

EARLY PLACE NAMES IN NEW GUINEA -
THE NON-INDIGENOUS STRAND¹

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"Once, from eastern ocean to western ocean, the land stretched away without names. Nameless headlands split the surf; nameless lakes reflected nameless mountains, and nameless rivers flowed through nameless valleys into nameless bays." Names on the Land, by George R. Stewart, (1945).

In New Guinea one does not imagine the process of name bestowal to have differed so very much from that in other countries, but the recording in writing was late and the complexities of the many languages and the relatively little public administration of the land have alike made the investigation of place names or toponyms a belated process in which what is possible has not been seen very clearly.

It is the purpose of this paper to classify and categorize: the names which obtained reasonable written use up to the 1920's; some of the major bestowers of names; and also the patterns of change of name which operated, within a relatively short time, on these limited materials.

It may be objected by ardent nationalists that almost all these names are of European bestowal and so have a 'colonization' dimension to them. If this is so, one hopes that this mood will pass and that future generations will have the sort of interest in such names that the Romans had for Etruscan names in Italy, or the natives for Greek names in Sicily - survivals important for giving a measured historical perspective and an awareness of the meaningful interaction between cultures, which led to a new nation evolving and then taking its rightful place in world affairs.

Many of the names which follow may be said to be navigators' names - of their crews, their patrons, and, usually inserted by their followers, their own. Perhaps too many reflect minor officials, missionary events and the like; yet, such is the persistence

of the given name, it would seem likely that a strange, random, and yet representative selection will survive.

The colonizer is not always revered by those whose land he took; the missionary arouses mixed feelings in post-Christian societies; the pioneer is a folk hero to those of his own stock, energetic and resourceful, of daring and high adventure; - but that situation cannot pertain here, since the native population was not displaced or reduced to insignificant proportions.

Let us hope that sufficient names survive to ensnare the aspirations and dangers of the navigators and that the thoughts and feelings of those individual men may continue to stand around us, not dead, but frozen into their attitudes. The more commonly a name is used, the more it behoves us to grasp the information buried in it. As of all place names, but especially of those of Papua and New Guinea it is true that they extend our sensibility and our knowledge of history,² so perhaps moderating our political tensions of the moment.

The earliest names whose giving has some measure of authenticity come from the first recorded European contact with the coast of New Guinea in the early sixteenth century, since there is no documentation of landfalls by Chinese,³ Indian, Malayan, Arabian or Polynesian vessels.

In 1526-27, Dom Jorge de Meneses, the Portuguese navigator, the actual discoverer of New Guinea, when he was driven off his course, reached the north coast of western New Guinea, which he called Os Papuas, the name given to the people by the natives of the Moluccas or Spice Islands. The word Papua is perhaps derived from Malay pua-pua, meaning 'fizzled', in allusion to the hair of the natives. In both 1528 and 1529 the Spaniard, Alvaro de Saavedra, was on the New Guinea coast, attempting to return to New Spain in America, but monsoons and the equatorial current drove him north, and he died at sea during the second vain attempt to find a return route to America. In the earlier year he used the name Isla del Oro (Isle of Gold), perhaps to refer to New Guinea.

Another Portuguese style of name is perhaps best inserted here, that of the Arafura Sea, believed to be derived from the Portuguese word Alfours (or Arafuras) meaning

'free men' and applied to the inland tribes of the Aru (or Aroe) Islands who were not subject to the influence of the coastal settlements.

In 1542 Don Antonio de Mendoza, the Viceroy of Mexico, sent six ships under Ruy Lopez de Villabos to make a settlement in the Philippines, but when the plan failed the latter, in May 1545, decided to send despatches back to Mexico in the "San Juan" under Ynigo Ortiz de Retez. Ortiz sailed about 550 miles along a coast he called Nueva Guinea, 'because the people were black and had friseled haire' and so resembled the natives of Guinea in Africa. Ortiz, like Saavedra, was unfortunate in failing to make headway east, but he charted the coast in some detail and bestowed names which are no longer in existence.

Sighting New Guinea at the Cabo de Deseo (near the present Cape of Good Hope), he coasted until, at 'Ancon de la Navidad de Nuestra Senora' (Inlet of the Nativity of Our Lady), he left the New Guinea coast. (The spot is very near the currently named Cape King William). His 'River de St. Augustin' became the Kaiserin Augusta River and finally the Sepik River.

Following Mexico's establishment of a colony in the Philippines, the work of Spanish exploration in the Pacific was taken over by Peru. The enthusiastic Pedro Sarmiento approached the Viceroy, who agreed to an expedition and gave the leadership to his youthful nephew, Don Alvaro de Mendaña, the expedition leaving Callao (Peru) on St. Isabel's Day, November 19, 1567. On February 9, 1568 the voyagers sighted an island which they named Santa Ysabel, after the name saint of Mendaña's wife, while the group was named the Isles of Solomon, because they were imagined to be the Land of Ophir, the legendary source of King Solomon's wealth.

The pilot for Mendaña's final and fatal voyage from Callao in 1595 was Pedro Fernandez de Quiros who, over the next decade, became obsessed with a crusading zeal to spread Christianity in the South Seas. After near mutiny in his ships in 1606, Quiros sailed back to America, leaving the Breton Captain of the other ship, Luis Vaez de Torres, who on 27 June, 1606 began his epic journey along the south coast of New Guinea. On 14 July, 1606 at dawn he sighted land - Tagula Island (11-30 x 153-30),⁴ and his further journey, although one of considerable controversy, contains much topographic detail, even in the much later and inaccurate 'relaçion' by his officer,

Diego de Prado.

The present Orangerie Bay (10-25 x 149-45), passed in June, 1768 by de Bougainville, had been called by Torres 'The Great Bay of St. Lawrence' on 10 August, 1606. His 'St. Clara's Island' is Mugula, and Prado's 'San Bartolome' is Toulon on the modern chart. Apart from many disputed landfalls, it seems that the island of 'Malandanga', (ill-going), seen on 6 September, was the present Bobo or Briston Island (9-07 x 143-15), while the adjacent 'Isla de los Perros' (Isle of Dogs) was the Daru (9-05 x 143-12) of today. Later navigational problems involved them with what is clearly the present Mua or Banks Island (10-11 x 142-16), which Prado stated was the largest island in the vicinity (as it is) and "greatly resembled the hill of Our Lady of Monserrate", although no other maps use his 'Monserrate'. The furthest point south of this voyage is likely to be either the present Banks Channel or Bramble Channel (about 10-20 S).

During the seventeenth century the main contacts with New Guinea were made by Dutch explorers and traders, and it was at almost the same time as Torres discovered the strait bearing his name that Dutchmen from Java sailed along the southern side of New Guinea. In late 1605, Jansz in the "Duyfken" ('Little Dove'), was sailing on the coast of Cape York Peninsula, as well as the coast of New Guinea, without giving surviving nomenclature. But the two Dutch navigators, Willem Corneliszoon Schouten and Jacob Le Maire did do this, leaving the Texel in June, 1615, and discovering Cape Horn, named after the former's home town, Hoom, on 29 January, 1616. Schouten (3-15 x 144-30) and Schouten Island are the most obvious memorials of their passage along the northern coast of New Guinea.

At the beginning of 1623 the Dutch East India Company despatched two yachts to conclude various treaties with the natives, Skipper Jan Carstenz in the "Pera", and Dirck Meliszoon in the "Arnhem". The former saw the Snow Mountains and was himself commemorated by Mt. Carstenz. He also filled in a number of the gaps left on the "Duyfken's" chart.

The principal early exploration of the eighteenth century was carried out by the Englishmen, William Dampier (1700) and Phillip Carteret (1767). The former named on 24 March the large island north west of the Solomon Islands Nova Britannia - the New Britain of today. On 9 March he had sighted and named Cape St. George the southern

end of New Ireland. He also sailed between New Britain and New Guinea.

It was left to the later navigator, Carteret to discover that another strait separated New Britain from New Ireland. He named it 'Dampier's Passage', now Dampier Straits, and the many islands adjacent to it were named after influential Englishmen. After sailing along the northern coasts of the Solomon Islands in early August 1767, on 26th Carteret had descried the high land of New Britain, sailed into Dampier's St. George Bay and named his anchorage Gower Harbour. Bad weather forced him north and so he found that the island, now named New Ireland, was separate from New Britain. He also sighted to the west and named the Admiralty Islands (2-30 x 147-00). Carteret Island (4-45 x 155-25) he had discovered and named after himself.

The later New Guinea exploration by sea that century was by various French expeditions. De Bougainville had 're-discovered' the Solomon Islands in 1767-1768, sighting the eastern end of the Louisiades, which he called Cape of Deliverance, on 20th June. Thence he steered north-eastward and on 1st July his vessels passed between two large islands one of which bears his name (as does the strait), and the other he called Choiseul after the Duc de Choiseul, his monarch's great minister. Another island he called Bouka, from a word much used by the natives. Some four months after Carteret he anchored at the southern tip of New Ireland, but his name for the port, 'Praslin' has been replaced by his predecessor's Gower Harbour. One of his earlier names which has survived is Ouessant, the name given to the Island on 17th June, 1768 (the English 'Ushant') called after the coastal place of that name in France, which it looked like to the navigator.

The next French visit was that of Jean François Marie de Surville in "Le St. Jean Baptiste", which left Pondicherry in India in June 1769, on a private commercial venture to Tahiti. Sailing, fortuitously, by the Solomon Islands, he reached a harbour on the north coast of Santa Isabel Island, to which he gave the name Port Praslin. His nomenclature is still largely retained, with the exception of the name Terre des Arsacides ('Land of Assassins') which he gave to the chain of islands.

A cartographic expedition of some consequence was the one sent in September 1791 to inquire into the fate of La Pérouse's ships which had not been heard of since they left Botany Bay in 1788. Rear-Admiral Joseph Antoine de Bruni d'Entrecasteaux led the

expedition in "La Recherche", with the plan to follow La Pérouse's probable route, exploring in the Louisiades, to pass through Torres Strait, thence along the northern coasts of New Holland. When "La Recherche" arrived at the Cape of Good Hope, on 17th January 1792, d'Entrecasteaux heard rumours that led him to believe that La Pérouse was wrecked in the Admiralty Islands. His chief hydrographic engineer was C.F. Beautemps-Beaupre who later published (1807) his 39 charts as an Atlas du Voyage de Bruny-Entrecasteaux, a work of particular value for Van Diemen's Land.

In mid year they sailed by the Solomon Islands along their southern or western coasts, through St. George's Channel between New Ireland and New Britain, and on 28th July sighted the south-east coast of the Admiralty Islands. From his many traverses of this area, several names bestowed by d'Entrecasteaux survive in the New Guinea area. In 1792 he assigned the name Willamez (Peninsula) (5-15 x 150-03) on the northern coast of New Britain, after Willamez the Elder, an enseigne on "La Recherche". In 1793 he named Sudest Island (11-30 x 153-30), although his title seems likely now to be supplanted by the native name Tagula. Another of his 'crew' names was that for the Trobriand Islands, given for Lieutenant de Trobriand who was then (28th June 1793) in command of his second ship, "L'Espérance". On his earlier search for La Pérouse he had given to an island the name 'St. Aignan' after one of his lieutenants on "La Recherche", but this name from the Louisiade Archipelago is now supplanted by Misima Island (10-40 x 152-45). Other names of his sojourn in these waters include: Bonvouloir Islands (1793); and the D'Entrecasteaux Islands (9-30 x 151-00).

Although Captains McCluer (1791), Bampton and Alt (1793), commanders of British trading ships, also made important surveys of the New Guinea area, they did not leave designating names, and the next figure was Dumont d'Urville the French navigator who was active on the New Guinea coast and among the Pacific Islands in 1827. His 'Teste Island' was replaced later by Wari Island, but he named enduringly Humboldt Bay, after Friedrich Humboldt the German traveller and scientist who lived and wrote for many years in Paris. Astrolabe Bay (5-25 x 145-53) was named in honour of his ship (the former "Coquille"), while he himself was honoured later by the Cape D'Urville, even as Mawson's Antarctic Expedition was to name the D'Urville Sea after him.

In order to remedy the increasing disorder in the area of their Pacific possessions, the Dutch Government in 1800 relieved the Dutch East India Company of all administrative

responsibility. When naval patrolling proved inadequate to suppress piracy and slave-trading, in 1828 the Netherlands annexed the western part of the New Guinea as far as the 141st meridian. A few coastal stations were established, but practically no attempt was made to penetrate the interior. This stage of name bestowal is represented by the Bensbach River (8-45 x 141-10), the meridian dividing Dutch from the other (later British) territory passing through the centre of the mouth of this river. It was given for Resident Bensbach of Ternate, a distinguished Dutch official who assisted to define the boundary.

From this time the number of bestowed Dutch names to be found in the western portion of the island were considerable, although they were not so well known to the English-speaking world. De Jong's Point, Frederik Hendrik Island, Hollandia, K. Valsch, Carstenz Toppen, Sneew Gebergte, Doorman Top, Noemfoer and many more were places under the control of the Dutch East Indies Government. In the eastern portion of the island there were still about 200 Dutch names⁵ a century or so later.

During most of the nineteenth century the attitude of the British Government towards the South Pacific was as far as possible to avoid all new commitments, particularly in the form of new possessions, and it was principally under pressure from the Australian colonies that action was eventually taken regarding New Guinea. By the commencement of the last third of the nineteenth century oppression of natives and their abduction for labour were growing to alarming proportions, although in New Guinea blackbirding was confined mainly to the off-lying islands, especially in the Louisiade Archipelago.

Practically the only counterbalancing influence against exploitation of the natives was that of the missionaries who gradually became established throughout the islands. The London Missionary Society, an interdenominational body, commenced its activities in 1871 in the Gulf of Papua, and in 1874 the first station on the mainland was founded at Port Moresby by Rev. W.G. Lawes. He is himself commemorated by Lawes Bay. His colleague, Rev. S. Macfarlane discovered the Baxter River⁶ and named it after the lady who presented the vessel 'Ellengowan' to the Society, while the ship's name was given to an island on the Papua coast. They both named the Dundee River after the Scottish city. Mullins Harbour (10-30 x 150-00) they named after Dr. Mullins, the Foreign Secretary to the Society. The next mission was the Wesleyan which began work with a station founded by Rev. Dr. George Brown in the Duke of York Group, and this pioneer was honoured by the peak name, Mt. Brown (9-40 x 148-12).

The Reverend James Chalmers (1841-1901), from Ardrishaig in Scotland, was ordained to the Congregational ministry in 1865 and worked as a missionary, first in the Raratonga area, and from 1877 to his death, in New Guinea, in which island he did a considerable amount of exploring. Port Chalmers was named for him, but his own bestowals included: Fife Bay; Mount Chapman (7-59 x 146-50); Nisbet Mountain, after the artist Hume Nisbett; and Cheshunt Bay after Cheshunt College, near London, where he had made his own theological studies. When in the field in 1879 with his colleague, the Reverend Wyatt, he named the Sir Arthur Gordon Range for the Governor of Fiji, which island group had become a British colony in 1874.

The first Roman Catholic mission was in 1882 and, as was common with this minority group, their names were few. One of their discoveries, the St. Joseph River (8-30 x 146-32) had the native name, Angabunga, reapplied.

In addition to the mission activity, there had been a number of surveying expeditions of some publicity. Captain F.P. Blackwood was active in 1842 and 1845, naming the Aird River for the mate of his ship H.M.S. "Fly"; Pollard Peak for another of his officers; while others named in their honour Blackwood Cape for the navigator, and the Fly River (7-30 x 141-15) for his ship. Lieutenant Charles Yule, R.N. in 1846 was in command of the "Bramble", the tender to H.M.S. "Rattlesnake". His own craft is commemorated by Bramble Haven, his friend Lieutenant J. Dayman by Dayman Mountain, Dr. Maclatchie by Maclatchie Point. He took possession of the southern part of New Guinea for Britain at Possession Cape, but his action was not ratified. Freshwater Bay he named because the "Bramble" and "Castlereagh" were able to fill their tanks from freshwater on the surface of the sea there. Subsequently he was remembered by Yule Island (8-49 x 146-32) and by Mt. Yule (8-13 x 146-47).

Captain Owen Stanley R.N. was commander of the "Rattlesnake" which was in New Guinea waters (1847-1849) made several nomenclative decisions, recording:

Suckling Cape - cp. the modern Mt. Suckling (9-47 x 148-56);

Mount Simpson (10-04 x 149-39), after his Lieutenant;

Redscar Head and Redscar Bay (9-10 x 146-50), both descriptive terms;

Mt. Obree (9-30 x 148-05), after W.H. Obree; (for which feature the native name, Wonorogoro fell into disuse).

Later officers named for him Owen Stanley Island, in the Calvados Chain, and Sir William MacGregor honoured him in 1889 with the Owen Stanley Range (10-00 x 149-00).

But the person who most aroused interest from the naval side was Captain John Moresby (1830 - 1922) who was on the Australia station as captain of H.M.S. "Basilisk" during 1871-74. With the connivance of the Governor of Queensland he left the northern limits of the station at Torres Strait and went exploring in New Guinea. On 20th February 1873 he discovered Port Moresby, named after his father, Admiral Sir Fairfax Moresby. On the same cruise he explored and named Milne Bay, (for Senior Naval Lord, Admiral Milne) and China Strait (10-35 x 150-41), 'the wish being father to the thought, that I had found a new highway between Australia and China'. He was later granted permission by the Admiralty to return to England in 1874 via northern New Guinea and the "Basilisk" explored and named the coastline features between Milne Bay and Huon Gulf.

Moresby's name bestowals were many and were well publicized in both Australia and England. Some more enduring ones include :

Fairfax Harbour (9-28 x 147-08) in honour of his father, a former Commander-in-Chief in the Pacific;

Granville Inlet (in Port Moresby township), for the Foreign Minister, Earl Granville;

Stirling Range

Dyke Acland Bay (9-00 x 148-42) after Sir Thomas Dyke Acland, Bart., his friend;

Ward Hunt Cape (8-03 x 148-08) and Ward Hunt Strait (9-35 x 150-06), for the First Lord of the Admiralty;

Ducie Cape, for Sir Henry Ducie Chads;

Hall Sound (8-51 x 146-32), for Robert Hall, Secretary to the Admiralty;

while Mt. Disraeli and Mt. Gladstone, a pair of opposing mountains, were for the opposed British statesmen.

His crew he commemorated very generously - naming Hughes Bay for his stoker; Smith's Pass for one of his midshipmen; Hayter Island for his second lieutenant; Dawson Strait for his navigating lieutenant and surveyor; Bentley Bay and Bentley Island for his gunner; Mudge Island after his boatswain. His ship gave the name to Basilisk Island, while Basilaki Island (10-37 x 151-00), whatever the etymology of the name, has been confused with the ship and, at various times, known as Moresby Island. East Cape in

Papua (10-14 x 150-52) and Caution Bay (9-18 x 146-58) are descriptive names, the latter being related to an unpleasant incident:

'The ship was surrounded by coral reefs, in an open bay, and had barely enough water to float her, and this so discoloured as to hide the reefs.'

Like many another career sailor, he was alive to the expediency of the names selected and so commemorated two presidents of the Royal Geographical Society with C. Rawlinson, and C. Frere and Bartle Bay (10-06 x 150-08) for Sir Bartle Frere.

His enthusiasm for the events of naval history resulted in the Trafalgar cluster, Collingwood Bay, Cape Nelson (9-00 x 149-15) and Mt. Victory (9-12 x 149-04). Sudest Cape, Moresby gave in order to retain the name given by d'Entrecasteaux to an island height he had mistaken for a cape. The Marquis of Normanby, Governor of Queensland and Commodore James Graham Goodenough, then in command of the Australian naval station he honoured with Normanby Island, Goodenough Bay (9-50 x 149-50) and Goodenough Island (9-20 x 150-15). Nor was New Zealand forgotten, for, in 1873, Moresby gave the names Cape Vogel (9-43 x 150-04) and Fergusson Island (9-30 x 150-40) for the then Premier (Sir Julius Vogel) and Governor (Sir James Fergusson) respectively.

Captain H.C. Everill lead the New Guinea expedition of the Royal Geographical Society in 1885. He named: Bonito Bend after their steam launch, the Strickland River (7-00 x 142-07), for the President of the R.G.S. of Australia; the Carrington River for Lord Carrington; and the nearby Cecilia Junction for Lady Carrington. Douglas Bend, a reach on the Strickland River he named for the Hon. John Douglas, Government Resident at Thursday Island, while the latter's time as Special Commissioner for New Guinea is remembered in Port Douglas, and the explorer himself by MacGregor's name, given in 1889, Everill Junction, for the meeting of the Strickland River and the Fly River. The botanist Andrew Goldie, in his turn, was responsible for many names for prominent features - including Millport Harbour and Port Glasgow, while Alexander Morton named for the botanist Goldie River, a tributary of the Laloki, 45 miles from Port Moresby.

Apart from Douglas, various other commissioners were honoured. Port Romilly (7-37 x 144-51) was for Hugh Hastings Romilly, C.M.G. acting Special Commissioner for 1873; Mt. Scratchley (8-43 x 147-29) was named for Sir Peter Scratchley, special

commissioner for the British Protectorate for only a few months before his death in December 1885. Musgrave River, the tributary of the Kemp-Welch, discovered by W.B. Cuthbertson in 1887 and named after the Assistant Deputy Commissioner, Anthony Musgrave; or such a late name as Lake Murray (7-00 x 141-30), discovered in 1913 by Massey-Baker and named after the Lieutenant-Governor of New Guinea, Sir John Murray. Yet some of these names anticipate the more complex pattern of events which still had to unfold.

The Italian naturalist, Luigi M. d'Albertis had first approached northern New Guinea in 1872 from the Moluccas and then established himself in Yule Island, variously assisted by the missionary McFarlane. In his two periods there he explored and named: Raggi Island, in 1876, after Count Raggi; Alice River (5-45 x 101-06), after Alice Hargraves, the wife of Laurence Hargraves, the engineer of the steam launch, 'Neva' accompanying him; Alligator Island, for a swampy island at the entrance to the Fly River Howling Point, because of the din made by the natives; D'Albertis Attack Point, because of an incident; and the D'Albertis Fairfax Group, about 120 miles up the Fly. Others named for him D'Albertis Dome, D'Albertis Island (for its discoverer) and D'Albertis Junction, for the meeting of the Fly and Alice Rivers.

The Scottish strongman and identity, Sir William Macgregor, spent many years in the Pacific, being finally appointed administrator of British New Guinea, in which capacity he carried out a large amount of exploration, not only along the coast, but also into the interior. Victoria Mountain and Mount Albert Edward (8-24 x 147-24) he named for Queen Victoria and the Prince of Wales. Other important names were, Maclaren Harbour after Albert Maclaren, the first Anglican Bishop of New Guinea; and Mt. Blucher, a portion of the Mt. Donaldson Range, was named after the German Field Marshal, because it 'appeared to lie in Kaiser-Wilhelm Land'. Macgregor himself was later honoured by Mt. Macgregor, although he did name the Darai Hills (7-00 x 143-30) from the name given to him by the natives of the district.

From his own circle he named Phillips Harbour and Port Hennessy for the chief engineer and the captain of the 'Merrie England', while his secretary was honoured by Thomson Bay and Thomson Mountain. Like Moresby he maintained contact with Australia and honoured many Queensland officials -

Morehead Island and River for the Chief Secretary;
Mt. Donaldson, for the Treasurer;
Heath Bay, for Captain Heath, Postmaster-General;
Macrossan Island, for the Minister for Mines;
Black River, (an affluent of the Palmer River), for the
one time Minister for Lands; and
Palmer River and Palmer Junction for Sir Arthur Hunter
Palmer.

Many more Australian links are indicated by such random names from the last years of the nineteenth century as:

Alcester Island (9-32 x 152-26), for Baron Alcester, captain of H.M.S. "Pelorus"; Woodlark Is. for the ship of that name from Sydney;
De Vis Mtn. for the Curator of the Queensland Museum;
Mt. Dickson, for the Premier of Queensland;
Mt. Nelson, for Sir Hugh Nelson, Governor of Queensland;
Margaret River, named by W.R. Cuthbertson in 1887 for the wife of A.C. Macdonald, Honorary Treasurer of the Victorian Branch of the Royal Geographical Society; or
Mt. Lamington, named for Lord Lamington, Governor of Queensland from 1895 to 1901.

A conspicuous feature of most records prior to 1900 is that very few indigenous names are recorded, unlike the situation in Australia or, more particularly, in New Zealand. In one sense this was natural, in that bestowals or chartings were concerned with the coasts, and the study of the languages was rudimentary and administrative staff very few in number. It is, perhaps, typical that some prominence was given to the numinous in this early cluster -

Ulawun, 'the father';
Aberamubu Point, 'the point where our forefathers lived'; and
Budibudi (the Laughlan Island group), 'the isles of the clouds'.
Sagaura Island (from *Soge-ura) means 'the island of flying foxes'.

An early example of Pidgin is to be found in Moni River, the upper waters of the Musa River, so called by the natives because here gold (moni) was first sought for by Europeans.

It had been the original intention in offering this paper to make an analysis of the considerable body of German names, collected up in the Report to the League of Nations⁷ which went before the Parliament of the Commonwealth of Australia in 1923. This report is of considerable nomenclature interest -

- (i) for its attempt to restore native names for places which have been given European names;
- (ii) for its comprehensive list of charts, especially German;
- (iii) for the attempts (Appendix D, p.2) to show common alternative native spellings; and
- (iv) for many doublets, or even triplets, of contending names.⁸

Some of the 'preferred' changes are instanced by:

Adolf Hafen	to	Morabe Harbour
Angriffs Haven	"	Vanimo Harbour
Berlin Road	"	Aitape Roadstead
Bogen	"	Archway
Petermann River	"	Anumbe River
Herbertshohe	"	Kokopo
Kaiser Wilhelmsland	"	North East New Guinea
Kaiserin Augusta River	"	Sepik River
Neu Lavenburg	"	Duke of York Group
or Water Haven	"	Baungung Harbour

What emerges from these lists is the complex cultural pattern of science, patriotism, culture and semantics, quite apart from land use. A modern working gazetteer - e.g. The Handbook of Papua and New Guinea, Fifth Edition - 1966 - indicates how much the frequency of specific names has altered, and how the use of air travel and other patterns have modified the commonest core of names encountered. In an area where much of the history to date may be said to have been imposed from without, the value of the exotic place names is perhaps greater than it is for the post-Renaissance period for other emerging countries.

In a sense all the remarks made here are largely descriptive and illustrative of the first approaches to the study of place names for New Guinea, quite apart from the greater

problems in investigating indigenous names.

That the names on the land will survive, despite culture conflict, is one of the lessons of world history, since, unlike the problems of linguistic survival or of hostile social environments, name giving is a solemn process and as such it and its products are alike usually accorded respect by those who come after.

These remarks apply to the vintage period for New Guinea toponymy, but other and more complex problems of linguistic identification and etymology remain for the codified native or indigenous names. The many problems here and the likelihood of error, at least in the initial stages of record sifting -

'Should not daunt the research who will be sustained by the knowledge that he is labouring to enrich the present and to preserve for the future man's attitude to his historical and responsible role of name giver'.⁹

FOOTNOTES

1. Paper presented to the Fifth Congress of the Linguistic Society of Papua New Guinea, 1971.
2. This point was stressed in the paper, 'Lexical Horizons', given to the Third Annual Congress of the Linguistic Society of Papua New Guinea in October, 1969 by the same writer.
3. The Chinese were active in sea voyages in the early fifteenth century, notably under the admiral, Cheng-Ho, and Torres found evidence of Chinese presence in western new Guinea.
4. The co-ordinates for this and various following names are for places still so designated, the first set of figures showing South Latitude, the second showing East Longitude.
5. This estimate is based on an analysis of the names given in Appendix D, 'Territory of New Guinea - A Provisional List of Geographical Names', pp. 1-30, of Report to the League of Nations on the Administration of the Territory of New Guinea from 1st July, 1921, to 30th June, 1922 (1923).
6. This has more recently been known as the Mai Kussa River.
7. See note #5, above.

8. The antipathy to German names is like that in South Australia during the First World War, when it was important to remove all 'Teutonic' appellatives.
9. Ryan, J.S., A Methodology for the Collecting and Processing of Australian Place Names (Australian Academy for the Humanities) (1971), p.21.

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