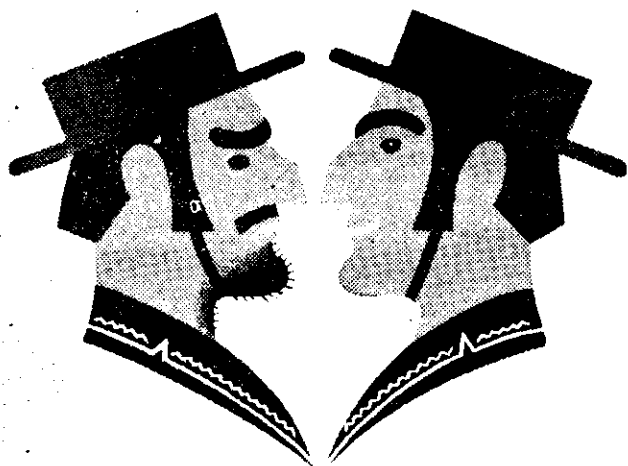
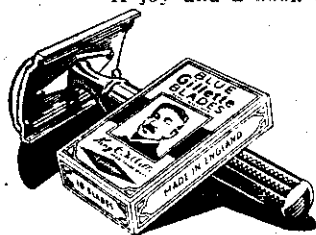


ALL OVER THE WORLD



Good mornings begin with Gillette

When Blue Gillette Blades shave the gay Spanish face
They clearly reveal the world's handsome race,
So now every male looks smoother and neater
A joy and a boon to the fair senorita.



The up-to-date, well groomed men of Spain, in fact men all over the world know that Blue Gillette Blades ensure the smoothest and most comfortable shave. And because they last so long they are money-savers too. Use a Blue Gillette Blade in a Gillette Razor—they're made for each other.

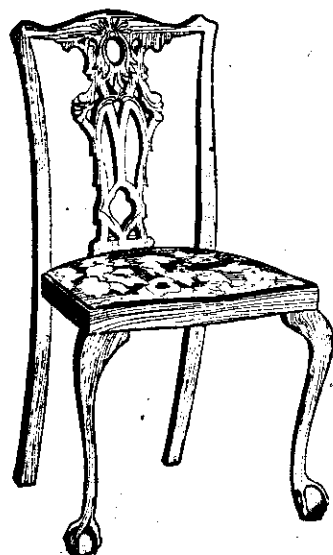
20-BLADE DISPENSER 6/8
5-BLADE PACKETS 1/8 10-BLADE PACKETS 3/4

Blue Gillette Blades

81.2

GENUINE ANTIQUE CHIPPENDALE CHAIRS ARE POLISHED WITH

Goddard's Furniture Cream



NEW ZEALAND housewives can now give life and lustre to their furniture with Goddard's new furniture cream. This famous cream contains genuine beeswax, carnauba wax and other important ingredients for cleaning, polishing and preserving furniture in one easy application.

Goddard's is a thick luxurious cream which is most economical and should be applied sparingly. Excellent too, for floors, leather, lino, paintwork. Ideal for motor cars.

PRICE 2/6 A JAR

Made by the makers of
Goddard's Silver Polishes

Famous since 1839

81

BOOKS



THE EARLY CANTERBURY RUNS, by L. G. D. Acland; Whitcombe and Tombs; 42 -.

(Reviewed by R. M. Burdon)

IT is most unlikely that Leo Acland will ever be superseded as the principal authority on that section of history which he has chosen as his own special province. His sources of information were mainly people—the great majority of whom must be long since dead. As early as 1894, when a cadet at Mesopotamia station, he began taking notes gathered from shepherds and run-holders. I do not know exactly when he first decided to write a book, but it was not until more than 30 years later (after he had fought through two wars and lost an arm by rashly following a wounded tiger through an Indian jungle) that a series of articles on the Canterbury runs began to appear in *The Press*, Christchurch. The articles, with some additions, were published in book form by Whitcombe and Tombs in 1930, and a second much smaller collection was published 10 years later. A revised collected edition came out in 1946. The present volume, a vast improvement in binding and typography on its earliest predecessor of 1930, contains revisions made by the author before his death four years ago, and also a glossary of slang words used on Canterbury sheep stations. In the light of recent researches made by himself, C. R. Straubel has revised the introductory chapter dealing with Canterbury's land laws and regulations.

Leo Acland had a horror of anything that savoured of pretentiousness. Having undertaken to write a detailed record of the runs of Canterbury, he was scrupulously careful to avoid digressions of any kind. "I have recorded many trivial details," he wrote in the introduction to his 1930 edition. "I put them in partly because they may come in useful to somebody some day, and partly to illustrate the time; otherwise I have not tried to describe life in the old days." Acland's style is concise to the point of austerity, and the scraps of general information his conscience does permit him to include are stated in the baldest possible terms—for example: "Returning early in 1865, Michael Studholme brought out the first hares to South Canterbury, John Molloy, a fellow passenger, looking after them. Most of them died in the hot weather, but enough survived to stock the country. For some time they were kept in an enclosure at Waimate."

Written with such economy of phrase, this book contains an enormous mass of

fact fitted into the smallest possible space. This is no cause for complaint, but I cannot help feeling sorry that the "trivial details" are so few and brief, and that the writer was so ready to accept the limits imposed by his own modesty.

A PAGE IN HISTORY

MARION DUFRESNE AT THE BAY OF ISLANDS, by L. G. Kelly, A. H. and A. W. Reed; 15 -.

UNTIL recently the part played by French navigators in the exploration of New Zealand was very little known. D'Urville alone was well documented in his own country, and a portion of his narratives, translated by Miss Olive Wright, was published in New Zealand last year. Marion Dufresne, whose association with New Zealand ended tragically, was a contemporary of Cook. A respected citizen of Mauritius, he volunteered with a fellow merchant to conduct an expedition to the Pacific to return to his home in Tahiti a native youth who had been taken to France by Bougainville. The boy died before they were well on their way, and the mission of the Mascarins and Marquis de Castries then became one of discovery.

Arriving off Taranaki on March 25, 1772, and unaware of the proceedings of Cook, they named Mount Egmont after one of their ships, and, having rounded North Cape, came to anchor in Bay of Islands on May 4. Marion established a hospital, workshop and logging camp on Moturoa Island, and for five weeks the French lived on the most cordial terms with the natives. Then suddenly the shore party was attacked, and the commander and a score of his men were killed and eaten. Mr. Kelly comes to the conclusion that they had offended the Maoris by some unwitting breach of tapu, probably fishing on a tapu beach or using timber from a burial site.

The only publication of this voyage was by the Abbé Rochon in 1783, a little-known translation of which appeared in London 60 years ago. As far as the general public is concerned, this tragedy has been a blank page in our history. Even some historians seemed unaware that the keen researches of Robert McNab 40 years ago had brought to New Zealand, from the French archives, certified copies of the journals of two of Marion's officers (Lieutenant Roux and Captain Clesmeur). These were published in 1914 in Vol. II of McNab's *Historical Records of New Zealand*, with a competent translation by Charles Wilson (then Parliamentary librarian). The excellent narrative which forms the main part of Mr.

N.Z. LISTENER, MAY 2, 1952.