapoo or Tabo, and any one or anything made sacred by Tabo could not be touched or interfered with.

They are monogamists, except the chiefs.

Odd Conveyances Greet Tourist in Ceylon

Island Possesses Celebrated Gardens



Varied assortment of slow-moving vehicles in vogue in Ceylon.

By Dorsey B. Smith
Manager Journal Travel and Information Bureau

To leave the beaten path in Ceylon, that gem of islands just south of India, one must use odd conveyances, as shown in this picture, and not expect either automobile or Ford, though motor cars are now commonly used over the excellent main roads. It is well enough and most interesting when traveling to try everything once.

At larger stations on the main roads one finds fairly comfortable hotels, with bath facilities and good meals for lovers of rice and curry and tropical fruits, but on less frequented roads, little more than shelter is furnished at the rest houses.

On drives along any road in Ceylon every unpretentious house seems to be surrounded by a grove or garden of banana and cocoanut palms, bread fruit, and coffee bushes.

A few miles further on this same road one reaches the world famous Royal Botanic gardens at Peradeniya, the finest in the East, where the vegetation is purely tropical.

Since the Peradeniya Botanical gardens are conceded the finest in the East, no one should be content to see what is possible only from a carriage drive, but should explore on foot in order to readily appreciate and have intimate acquaintance with rare specimen of tropical flowers, fruits and foliage.

10 CARS EASIER TO BUY; PRICES TAKE GOOD DROP

Makers Start New Year With Cut—Prices Are Now Below Level of Pre-War Days; Buyers Glad.

The start of the new year finds prominent manufacturers setting new prices on their automobiles, reductions in some cases amounting to hundreds of dollars having been announced. The makers who have taken this step are Apperson, Buick, Cadillac, Essex, Hudson, Marmon, Nash, Oldsmobile, Paige and Reo.

Cuts made by Essex and Hudson went into effect December 24. The new Nash prices were made immediately effective December 27. The other makers' new price schedules took effect January 1.

Cadillac's lowered list was expected, since that manufacturer steadily maintained prices throughout 1921. It was natural in view of changed conditions that new prices should be set for January 1. Reductions on this line range from $640 on the phaeton to $940 on the suburban.

ALL MODELS CUT

Buick reductions, which also became effective January 1, range from $40 to $255 on the four-cylinder line and from $130 to $270 on the six-cylinder models.

Essex has reduced its touring and sedan $100 and its recently-disclosed coach $150.

Nash reductions apply to the new 691 six-cylinder series and follow closely similar reductions made recently on the new four-cylinder line. Prices now quoted on all six-cylinder cars range from $150 to $305 lower than former prices. The new price schedule makes known the addition of the four-cylinder series of a two-passenger closed car styled the "cab," which sells for $1395.

On January 1 prices from $380 to $755 lower were quoted on all Apperson models. This manufacturer is now offering the standard and special four-passenger open models in what is designated as "tourequipt" style for $375 and $250 higher, respectively, than the plain equipped cars.

CUTS ARE GENEROUS

The Marmon is now reduced, the seven-passenger touring car being cut $285, the four-passenger touring car proportionately and the four-passenger roadster $285.

The Reo is now reduced, the five-passenger car being cut $110 and the seven-passenger touring car $185.

The Paige company announces a reduction in price for every model in its line of passenger cars. The current Paige line is designated as the series 6-66 and series 6-44, open and inclosed models being built on both chassis. The seven-passenger touring car has been cut $680 and the seven-passenger sedan $675. The five-passenger touring car has been reduced $170, the five passenger sedan is cut $325. There are proportionate reductions on all other models of the 1922 line.

NEW SPAN TO BE BUILT AT CASCADES

(Continued From Page One)

munities of the districts affected, according to Keasey. The bridge will be operated as a toll proposition and is expected to form the connecting link in what is considered by Keasey and his associates, as well as others, to be the most beautiful and unique drive in the United States, if not in the entire world. It will enable motorists to drive from Portland or Vancouver, for example, up one side of the Columbia river, cross over on the Bridge of the Gods, modernly-constructed, to the other shore and return, all in perfect ease and comfort and in a comparatively short time.

NO HINDRANCE TO BOATS

The new Bridge of the Gods will also mean much to such places as Hood River, Or., and White Salmon, Wash., and will be of no obstruction whatever to navigation, as it will be 145 feet above the river. The war department has already approved the design and a permit has been granted to the Bridge of the Gods corporation for its construction; ground has been acquired on both sides of the river for abutments and it is the intention of the promoters to proceed with the work as rapidly as is possible and consistent with the requirements of construction.

There could be no more picturesque setting for a bridge than that which has been chosen for this structure. With the tumbling waters of the rapids dashing seaward beneath and a magnificent view in both directions for many miles up and down the great, romantic stream, it is believed that it will surpass in attractiveness any span on this continent. From the river may be seen in the distance the snow-capped peaks and the great canyons through which the mighty river has cut its course during the centuries.

This unique structure takes its name from the fabled "Bridge of the Gods" of Indian tradition and is because of this romantic feature all the more attractive. It connects the dim, mystic past with the modern present with a span that will carry countless thousands over the most wonderful river in the great, open West.

The Indian legend relates that in the early days a great natural bridge, formed by the primeval elements, spanned the Columbia river at Cascade rapids. It was supposed to have been a rugged bridge of stone, pierced with a wide, arched tunnel, through which the waters flowed. It was known to the Indians as "Wauna, the Bridge of the Gods," symbolizing the power of the mighty Willamettes, the great chief of whom was Multnomah.

According to the legend, this great natural bridge was destroyed by volcanic eruptions from Mount Hood, which, actuated by the spirits, writhed in intense agony and finally spat out its molten heat, causing the earth to shake violently, thus destroying the span. It was said that something the red denizens of the then wild Oregon had done displeased the spirits, who took this means of destroying forever the power of the tribe.

The legendary period having passed and the states of Oregon and Washington having become populated with a modern people, seeking always the most advanced things of life, the Bridge of the Gods corporation was formed to finance and construct a span to connect the two states and provide a scenic driveway unequaled anywhere.

Approximately $800,000 for road work on the North Bank highway, which constitutes half of the "century loop" will be expended in the coming year. Half of this sum will be provided by the state of Washington, the other half by the federal government. The North Bank highway is included in the system of highways designated for federal aid under the federal aid act.

Paige Reduces Prices

Effective January 2, 1922

6-66 Lakewood, 7-Passenger Touring	$2195
6-66 Larchmont II, Sport Type	$2245
6-66 Daytona, 3-Passenger Roadster	$2495
6-66 Sedan, 7-Passenger	$3155
6-66 Limousine, 7-Passenger	$3350
6-66 Coupe, 5-Passenger	$3100
6-44 Touring, 5-Passenger	$1465
6-44 Sport Type, 4-Passenger	$1595
6-44 Roadster, 3-Passenger	$1465
6-44 Sedan, 5-Passenger	$2245
6-44 Coupe, 4-Passenger	$1995

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35x4½	$7.20
37x5	$8.75

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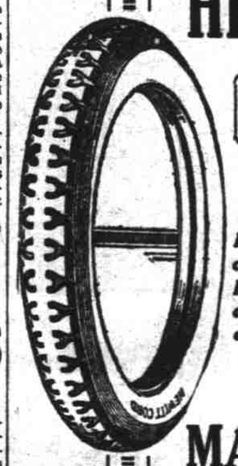

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