

**D.H. LAWRENCE'S VISIT TO WELLINGTON, NEW
ZEALAND, IN 1922:
AN EXPLORATORY NOTE**

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The last chapter of Lawrence's novel *Kangaroo* contains a description of the Somerses' departure from Sydney. They are sailing for San Francisco, relinquishing Australia and the British Empire. That is how the first American edition ended, more or less, and Bruce Steele's revision of the text for the Cambridge Edition of the Letters and Works of D.H. Lawrence has reverted to this: '... farewell Australia, farewell Britain and the great Empire. Farewell! Farewell! The last streamers blowing away, like broken attachments, broken.'¹ However, the concluding sentence in the first and till recently definitive British edition read: 'It was only four days to New Zealand, over a cold, dark, inhospitable sea.' This always seemed inconsequential, as did also the Maori name of the boat that the Somerses had chosen, the *Manganui* ('big stream'), doubtless intended for the *Maunganui* ('big mountain'), a vessel which actually plied the Pacific from Australia to America via New Zealand for the Union Steam Ship Line.² The potential significance of these references is only

¹ D.H. Lawrence, *Kangaroo*, ed. Bruce Steele, Cambridge University Press, Cambridge, New York and Melbourne, 1994, p. 358. For a discussion of the different endings of the novel, see *ibid.*, p. xliii-xlvii; the textual variants are given on p. 476-8. See also Robert Darroch, *D.H. Lawrence in Australia*, London, 1981, p. 121, and the Cambridge edition of *The Letters of D.H. Lawrence*, ed. James T. Boulton et al., vol. IV, Cambridge, etc., 1987, p. 299-300, 302, 320, 322-3, 329, 367, 380, etc.

² See D.H. Lawrence, *Kangaroo*, ed. Steele, p. 289, 342 and (misleading) note p. 403. Lawrence had earlier thought of introducing a different Union Steam Ship vessel, the *R.M.S. Marama* ('moon', meaninglessly misnamed *Marana*): see *ibid.*, p. 408, 471. Both the *Maunganui* and the *Marama* made the Sydney to San Francisco trip in the

increased by our knowledge that the original manuscript ending of *Kangaroo* was considerably revised when the Lawrences themselves were settled in America, after a journey which had taken them, too, from Sydney to San Francisco via Wellington. At one stage in the reworking process Lawrence even added several paragraphs about the New Zealand part of their trip, as will be noted below. Perhaps the equivocal and apparently irrelevant allusions to New Zealand that remained in the British edition may be explained by anticipation that this country would seem different from Australia, and disappointment that it did not. But the Lawrences were scarcely there long enough to judge, as will also be seen.

It was August 1922. D.H. Lawrence and Frieda were leaving Australia after a stay of fourteen weeks, less eventful, no doubt, than the Somerses' but filled with similar ambiguities. The country had a strangeness which alternately drew and repelled them. Nature was wonderfully different and attractive, but people seemed 'always vaguely and meaninglessly on the go', as if trying to cover up a huge, primeval emptiness.³ Frieda liked things well enough, but Lawrence was afraid he might 'go bush' if they remained there, and the 'restless "questing beast"' in him would not tolerate inertia.⁴ They had never intended to stay long, in fact, and were going on now to winter in New Mexico before returning to Europe in 1923. They had reserved first-saloon cabin no. 4 on the Royal Mail Steamer *Tahiti* of the Union Steam Ship Line of New Zealand, which after some uncertainty left Sydney on Friday 11 August.

months surrounding the Lawrences' own voyage on the *Tahiti*: see *Letters of D.H. Lawrence*, vol. IV, p.247, 250-2. Corroborative information in this article not specifically sourced is taken from standard data in the New Zealand National Archives, the National Library and the Alexander Turnbull Library, all in Wellington.

³ See *Letters of D.H. Lawrence*, vol. IV, e.g. p. 263, 267, 270-3, 279-82.

⁴ *Ibid.*, p. 245, 266, 271, 275, 277, 280, 303.

Their journey to San Francisco would take them via Wellington, Rarotonga and Papeete, and last twenty-three days.⁵

In opting for the *Tahiti* rather than a vessel with the Oceanic Line, Lawrence expected the New Zealand route to be 'nice'.⁶ He had not wanted them to travel first-class, but learnt that the ship had too little deck accommodation in second. Despite a very necessary concern about the expense, he looked forward to a restful, pleasant, even 'jolly' voyage, trusting the calm seas would hold.⁷ He was learning Spanish, and intended also to read Katharine Susannah Prichard's novel *The Black Opal*. Frieda may have hoped to indulge her hand at cards, for she later won a whist drive on board.⁸ But she was perhaps disappointed to find their boat 'smallish'.⁹ By this she must have meant narrow and perhaps cramped for space rather than little overall, for though by no means so large as some ocean-going liners, the London-registered *Tahiti* was in fact a vessel of 4155 net tons, 460 feet long and 55.5 feet broad. Built in 1904, it had served as a troop transporter during the First World War, had been refitted and converted to oil in 1921, and was now a familiar visitor to New Zealand waters. It was painted green and white and had a distinctively sloping red and black funnel; its first-class accommodation was exceptionally elegant, with leather upholstery, fine ceilings, and beautiful wooden panelling, pillars and rails. On the Sydney to Wellington leg of the Lawrences' voyage, there were 127 passengers and an almost exclusively British crew of 140; the *Tahiti* also carried some general cargo and timber for America, and of course

⁵ Ibid., p. 251, 254, 259, 264, 276, 278-80, 287-9; *Dominion*, Wellington, 16 August 1922, p. 10.

⁶ *Letters of D.H. Lawrence*, vol. IV, p. 267.

⁷ Ibid., p. 256-7, 269, 282.

⁸ Ibid., p. 280-, 282-4.

⁹ Frieda Lawrence, 'Not I, But the Wind...', New York, 1934, p. 133.

the mails from Britain and Australia.¹⁰ To judge by a rejected passage in *Kangaroo*, the Lawrences considered their first-class companions from Sydney to Wellington to be 'not very many' in number and (primly) to offer 'nobody who looked possible' for them.¹¹ Despite the 'dark, inhospitable sea', the passage to Wellington was smooth and comfortable enough, with that mixture of hot sun and cold wind¹² so characteristic of the Tasman, but things may well have become more disagreeable thereafter since 265 passengers are known to have left Wellington, chiefly for San Francisco. It was at that stage that Lawrence himself would remark: 'Travel would be so nice if fewer people travelled', noting that the *Tahiti* most resembled 'a big boarding-house staggering over the sea'.¹³ He also said he found their companions 'uninspiring', and towards the final destination would comment: 'Travel seems to me a splendid lesson in disillusion', adding how hateful it was 'never to be able to get away from' several score 'Australians, New Zealanders, Americans, and French'.¹⁴ After their arrival in San Francisco he could nevertheless

¹⁰ Passenger list and crew list for the arrival of the *Tahiti* in Wellington on 15 August 1922, S.S. 1/551, ff. 86-91, and ships' entry books, C.-W. 12/2, National Archives of New Zealand, Wellington; annual report of the Wellington Harbour Board for 1922, Wellington Maritime Museum. No cargo was discharged at Wellington. Descriptive details and technical specifications of the *Tahiti* have been obtained from various publications and press cuttings at the Maritime Museum, Wellington, and from the pictorial collection of the National Library; some photographs of the vessel will be found reproduced in Jack Churchouse, *Glamour Ships of the Union Steam Ship Company NZ Ltd*, Wellington, 1981, p. 56-61, and in N.H. Brewer, *A Century of Style: Great Ships of the Union Line, 1875-1976*, Wellington, 1982, p. 115-20. The *Tahiti* sank dramatically on 17 August 1930, before reaching Rarotonga on its regular passage from Sydney to San Francisco.

¹¹ See D.H. Lawrence, *Kangaroo*, ed. Steele, p. 476.

¹² Ibid.

¹³ *Letters of D.H. Lawrence*, vol. IV, p. 284.

¹⁴ Ibid., p. 286, 303.

declare to more than one correspondent: 'We have many boat friends here, we're still a friendly band.'¹⁵

Notwithstanding Lawrence's fictional remark that nobody looked 'possible' for the Somerses, some of these factual 'friends' were perhaps already aboard the *Tahiti* on the leg from Sydney to Wellington. In case any scholar may recognize a name or two, it is thus worth listing Mr and Mrs D.H.Lawrence's first-class companions on the journey from Sydney.¹⁶ Booked through (like themselves) to Rarotonga, Papeete and San Francisco were: Mr and Mrs A.Welch (U.S.A.), Mr and Mrs A.C.Wilcox (English), Mr H.Renwick (English) and Miss D.Renwick (Australian), Messrs C.F.Cobb (Australian), W.Crowle (English), A.Even (French), W.H.E.Judd (English), S.Norton (U.S.A.), R.Wilhelm (German), J.W.Wright (Australian), Mrs R.D.Robinson (U.S.A.), and Miss M.Smith (U.S.A.) The 23-year-old Mr S.Norton, incidentally, was surely the model for young 'Norwood', with whom Somers would talk so animatedly on the leg from Tahiti to San Francisco in an abandoned passage from the end of *Kangaroo*.¹⁷ In addition to those travelling the whole way, three passengers were going only as far as Tahiti: the Australian Captain Wright, the Englishman D.L. Thomson, and the American J.A.Trower. Finally, the following first-saloon passengers from Sydney were disembarking at Wellington: Captain and Mrs Bowater (English), Dr J.H.Bennett (English), Mr and Mrs F.A. King (N.Z.), Messrs C.Birch (N.Z.), E.F.Boult (Australian), Frederick W.K.Bunning (English), Thomas J.Confoy (Australian),

¹⁵ Ibid., p. 288, 290.

¹⁶ What follows is derived from the *Tahiti* passenger list, National Archives, Wellington, S.S. 1/551, and from the *Dominion*, 16 August 1922, p. 10, and *New Zealand Times*, 16 August 1922, p. 2.

¹⁷ See D.H. Lawrence, *Kangaroo*, ed. Steele, p. 477-8.

A.M.Cunningham (English), J.Giles (Australian), C.C.Higginson (N.Z.), E.L.Hook (N.Z.), William Howson (English), L.Lister (N.Z.), McCormack (N.Z.), H.V.Prentice (N.Z.), G.Rosenbaum (Australian), G.A.Scott (N.Z.), P.B.Sheather (N.Z.), J.Wairoa (N.Z.), Nathaniel Woods (N.Z.), Mrs H.Biss (Australian), Mrs C.Clabburn (N.Z.), Mrs J.R.London (N.Z.), Mrs L.A.Richards and Miss C.Richards (Australians). The ship was under the command of its British master, Captain B.M. Aldwell, whom Frieda would later recall as a 'stout jolly' fellow.¹⁸

The *R.M.S. Tahiti* entered Wellington harbour at ten past six in the morning of Tuesday 15 August 1922, and after pratique berthed at Queen's Wharf, no. 1 north, at 9.15 a.m. The *Dominion* noted that 'a calm and uneventful trip was made across the Tasman Sea',¹⁹ but the local weather was cloudy, unsettled and squally, with sometimes heavy rain. Westerlies, strong to gale force, got up on the actual day, with quite rough seas. Though typical of New Zealand's capital in the winter months (and indeed often in the summer), these conditions may not have seemed promising for any but the more strenuous of European travellers. Besides, as the *Tahiti* was scheduled to leave Wellington at three o'clock in the afternoon of 15 August, the same day it had arrived, and left actually at twenty to five,²⁰ ongoing passengers would not have had many hours on shore in which to see the city or its environs. In the Lawrences' case, it also seems that a delay was caused by a customs officer who found something to object to in Frieda's papers. There is a testy account of this in some rejected paragraphs of *Kangaroo*. Though obviously not every

¹⁸ Frieda Lawrence, 'Not I, But the Wind...', p.133.

¹⁹ *Dominion*, Wellington, 16 August 1922, p.10.

²⁰ *New Zealand Times*, 15 August 1922, p. 2, 4; *Dominion*, 16 August 1922, p. 10.

detail of that novel can be taken as autobiographical, the following presumably is:²¹

At Wellington a great fuss filling in papers for the Immigration Authorities, even though the boat was staying only a day. And another insult from a fat individual who came on board as chief official. He looked at Harriet's form, saw she was not born in England - or the Empire - and did not give her a landing card.

'Why haven't you given me a landing card?' she said.

'I'll attend to you later, Mrs Somers,' he said, with the ill-bred insolence of these little colonial people who feel their office. 'You come under the restricted-immigrants class.'

'But why?' she cried. 'My husband is an Englishman.'

'If you'll wait outside I'll attend to you later.'

Richard was livid with rage at the fellow's insolence. They waited till the whole gang was through, and he was prepared to have it out with the person. But, having kept them hanging round for an hour, the person was satisfied with himself. He handed Harriet her landing card the moment he saw her, saying suavely:

'You are going on by this boat, Mrs Somers?'

'I am. I've no desire to stay in New Zealand.'

[...]

You land at a great port - Naples, Colombo, Sydney, San Francisco - and you find perfect simplicity and courtesy. But in would-be Wellington, a nobody in uniform.

If indeed we are to take this at face value in relation to the Lawrences' own arrival at Wellington, not all of it is candid. Every tourist knows that customs officials may seem capricious anywhere, and in the Lawrences' case there were genuine difficulties. First, Frieda was a German and (rightly or wrongly) Germans entering New Zealand were still being treated with suspicion in 1922, following the Great War in which so many Anzac soldiers had been sacrificed. It was also hard to bring in German goods at this time: customs officers were instructed to look out for them, and in doing so were of course more dutiful than officious. Secondly, there was the strange anomaly that Frieda, though German-born and ostensibly a British resident, had put herself down in the *Tahiti* passenger list as Australian, and Lawrence too was registered as born in Australia.²² Her husband was therefore not stated to be 'an Englishman' as she claimed, or at least there was conflict between what they entered on the disembarkation forms and what was recorded in the list. As far as the landing surveyor was concerned, there was indeed some irregularity about this touchy German lady and her irascible spouse. The irony for us, of course, is that the New Zealand authorities should have been suspicious of Frieda, rather than of David Herbert Lawrence himself. However, only an exceptionally vigilant or knowledgeable inspector might have recognised him as the author of *The Rainbow*, banned in Great Britain since 1915 but, it seems,

²¹ The passage is quoted with due acknowledgement to the Cambridge University Press. See D.H. Lawrence, *Kangaroo*, ed. Steele, p. 476-7, and cf. Darroch, p. 121. I have restored the normal English spelling 'Harriet' in place of Lawrence's own quirky 'Harriett'. Unfortunately it is not possible to verify how far the Somerses' experience represented the Lawrences' own, since the Customs Department's landing surveyors' report books are no longer extant for Wellington in the period 1918-1925 at the New Zealand National Archives.

²² National Archives, Wellington, S.S. 1/551.

never specifically prohibited in New Zealand.²³ In the years immediately following Lawrence's brief visit to New Zealand there would, however, be some very interesting developments which are worth digressing for here.

Although the New Zealand Customs Department at the time was most concerned to keep the country pure from political pamphlets about Lenin and bolshevism, or socially subversive tracts with titles like *Safe Marriage, How to Prevent Pregnancy* and *What Women Ought to Know on the Subject of Sex*,²⁴ works of creative literature did sometimes come into their purview, as in Britain and elsewhere. Considerable files remain from the 1920s to demonstrate the wide-ranging powers of the Department of Internal Affairs, the Postmaster-General and the provincial Comptrollers of Customs. Lawrence is first mentioned in a memorandum to the Auckland Comptroller of 19 July 1923 headed 'Doubtful Literature', which reads:²⁵

There is a writer of fiction named D.H. Lawrence, whose books, or some of them, have been adversely criticised in the United States press as being virtually obscene. I am unable to give the titles of more than four of his works, viz. *Aaron's Rod*, *Lost Girl*, *Women in Love* and *Kangaroo*.

²³ I have searched in vain for a reference to *The Rainbow* in the Customs files at the National Archives, as also in relevant Orders in Council listed in the *New Zealand Gazette* for the period 1915-22. As will be seen, the first official mention of Lawrence as a potentially undesirable author seems to date only from 1923.

²⁴ See National Archives, Wellington, C.1. 24/43, indecent publications 1917-1930, rulings and seizures, e.g. Part I, memorandum of 5 July 1922.

²⁵ Memorandum from W.A.J. Tanner of the General Post Office, Wellington (on secondment to the Department of Internal Affairs), C. 1: 24/43, Part I, National Archives, Wellington.

I understand that South Africa and Australia are the scenes of his stories. I am also informed that at least one of Lawrence's books has been refused entry into Great Britain.

Perhaps you will deem it desirable to warn your officers to be on the alert to intercept any of Lawrence's works in order that they may be submitted for examination.

The strangest feature of this document is of course the reference to *Kangaroo*, which was not published either in the United States or in Britain until September 1923. Presumably employees of the New Zealand Post Office had perused American newspapers in which the novel was described as forthcoming, and which knew about its Australian setting and allegedly immoral content. On 21 July the Auckland Comptroller wrote in similar terms to his colleagues in Wellington, Christchurch and Dunedin,²⁶ and in due course Lawrence's books were added to the standard list of works to be looked for at the ports of entry. In a confidential circular of 7 March 1924, for example, customs officers' attention was insistently drawn to the man who had slipped through their grasp in August 1922: 'If any books by D.H.Lawrence come to hand, copies of them should be forwarded to this office for examination. Some of these books are *Aaron's Rod*, *Lost Girl*, *Women in Love* and *Kangaroo*.²⁷ Over the next twelve months, however, successive circulars carried notes announcing that the Lawrence titles here named were not to be prohibited, and in a Customs memorandum of 19 November 1925 importers were advised that all books by him would henceforth be allowed into the country. Curiously, though, while all other references to Lawrence were deleted from the list of

²⁶ C. 1. 24/43, Part I, National Archives, Wellington.

²⁷ Ibid.; the original memorandum is in C. 36/959, no. 1924/30, p. 2.

prohibited publications issued on 15 December 1925, the one title *Kangaroo* remained on it in error and was not finally confirmed as having been removed until the list of 15 June 1927.²⁸

But let us return to 15 August 1922. Despite extensive efforts, I have not been able to find details of any organised visits that the Lawrences or their shipboard companions may have undertaken during the hours available to them in Wellington.²⁹ The *Tahiti* was not a cruise liner, and did not lay on tours. Individual exploration required some initiative, of course, and the Lawrences were both jaundiced by their experience of Australia and upset by the customs incident. The weather was also unpleasant. Moreover, Wellington, unlike most of the world's great cities, has never been self-consciously a tourist destination. The Lawrences could perhaps be forgiven for supposing there was little there to see, even though the Wellington-born Katherine Mansfield must surely have spoken of it, perhaps on that occasion in December 1914 when she is known to have described for them her camping trip to the 'King Country' of New Zealand.³⁰

All that is known for certain is that Lawrence sent four cards from Wellington, all to women correspondents. For his sister-in-law Else Jaffe he

²⁸ C. 1. 24/43, Part I, National Archives, Wellington.

²⁹ The large and chaotic inventory of tourist material at the National Archives in Wellington does not *seem* to list anything of relevance, and I am assured that the Wellington City Archives, at present not available to the public, probably contain nothing either.

³⁰ See John Middleton Murry, *Reminiscences of D.H. Lawrence*, London, 1933, p. 47; *The Collected Letters of Katherine Mansfield*, ed. Vincent O'Sullivan and Margaret Scott, vol. I: 1903-1917, Oxford, 1984, p.29-35. Murry's manuscript diaries may contain more details of this long journey through the central North Island, which Katherine must have only loosely called the King's Country since it did not actually take in the area generally so entitled today.

chose a card representing the Maori guides Pipi and Eileen of the hot springs at Whakarewarewa, Rotorua, and wrote: 'At the Antipodes - for a day only - on to Rarotonga and Tahiti - shall hear from you in America.'³¹ He addressed his old friend and admirer Catherine Carswell in similar terms on a card from the same series, this time showing 'Guide Emma'.³² To his sister Ada Clarke he sent a card with a quite different picture, the celebrated Mitre Peak at Milford Sound in the far south, and was both more negative and more positive in his comments about the trip: 'Here we are at your antipodes - don't want to stop here though - Sail this afternoon.- are on a nice boat.'³³ Finally, he remembered his old friend and enemy Katherine Mansfield, and inscribed the single word 'Ricordi' (reminiscences) on a card to her sent via Lady Ottoline Morrell.³⁴ Though Katherine did receive this, the original is either lost or unavailable and the subject of its picture, if any, is not at present known; dare one suggest that it, too, represented Rotorua which Katherine detested?³⁵ Lawrence 'down under' was naturally thinking quite a lot of her; while sailing from Perth to Adelaide in May he had written to their mutual friend S.S. Koteliensky: 'If you were here you would understand Katherine so much better. She is *very* Australian - or New Zealand.'³⁶

The picture postcards could, of course, have been for sale on the boat or available from vendors at the quayside. When completed, they may even have been taken by a crew member to the old Post Office, a stone's throw from the ship. For all we know, the Lawrences may not have got further than the port.

³¹ *Letters of D.H. Lawrence*, vol. IV, p. 282.

³² *Ibid.*, p. 283.

³³ *Ibid.*

³⁴ *Ibid.*, p. 283, 375, 387.

³⁵ See *Collected Letters of Katherine Mansfield*, vol. I, p. 33-5.

³⁶ *Letters of D.H. Lawrence*, vol. IV, p. 241.

However, to judge by the content and subjects of the cards it seems probable that most, if not all, were written in the morning, as if the Lawrences did plan to visit the city afterwards.³⁷ There was currently a tramway dispute in Wellington, but hired vehicles would of course be available. The obvious things to see not far from the wharf were the Town Hall, the Central Public Library, the magnificent and colossal wooden structure of the Government Offices, lovely old St Paul's cathedral, the dramatically beautiful General Assembly Library, and the brand-new Parliament House constructed imposingly from Takaka marble. It was Budget Day in New Zealand; worries were being aired about the public debt; and there could have been mild excitement as the Minister of Finance, W.F. Massey, declared that the outlook for the current year was better than the last. Respectively in Museum Street and Bowen Street near by were the curious old wooden Dominion Museum, full of Pacific treasures, and the unique rare book and manuscript collection of the Turnbull Library; a little further off was the Wellington Art Gallery. The Lawrences had visited the galleries of Adelaide and Melbourne;³⁸ would they not have wished to do the same in Wellington? Though a little more ambitious in terms of distance, one might have expected them to venture up Tinakori Road, where Katherine Mansfield was born, - if, that is, Lawrence thought of her so strongly as he afterwards professed.³⁹ They could then have pushed on to the picturesque Botanic Gardens and to the kiosk tea-room overlooking the

³⁷ For the following information on what Wellington was like in 1922, I have consulted contemporary street guides and a number of descriptive publications including Charles Wilson, *The City of Wellington* (1919) and Richard Wedderspoon, *The New Zealand Illustrated Tourist Guide: The Most Wonderful Scenic Paradise in the World* (1925). For contemporary events I have relied on the *Evening Post*, Wellington, 11 August, p. 2, 12 August, p. 11, 15 August 1922, p. 2, 5, 8, 16 August, p. 9, 14, and on the *Dominion* and *New Zealand Times*, both of Wellington, for this same period.

³⁸ *Letters of D.H. Lawrence*, vol. IV, p. 273.

³⁹ See *Ibid.*, p. 375.

red-brick Victoria University College building, enjoying fine views of hilly, airy Wellington and its wondrous harbour before taking the quaint cable-car (if its driver was not on strike) back down to the bustle of Lambton Quay.

Surely shopping at least would be an agreeable way of spending a few hours in a strange new town? First, there was the curiosity of bookshops. Lawrence had been pleased to find his writings, even *The Rainbow*, for sale and at a library in Perth, and again apparently in little Thirroul, New South Wales;⁴⁰ would he not have wanted to look for them also in Wellington, for instance at Whitcombe and Tombs's grand emporium in Lambton Quay (or even at Smith's second-hand shop in adjoining Willis Street)? And then there were the stores. The Lawrences were just too late for Kirkcaldie and Stains's famous winter sale, which finished on the twelfth, though the spring and summer millinery had opened. And what about local entertainment? *The Acrobat of Death* was showing at Everybody's, *Disraeli* at the King's. Playing at the Paramount and Artcraft was 'the greatest motion picture of all times' - *The Four Horsemen of the Apocalypse*, with Rudolph Valentino and Alice Terry and a 'full symphony orchestra' at each theatre; hundreds were being turned away at performances. However, to judge by Lawrence's remarks about the cinema industry and its celebrities - 'so undistinguished, so common', - this fact might not have interested him.⁴¹

And finally, when all else was exhausted or rejected, there were always the papers to read while waiting for the ship's hooter. These contained a

⁴⁰ Darroch, p. 14; *Letters of D.H. Lawrence*, vol. IV, p. 9, vol. V, 1989, p. 119-20; Frieda Lawrence, 'Not I. But the Wind...', p. 120.

⁴¹ *Letters of D.H. Lawrence*, vol. IV, p. 287.

perhaps surprising amount of very recent international news, come by telegraph. There was much talk of the Irish strife. The death of Lord Northcliffe was announced. Soviet economics were reported to be leading to overproduction in Russian industry. Mr Edison's new Amberola gramophone was being advertised, with its diamond stylus. On the local scene, there was talk of renaming the Tasman the Anzac Sea; the owners of historic Kawai Island, earlier the home of Sir George Grey, were vainly attempting to sell it to the Japanese; Dr Truby King was lecturing on child welfare; prohibition was being canvassed by the clergy; a thorough overhaul was taking place of cricket rules; rugby, soccer and league were accorded almost equal treatment on the football pages of the press. And if fragile Lawrence was not feeling up to things, Scott's Emulsion would put his lungs right, Clarke's Blood Mixture his piles. Dr Cassell's Tablets would relieve any headache, wind or palpitations, and insomnia would infallibly be cured by Dr Williams's Pink Pills for Pale People.

The Wellington papers had not, of course, noted the Lawrences' arrival, other than to print their names in the shipping lists; nor did they report their departure. No one knew, apparently, that an English novelist of some stature and much controversy was in the capital. His brief visit was not even noted in the prattling columns of 'Book Chit Chat', contributed by 'The Worm' to the Wellington weekly paper the *New Zealand Free Lance*. By contrast, a few arrivals did receive comment, notably T.J. Confoy and his colleagues Dr Bennett and Mr Bunning, who had come to officially open branches of the Southern Cross Assurance Company throughout New Zealand. The papers also recorded that the *Tahiti* would take with it a group of United States scientists

who had been staying in New Zealand, 'loaded with specimens'; to judge by the way in which the passenger list in the *Dominion* of 16 August is arranged, these included Dr McKenzie, Professor Nutting and Professor Stoner. And the Lawrences went with these men, liking Rarotonga but abhorring Tahiti, until San Francisco was finally reached on Monday 4 September.⁴² D.H. Lawrence had made but the minutest of comments on Wellington in his letters, and Frieda's *Not I, But the Wind...* would not even note that they had called there at all. But posthumously, in the discarded ending of *Kangaroo*, Lawrence would send back from America via England and Australia a venomous barb against New Zealand which it is as well, perhaps, that contemporary readers could neither feel nor imagine. What would a novel about that country have been like if he spoke for his heroes as follows?⁴³

And after a day in Wellington, cold and stormy, they had less desire than ever to stay in this cold, snobbish, lower middle-class colony of pretentious nobodies.

[...]

Ah well, it lies away in nowhere, behind the great sea: the great void Pacific, where the heart seems to die, and the Pacific Isles rise golden, sunny, but cruelly at the heart of nowhere, as if one could not breathe.

⁴² See *Ibid.*, pp. 283-7.

⁴³ See D.H. Lawrence, *Kangaroo*, ed. Steele, p. 477.