



Hunt Institute for Botanical Documentation
5th Floor, Hunt Library
Carnegie Mellon University
4909 Frew Street
Pittsburgh, PA 15213-3890
Telephone: 412-268-2434
Email: huntinst@andrew.cmu.edu
Web site: www.huntbotanical.org

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About the Institute

The Hunt Institute for Botanical Documentation, a research division of Carnegie Mellon University, specializes in the history of botany and all aspects of plant science and serves the international scientific community through research and documentation. To this end, the Institute acquires and maintains authoritative collections of books, plant images, manuscripts, portraits and data files, and provides publications and other modes of information service. The Institute meets the reference needs of botanists, biologists, historians, conservationists, librarians, bibliographers and the public at large, especially those concerned with any aspect of the North American flora.

Hunt Institute was dedicated in 1961 as the Rachel McMasters Miller Hunt Botanical Library, an international center for bibliographical research and service in the interests of botany and horticulture, as well as a center for the study of all aspects of the history of the plant sciences. By 1971 the Library's activities had so diversified that the name was changed to Hunt Institute for Botanical Documentation. Growth in collections and research projects led to the establishment of four programmatic departments: Archives, Art, Bibliography and the Library.

Mokuleia Beach, Waiāluā, Oahu.
April 13, 1956.

Dear Mr. Rothwell:

I hope you won't decide about whether you want to take on the Cheng Ho case or not and its various ramifications on the contingency basis until I gather all the facts and get them to.

Besides the breach of contract regarding the return of the vessel which I, not a lawyer, thought is a case of conspiracy involving French government officials, cash is owing me and others I represent. This amounts to about \$3,000. Ingman has the papers involved.

It was Win who handled the Cheng Ho case, and now that he is gone I see no reason why Dave should sit on the nest when he lays no egg in it.

By the way, I have a new set of Cheng Ho sails in their original crates in my garage. These were worth \$2,000 - 3,000 five years ago. To what extent 5 years storage allowed them to deteriorate I do not know. I lacked courage to unpack them as then deBisschop might have had the nerve to accuse me of damaging them. These sails I was holding to help insure payment of the debt.

I do not want to hurt Dave's feelings and hence wrote him as you can see from copy of letter enclosed. I took the liberty of using Mr. Dyer's name rather than yours. Why have the rumor leak out that you are interested in the Cheng Ho case and thus perhaps hamper your getting information?

Would not perhaps holders of Cheng Ho owe me the charter cash earned since July 7, 1952 when breach of contract started? At any rate, I thought the Cheng Ho case, properly handled with State Depts. aloha, could be a gold mine for us. I should like to gain control of vessel from deBisschop and then charter the vessel at same price to the same French hui.

I have pestered the Députés of the Assemblée Nationale in Paris to such an extent that the Cheng Ho case is almost a cause célèbre in Paris. Wishing U.S. admiralty they may use pressure on the Tahitians in our behalf.

Aloha,

Otto Lagergren

Mokuleia Beach, Wai'aleale, Oahu.
April 13, 1956.

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I have pestered the Deputies of the Assemblée Nationale in Paris to such an extent that the Cheng Ho case is almost a cause célèbre in Paris. Wishing U.S. administration they may use pressure on the Tahitians in our behalf.

Aloha,

Otto Degener

Mokuleia Beach, Waialua, Oahu.
April 14, 1956.

THIS IS TO CERTIFY that I have retained solely Attorney Dyer and associates, Inter-Island Building, Honolulu, to settle the various aspects of the Cheng Ho case for me on contingency basis, and request that you deliver all documents concerning it over to them on demand.

Sincerely,

Dr. Otto S. Egner

Mokuleia Beach, Waialua, Oahu.
April 14, 1956.

THIS IS TO CERTIFY that I have retained solely Attorney Dyer and associates, Inter-Island Building, Honolulu, to settle the various aspects of the Cheng Ho case for me on contingency basis, and request that you deliver all documents concerning it over to them on demand.

Sincerely,

~~Copy~~

Mokuleia Beach, Waialua, Oahu.
April 14, 1958.

Dear Dave:

The French attorney in New York accomplished nothing regarding the various Cheng Ho angles. So the problem is back in my lap.

I now want Mr. Dyer and his associates to see what they can do for me. Mr. Dyer's parents are more or less our neighbors here at the beach. So kindly turn over all Cheng Ho papers to Mr. Dyer or representatives concerning the breach of contract and concerning the various cash debts owing (by Company or Mrs. Constable or deBischop or cronies) me and proteges like Ordóñez, Peiler, Malayo, English, etc. I wish this done quickly as statute of limitations on some runs out this year.

I am writing Mr. Dyer about this matter, and mailing him what is my attempt at legalise lingo regarding it.

When around this part of Oahu, I hope you and Mrs. Ingman will drop in. We don't drive about in town - too scared of the traffic.

Aloha,

Mokuleia Beach, Waialua, Oahu.
April 14, 1956.

Dear Dave:

The French attorney in New York accomplished nothing regarding the various Cheng Ho angles. So the problem is back in my lap.

I now want Mr. Dyer and his associates to see what they can do for me. Mr. Dyer's parents are more or less our neighbors here at the beach. So kindly turn over all Cheng Ho papers to Mr. Dyer or representatives concerning the breach of contract and concerning the various cash debts owing (by Company or Mrs. Constable or deBischop or cronies) me and proteges like Ordonez, Feiler, Malayo, English, etc. I wish this done quickly as statute of limitations on some runs out this year.

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When around this part of Oahu, I hope you and Mrs. Ingman will drop in. We don't drive about in town - too scared of the traffic.

Aloha,

Otto Jegenius

Mokuleia Beach, Waialua, Oahu.
April 14, 1956.

Dear Dave:

We hate to go into town so when attorney Dyer visited his parents here at Mokuleia Beach during Easter week, we told him our few wishes and he got our Last Will and Testament up to date and pau.

The French attorney in New York accomplished nothing regarding the various Cheng Ho angles. So the problem is back in my lap.

I now want Mr. Dyer and his associates to see what they can do for me. So kindly turn over all Cheng Ho papers to Mr. Dyer or representatives concerning the breach of contract and concerning the various cash debts owing (by Company or Mrs. Constable or deBisschop or cronies) me and proteges like Ordonez, Peiler, Malayo, English, etc. I wish this done quickly as statute of limitations on some runs out this year.

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When around this part of Oahu, I hope you and Mrs. Ingman will drop in. We don't drive about in town - too scared. *(the traffic)*

Aloha,

Otto Degener

No 701134

RECEIPT FOR CERTIFIED MAIL—15¢

SENT TO	Mr. Rodrigo Berto
STREET AND NO.	165 Broadway
CITY AND STATE	New York, N.Y.
If you want a return receipt, check which <input checked="" type="checkbox"/> 1/6 shows to whom and when delivered <input type="checkbox"/> 3/6 shows to whom, when, and address where delivered	

POSTMARK
OR DATE



POD Form 3800
Apr. 1955

Adventurer De Bisschop Plans To Reverse Kon-Tiki Voyage

By SARAH PARK

When Eric de Bisschop was a young lad land-locked in northern France, the ocean pounded an urgent call upon him.

At 14, he flew against parental desires that would have shaped him into a Jesuit priest, and went sailing on a four-masted schooner—and the sea is still his mistress.

Since then, he's crossed the Pacific Ocean twice in Chinese junks, sailed from Hawaii to Tahiti in a double-hulled canoe, married a beautiful descendant of historic Island lineage, and fathered a lovely daughter.

TAHITI TO PERU

Now, he is in Tahiti preparing a bamboo raft aboard which he and four others will attempt in October to sail from Tahiti to Peru and Chile—the reverse of Thor Heyerdahl's Kon-tiki saga.

He wants to prove that the Polynesians could have done the same thing in the days when they cruised at will over the broad breast of the Pacific Ocean.

Mrs. Constance de Bisschop, his wife and a well-known Honolulu artist of 158 Dowsett



De Bisschop

Avenue, isn't sure whether she'll see him off in Tahiti, but she's more certain about joining him there later.

His French scientific expedition plans to spend a few months in South America, then sail back aboard the raft to Tahiti.

BAMBOO LOGS

The raft, the Tahiti-Nui (Country Toward The Rising Sun) will reportedly have a wooden frame on which bamboo logs will be lashed together with coconut tree rope.

The sails will be lauhala mats, and the centerboards will afford the only steering apparatus.

The trip to South America is expected to take three or four months.

According to Joseph Tatiouet, who has shared some of Mr. de Bisschop's colorful adventures of the past, the raft probably will sail south from Tahiti until within the westerly winds, then set a course for South America.

MANY ADVENTURES

Mr. de Bisschop's past reads like a novel written by an author overwhelmed by plots that have leaped out of a Pandora's box and stunned the writer into dazed acceptance.

He has lived with cannibals and eaten human flesh out of necessity, been rammed by a Spanish fishing vessel while sailing a single hulled canoe bound from France to Hawaii and been raided by pirates.

While living here, he became friends with another adventurer, Florentino Das of Maui, Oahu, who recently sailed from Hawaii to the Philippines.

IS WRITING BOOK

Mr. de Bisschop's "first love," his lovely artist wife says, is his theory of the migration of the Polynesians, and, probably before setting sail for South America in October, he will have completed a two-volume book he's writing on the subject.

How does Mrs. de Bisschop feel about the impending trip?

"I have the greatest confidence in him," she smiled with assurance.

Mokuleia Beach, Waialua,
Oahu, Hawaii.
June 12, 1956.

Mr. Hartman, French Desk,
State Department,
Washington, D. C.

Dear Mr. Hartman:

I am sorry for the delay in writing you.

In short, I took the advice of the State Department and several members of our Congress to again engage an attorney in regard to the Cheng Ho swindle. This time, instead of having the non-French-speaking Americans Ingman & Ingman, Young Building, Honolulu, handle the case, I engaged on the contingency basis a Frenchman, with offices at 135 Broadway, New York City. I had retained him on one phase of the case several years ago, he having been recommended as attorney to me by the French Chamber of Commerce in New York. I wrote this French attorney about my case May 30, 1955, enclosing a photostatic copy of the option contract, other pertinent documents and original letters from Members of our Congress to me giving their reactions and advice.

The French attorney, after some months, recommended no action on my part regarding my former vessel Cheng Ho. I requested return of my contract and other papers I had mailed him for study. None came until I had my sister, a resident of New York City, complain by phone to him about the matter. Then I received the photostat, unimportant as I can get a duplicate made by the Bureau of Conveyances in Honolulu any day at little cost. The important documents were not mailed to me with the photostat. Another complaint by phone for the missing documents elicited the verbal reply that these papers would be mailed to me also. To date nothing has arrived, and the major part of the Cheng Ho swindle began 5 years ago this coming July. Such delay may jeopardize part of my chances for justice if the statute of limitations is involved.

As you know from your files, French Government Officials in Tahiti and elsewhere have more than condoned the swindle begun by the French convict and French Consul in Hawaii, Capt. Eric deBisschop. I do not know, but may not the French attorney likewise have suffered from French Official interference in this case? Is this not the reason documents, so easily put into an envelope and mailed to me by registered post, still linger in New York, Tahiti or Paris, and never have arrived at my address?

The State Department, perhaps over-cautious in fearing to offend foreigners when American citizens need help, mentioned granting me aid when exposed to unfair treatment. I request that aid now instead of being cast adrift to write begging letters, as in the past, to my Members of Congress and to Deputies of the Assemblée Nationale.

This is not a trivial case. According to the Boat Surveyor, George E. Whitaker, 318 Billingham, Honolulu, the Cheng Ho (Official Number 32 A 561) on Sept. 26, 1947 had a Market Value of \$75,000 and a Replacement cost of \$250,000. I have been asking but \$60,000 to settle my claim against the French Government.

Sincerely,

Mokuleia Beach, Waialua,
Oahu, Hawaii.
June 12, 1956.

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Sincerely,

Dr. Otto Senguer

Mokuleia Beach, Waialua,
Oahu, Hawaii.
June 12, 1956.

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State Department,
Washington, D. C.

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Sincerely,

Dr. Otto Slegner

(Copy)

Waialua, Oahu, Hawaii.
June 12, 1956.

Dear Mr. Berdof:

The French Government particularly in Tahiti has been so very eager to defend the ex-convict Eric de Bussichop and his cronies that I fear pressure may have been exerted on every one involved in the Chey Ho swindle, particularly if he be a French citizen or of French extraction. Hence I took the liberty of writing our State Department the enclosed. It tries to explain why I have not received the Chey Ho documents I had mailed you, some of which are to go to the State Department.

Let me know whatever difficulty you have for the delay in returning my papers, and perhaps we can get outside aid from Washington.

I did not want to mention your name without your written permission.

Aloha,

Dr. Otto Regener

No 7956061

RECEIPT FOR CERTIFIED MAIL—15¢

SENT TO <i>Mr. Hastman</i>		POSTMARK OR DATE JUN 11 1961 WASH DC
STREET AND NO. <i>State Dept</i>		
CITY AND STATE <i>Wash. D.C.</i>		
<p>If you want a return receipt, check which <input type="checkbox"/> It shows to whom, and when delivered <input type="checkbox"/> It shows to whom, when, and address where delivered</p> <p>If you want restricted delivery, check here <input type="checkbox"/></p>		

PD Form 3800
July 1955

Replaces previous editions of
this form which MAY be used.



DEPARTMENT OF STATE
WASHINGTON

June 29 1956

*Please add to my
Cheng Ho file.
A.D.*

In reply refer to
L/C

VIA AIR MAIL

Dear Dr. Degener:

The Department has received your letter of June 12, 1956,
addressed to Mr. Hartman concerning the vessel "Cheng Ho".

As you are aware, both the Department and the French
Government have expressed the view that the controversy is a
private one within the competence of the French courts. In
this situation, there is no action which the Department is in
a position to take regarding the matter until you have
exhausted your remedy in the French courts and made a satisfactory
showing that you have suffered a denial of justice as that
term is understood in international law and practice.

Sincerely yours,

Joseph B. Matre
Assistant to the Legal Adviser

Dr. Otto Degener,
Mokuleia Beach, Waialua,
Oahu, Hawaii.



9/28/56
Raft Tahiti-Nui

Ex-Honolulan to Head 'Reverse Kon-Tiki' Trek

By RALPH VARADY

PAPEETE, Tahiti, Sept. 27—Former Honolulan Eric de Bisschop and four crewmen will set sail a month from now in a bamboo-pole raft half the size of a tennis court on a 10,000-mile voyage across untracked Pacific waters to South America and back.

The intrepid white-haired, 62-year-old French scientist is going to try a "reverse Kon-Tiki" expedition to prove that ancient Polynesians—whom he considers the world's greatest seamen—used to ply regularly back and forth from the South Pacific to South America.

MR. de BISSCHOP'S craft is the 14 by 40 foot Tahiti-Nui (Country Toward the Rising Sun).

It is made of 500 Tahiti-grown bamboo poles lashed together with coconut fiber cord.

Aboard will be three Tahitians and Roland d'Assignies, technician, radioman and meteorologist. Mr. de Bisschop has been an explorer since age 14 when he ran away from home in northern France and went to sea.

Mrs. Constance de Bisschop, Honolulu-born wife of the scientist, will fly here from Hawaii to wish her husband bon voyage. "I just regret that I can't go," she said. "I begged him to take me. He said it was no trip for a woman. He's going down there where it's dangerous—and icy cold."

THE RAFT WILL venture into one of the least known regions of the South Pacific, down to 35° south latitude. There temperatures frequently drop, weather is harsh, and storms frequent.



ERIC DE BISSCHOP

four months to make the 4,200 mile trip from Papeete to Valparaiso, Chile. There raft and crewmen will take a short rest, then make the trip north to Callao, Peru. Then the long voyage home.

The tiny vessel has 50 square meters of sails mounted on two A-shaped masts. Sails are made of woven mats made from the leaves of the pandanus (hala) tree. There is not a nail or a piece of metal used in the construction. Lashings are made of woven coconut fiber (called nape). Ropes are made of purau, a tree native to Tahiti. The bamboo poles are fastened with wooden pegs.

Captain and crew will live in a wood-frame cabin mounted on deck. In it are space for scientific instruments, radio equipment and navigation instruments.

The raft was built in Papeete Naval base. Recently it passed

JG/AR

MINISTÈRE

DES

AFFAIRES ÉTRANGÈRES

DIRECTION DES AFFAIRES ÉCONOMIQUES
ET FINANCIÈRES

LIBERTÉ - ÉGALITÉ - FRATERNITÉ

RÉPUBLIQUE FRANÇAISE

PARIS, LE

20 SEP 1956

Section Transports

N° 1829

Monsieur,

Par votre lettre du 26 août 1956, vous avez attiré mon attention sur la saisie de votre yacht "Cheng Ho".

Je vous serais obligé de me fournir des précisions sur cette affaire en m'indiquant notamment le lieu et la date de cet incident et le nom des utilisateurs actuels de votre bateau./.

Je vous prie d'agréer, Monsieur, l'expression de mes sentiments distingués.

POUR LE MINISTRE DES AFFAIRES ÉTRANGÈRES
ET PAR AUTORISATION
LE MINISTRE PLENIPOTENTIAIRE
DIRECTEUR DES AFFAIRES ÉCONOMIQUES ET FINANCIÈRES

h.o. *Almeida*

Dr. Otto DEGENER,
Waielua, Oahu,
HAWAII,
(U.S.A.)

1943

MINISTÈRE
DES
AFFAIRES ÉTRANGÈRES

LIBERTÉ - ÉGALITÉ - FRATERNITÉ
RÉPUBLIQUE FRANÇAISE
12 OCT 1956
PARIS, LE 9 octobre 1956

Monsieur,

L'affaire que vous m'avez exposée dans votre lettre en date du 26 août relève des tribunaux de Papeete. C'est donc à cette juridiction que vous devez adresser votre réclamation ainsi qu'il vous l'a été conseillé à différentes reprises./.

Agréez, Monsieur, l'assurance de ma considération distinguée.

C. Kraus

Monsieur Otto DEGENER

WAIALUA, OAHU

HAWAI (Etats-Unis d'Amérique).

68617 Crozier Drive,
Waiialua, Oahu, Hawaii.
Oct. 16, 1956.

Le Ministre Plenipotentiaire,
(Section Transports)
Direction des Affaires Economiques et Financieres,
Ministre des Affaires Etrangeres,
Paris, France.

Monsieur:

I received your kind letter No. 1829 (JG/AR), dated 20 Sept. 1956, concerning the swindle involving the junk-yavht "Cheng-Ho" perpetrated in the main by past and present Government Officials in and about Tahiti.

The following are some of the men in Continental France who have been advised regarding the Cheng Ho case; and from many of these you can procure the desired information now I, an American citizen, have been cheated:

Pierre Abelin
Louis Anjoulat
Raphael Babet
Andre Bardon
Jacques Bardoux
Maurice Bayrou
Henry Bergasse
Andre Bettencourt
George Bidault
Pierre Billotte
Edouard Bonnefous
Maurice Bourges-Mannoury
Fernand Bouxon
Robert Bruyneel
Robert Buron
Henri Gaillavet
Rene Cassagne
Diomede Catroux
Jacques Chaban-Delmas
Jean Chamant
Eugene Claudius-Petit
Rene City
Marcel Dassault
Jean de Beaumont
Pierre De Gaulle
Pierre de Felice
Germaine Degrand

Rene Dejean
Gerard Deliaume
Roger Devemy
Lucien Devemy
Marius Durbet
Jean Durroux
Roger Duveau
Edgar Faure
Pierre Ferri
Jean-Michel Flendin
Christian Fouchet
Edouard Frederic-Dupont
Maurice Fredet
Jean-Raymond Frugier
Jacques Furaud
Felix Gaillard
Joseph Garavel
Abel Gardey
Pierre Garet
Andre Garnier
Albert Gau
Albert Gazier
Jacques Ganton
Maurice Georges
Henri Grimaud
Pierre Henault
Edouard Herriot

Roger Houdet
 Emile Hugues
 Louis Jacquinot
 Gerard Jaquet
 Guy Jarrosson
 Jean-Jacques Juglas
 Alfred Jules-Julien
 Pierre July
 Pierre Koenig
 Alfred Krieger
 Henri Lacaze
 Henry Laforest
 Henri Langchambon
 Joseph P. Lanet
 Joseph Laniel
 Pierre-Olivier Lepie
 Jean LeBail
 Pierre Lebon
 Francis Leenhardt
 Raymond Lefevre
 Maurice Lemaire
 Andre Lefroquer
 Francois Levacher
 Charles Lussy
 Bernard Mancosu
 Raymond Marcellin
 Leon Martinaud-Deplat
 Jean Masson
 Daniel Mayer
 Rene Mayer
 Pierre Mendes-France

Jean Minjoz
 Francois Mitterand
 Juy Mollet
 Raymond Mondon
 Philippe Monin
 Andre Montell
 Robert Montillot
 Roger Moreve
 Pierre Mouchet
 Andre Mutter
 Marcel Naegelen
 Pierre Nigay
 Arthur Notebart
 Michel Paytel
 Pierre Pfrimlin
 Christian Pineau
 Bernard Fluchet
 Jean Pupet
 Henri Queuille
 Jean Raffarin
 Jean Raymond-Laurent
 Tony Revillon
 Waldeck Rochet
 Jean Saint-Cyr
 Joseph Schaff
 Rene Schmitt
 A.B.A. Smail
 Clement Taillade
 Emmanuel Temple
 Jean-Luis Vigier
 Camille Wolff

Of the above gentlemen, M. Tony Revillon has a complete account of the Cheng-Ho matter, including photostat copies of pertinent documents. To save time I beg to request that you consult his files for this material. M. Marcel Naegelen, likewise, has received some of the more important documents from me.

I might mention that I have been even more industrious in acquainting members of my Congress in Washington about this injustice that I have been of acquainting members of your Assemblée Nationale in Paris. The Cheng-Ho swindle may convince Washington that the rule in French colonies in the Pacific and elsewhere is corrupt and inefficient; it certainly helps convince Washington that France is apparently becoming powerless to protect American citizens from corrupt French Government Officials and deportees. Not to right this wrong to one American citizen is a slap in the face by France to Americans as a whole. No wonder that France's picaresque avoidance of settling the Cheng-Ho affair by one shabby excuse after another disgusts local legislators and fosters contempt. If America's interest in France's plight with Suez and African colonies is flagging, it is due to her disregard of the rights of American citizens such as I.

In my letter of August 26, 1956 to Hon. M. Christian Pineau I stated I would consider my Cheng-Ho claim against the French Government closed for the sum of \$100,000. As another year has passed, without settlement, I am now prepared to settle the claim for \$110,000, a sum far below the loss I have suffered.

Very truly yours,

68617 Crozier Drive, Waialua,
Oahu, Hawaii, U.S.A.
Oct. 23, 1956.

M. Guy Mollet,
Assemblée National,
Paris, France.

Monsieur:

If the newspaper clipping correctly quotes you, I do not understand why you should feel "bitterness and anxiety" over a certain lack of support by my Government.

For several years I have been writing to members of your Assemblée Nationale in Paris and to members of my Congress in Washington about how past and present French Government Officials in alliance with deportees are swindling me out of possession of my former junk-yacht "Cheng-Ho" in Tahiti. Your Government has used one excuse after another to protect these swindlers and to avoid payment of my claim which I now am willing to cancel for \$110,000.

When hundreds of American Legislators know about this French swindle and how Paris is unwilling or unable to control injustice perpetrated in her colonies against an American citizen, how can you expect these men to feel violently upset about Nasser's injustice toward France?

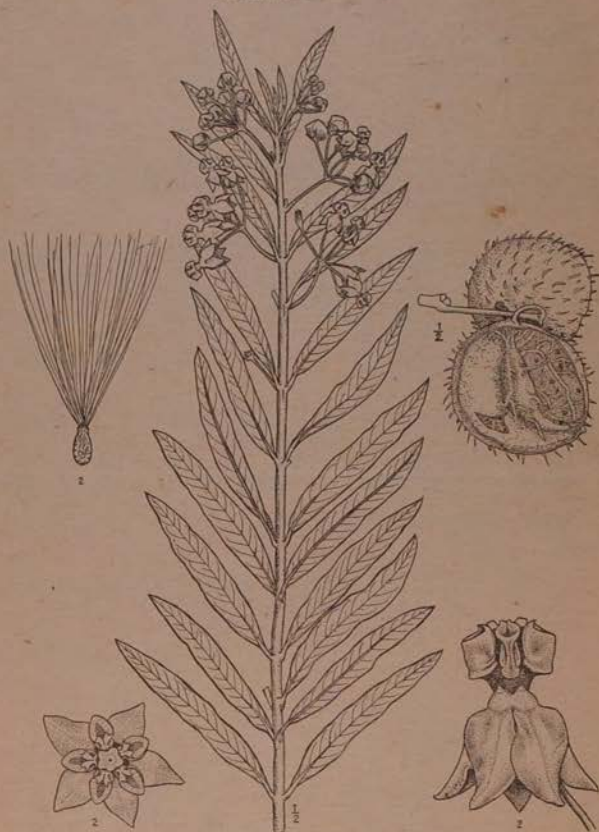
The rather picaresque Cheng Ho affair may be costing France dearly.

Yours faithfully,

NEW ILLUSTRATED FLORA OF THE HAWAIIAN ISLANDS

Family: 306
Genus: Gomphocarpus

Physocarpus
ASCLEPIADACEAE
MILKWEED FAMILY



GOMPHOCARPUS PHYSOCARPUS E. Meyer

(Original and reduction after Wildeman)
(Described on preceding page)

(Degener & Greenwell date to come)

68617 Crozier Drive, Waialua,
Oahu, Hawaii, U.S.A.
Nov. 1, 1956.

L'Hon. Monsieur Edouard Herriot,
Assemblée Nationale,
Paris, France.

Monsieur:

upon payment of
May I remind you that France has not yet settled the Cheng-Ho affair by which past and present French Government Officials in and about Tahiti, with the aid of deportes, are swindling me, an American citizen?

by this time
Although the loss of my teak and camphor wood vessel is in excess of \$110,000, I am willing to cancel my claim for that sum. I hope you can help the Section Transports (as mentioned in their letter No. 1829 of 20 Sept. 1956), Direction des Affaires Economiques et Financieres, Ministère des Affaires Etrangères, bring this French fiasco to an end.

This swindle began in Honolulu. The facts are well known here, to members of my Congress in Washington, and to Deputés of the Assemblée Nationale in Paris. Such picaresque treatment of an American citizen by France must color our thinking ~~not too kindly~~ toward France. ~~It helps~~ bring forth editorials like the one enclosed.

Yours very sincerely,

*Then when larger
issues, like those
of Suez arise, it
helps*

Waialua, Oahu, Hawaii, U.S.A.
Nov. 11, 1956.

L'Hon. M. A. Gau,
Ministère des Affaires Étrangères,
Paris, France.

Monsieur:

I have your letter (No. 1973) of Oct. 9 regarding the Cheng Ho swindle perpetrated against me by past and present Government Officials and déportés in and about Tahiti.

We in Hawaii are closer to Tahiti than are you in Paris. Consequently we know all too well the corrupt state of this Colony of France. It is a gouvernement bouffon where, we for example hear, an American vessel was not allowed to anchor in Papeete until the officials had been presented with iced turkeys from America for their tables! For me, an American citizen, to complain to "les tribunaux de Papeete," is ridiculous. Has Tahiti become so independent from European France that Paris no longer has jurisdiction? I believe not. Government Officials in Tahiti, appointed by Paris, have swindled me and it is up to Paris to right this injustice. I have written to M. Le Ministre Plénipotentiaire (Section Transports), Direction des Affaires Économiques et Financières, of your own Ministry about this matter Oct. 16.

I might add that over a hundred of my Congressmen have seen photos of the Cheng Ho, know about the swindle and the lackadaisical, weak mismanagement by Paris in protecting an American citizen from her rapacious colonial servants. I have particularly complained to the Senate Foreign Affairs Committee. One of the many men who knows about this swindle and, what is worse, Paris' apparent inability or unwillingness to set it aright by paying my just claim is Senator William F. Knowland.

Relatively small injustices, like the refusal of payment of a \$110,000 claim for loss of a 100 foot long teak and camphorwood vessel by France to an American citizen, leaves a bitter taste in the mouths of many American legislators. This unjust gesture by Paris must color the thinking of American statesmen toward France. The Cheng Ho fiasco may be one straw that breaks the camel's back, and may cost France much sympathy and cooperation by America in her present grave troubles, troubles for which we now suspect France is largely to blame. If she has corrupt Officials in Tahiti, are they not equally corrupt in her African colonies and in and about Suez?

Any psychologist can tell you that knowledge of the Cheng Ho swindle has not added to the fund of good will in the minds of Senator Knowland and colleagues toward France. How can it? If Paris will without further vacillating settle the Cheng Ho claim I shall briefly advise members of my Congress and the State Department that the matter is closed. If Paris continues to keep the injustice alive, I shall naturally write members of the new Congress that I am still awaiting settlement and that I, an American citizen, appeal for their aid as the Députés of the Assemblée Nationale, who should do so, ignore me or shove me around from pillar to post.

Yours very sincerely,

Dr. Otto Sjöman



Knotiki's Bengt Danielson tells Eric bon voyage.



From a blue lagoon the Tahiti Nui is towed to sea. Outrigger canoes were escort.



A. SYLVAIN PAMER

Off to Chile, on path of Polynesia's ancestors.

De Bisschop Leaves Tahiti Aboard Raft on Voyage to Chile

By RALPH VARADY
PAPEETE, Tahiti, Nov. 8
(Air Mail)—At 6:30 a.m. this morning, Eric de Bisschop was sipping a cup of coffee in a Papeete waterfront cafe.

From his calmness, one never would have guessed this 65-year-old veteran of unusual sea voyages was

about to start another in an hour and a half.

On his self-designed, 40 by 14-foot raft of 500 bamboo poles he and his crew are going to South America and back.

It is, he says, a scientific expedition to show numerous maritime contacts between early South Americans and

early Polynesians were possible.

"We will have daily radio contact with Tahiti," he told me over his coffee. "I expect to make my landfall in Chile within the next three and a half — well, say four — months."

He is taking with him equipment for meteorological observations and depth soundings.

His raft, the Tahiti Nui, carries pandanus lanuhalā sails. There is one cabin on deck. Not a nail was used in building the raft, which re-

cently was finished at the Papeete Naval Base.

All bindings are woven coconut fiber or purau rope. Wooden pegs fasten the timbers.

On hand for the takeoff was Bengt Danielson, anthropologist of Kon Tiki fame who made the reverse of the Tahiti Nui's current trip, going from South America to Polynesia.

The Tahiti Nui's cabin, Mr. Danielson commented, makes her "less rafty" than the Kon Tiki was.

Distinctive to the Tahiti

Nui are 12 centerboards, seven forward and five aft.

For today's departure, the raft was lavishly decorated with palm fronds, coconuts, bunches of bananas and flowers.

Girls in pareus swarmed all over, giving the four-man crew farewell hugs and kisses.

Tourists as well as natives turned out. Most of the Americans among the thousands of Tahitians, French and visitors who crowded the shore arrived yesterday on the maiden voyage of the

Mariposa. The raft's departure was delayed a couple of days to permit the Matson passengers to witness the historic event.

The arrival of the modern luxury liner and the departure of the primitive raft gave the Tahitians a vivid contrast to talk about.

Filled with supplies, including four cases of local soda pop lashed on the stern deck, the Tahiti Nui had a freeboard of three feet at the bow and about one foot at the stern.

At 9:15 a.m. a French Navy coastal craft slowly began towing the raft off shore. The girls scattered over the sides onto some of the

many canoes, pleasure craft, cruisers and yachts which were swarming around the Tahiti Nui.

Several boats followed beyond the pass.

I am sure that even the cynics in the crowd wished de Bisschop and his crew Godspeed and a successful voyage.

Mr. de Bisschop, whose wife, the former Constance Constable, lives at 153 Dowsett Ave., came to Hawaii in the fall of 1935.

He and Hotelman Joseph Tatiouet were shipwrecked at Kalamama, Molokai, in a junk, *Ennui II*, with which they had been conducting

scientific data for three years in the Pacific.

Mr. de Bisschop later was involved in the unsuccessful trading ship ventures of the junk *Cheng Ho*.

Mrs. de Bisschop, now a portrait painter, went on several sailing trips with her adventurous husband, including a World War II canoe trip through German minefields.

She once was shipwrecked with him off the Canary Islands.

She went by plane to Tahiti to see him off in the Tahiti Nui.

Mr. Varady is manager of The Los Lemnigues Hotel in Papeete and The Advertiser's correspondent there.

Hunt Institute for Botanical

68617 Crozier Drive, Waialua,
Oahu, Hawaii, U. S. A.
Nov. 21, 1956.

L'Hon. M. Marcel Naegelen,
Assemblée Nationale,
Paris, France.

Monsieur:

is ridiculous

I wish to remind you that France has not yet settled my claim of \$110,000 for the loss by swindle of my camphor- and teak-wood junk-yacht "Cheng Ho." As you know this swindle was perpetrated by past and present French Government Officials appointed by Paris. For Paris now to expect me, an American citizen, to complain to "les tribunaux de Papeete" for justice, Paris, having appointed men of such low calibre to office in her Pacific Island colony is to blame and not I.

France has sent "friendship trains" even to Honolulu in gratitude for the cordial attitude and help the American Government and her private citizens have given France during the last World War. And now, instead of holding the deserved friendship she seems to protect French swindlers against an American citizen!

As I have reported to some of your colleagues in the Assemblée Nationale, several hundred of my Congressmen have seen photos of the Cheng Ho, know about the swindle and the lakadaisical, weak mismanagement by Paris in protecting an American citizen from her rapacious colonial servants in Tahiti. I have particularly complained to the Senate Foreign Affairs Committee and to the State Department.

Relatively small injustices, like the refusal of payment of a just claim for the loss of a vessel by France to an American citizen, leaves a bitter taste in the mouths of many American legislators. This unjust gesture by Paris must color the thinking of American statesmen toward France. The Cheng Ho fiasco may be one straw that breaks the proverbial camel's back, and may cost France much sympathy and cooperation by America in her grave troubles, troubles for which we now suspect France is largely herself to blame. If she has corrupt officials in Tahiti, are they not equally corrupt in her African colonies and in and about Suez? Instead of hearing that France has protected an American from swindlers in Tahiti, we are reading more and more unfavorable articles in the newspapers about her.

If Paris will without further vascillating settle the Cheng Ho claim I shall briefly advise members of my Congress and the State Department that the matter is closed. If Paris continues to keep the injustice alive, I shall naturally write members of the new Congress that I am still awaiting settlement and that I, an American citizen, appeal for their aid as the Députés of the Assemblée Nationale, who should do so, ignore me or shove me around from pillar to post in their attempted evasion of responsibility.

Yours sincerely,

Dr. Otto Degener

68617 Crozier Drive, Waiialua,
Oahu, Hawaii, U. S. A.
Nov. 21, 1956.

L'Hon. M. Philippe Monin,
Assemblée Nationale,
Paris, France.

Monsieur:

I wish to remind you that France has not yet settled my claim of \$110,000 for the loss by swindle of my camphor- and teak-wood junk-yacht "Cheng Ho." This swindle was perpetrated by past and present French Government Officials appointed by Paris in and about Tahiti in conjunction with former well-known déportés.

For Paris to expect me, an American citizen, to complain to "les tribunaux de Papeete" for justice is ridiculous. Paris, having appointed men of such low calibre to office in her Pacific Island colony is to blame.

France has sent "friendship trains", even to Honolulu, in gratitude for the cordial attitude and help the American Government and her citizens have given France during the last World War. And now, instead of holding the deserved friendship of the American citizen, she seems to protect French swindlers against an American citizen!

As I have reported to some of your colleagues in the Assemblée Nationale, several hundred of my Congressmen have seen photos of the Cheng Ho, know about the swindle and the lackadaisical, weak mismanagement by Paris in protecting an American citizen from her rapacious colonial servants in Tahiti. I have particularly complained to the Senate Foreign Affairs Committee and to the State Department.

Relatively small injustices, like the refusal of payment of a just claim for the loss of a vessel by France to an American citizen, leaves a bitter taste in the mouths of many American legislators. This unjust gesture by Paris must color the thinking of American statesmen toward France. The Cheng Ho fiasco may be one straw that breaks the proverbial camel's back, and may cost France much sympathy and cooperation by America in her present grave troubles, troubles for which we now suspect France is largely herself to blame. If she has corrupt Officials in Tahiti are they not equally corrupt in her African colonies and in and about Suez? We are beginning to read more and more unfavorable articles in the newspaper about France.

If Paris will without further vacillating settle the Cheng Ho claim I shall briefly advise members of my Congress and the State Department that the matter is closed. If Paris continues to keep the injustice alive, I shall naturally write members of the new Congress that I am still awaiting settlement and that I, an American citizen, appeal for their aid as the députés of the Assemblée Nationale, who should do so, ignore me or shove me around from pillar to post in their attempted evasion of responsibility.

Yours very truly,
Dr. Otto S. Sauer

*To Mr. Deane,
686170 Waialua,
Oahu, Hawaii,
U.S.A.*

AIR LETTER
AÉROGRAMME



HALEIWA AIR MAIL
PAR AVION

DECEDE

RETOUR
A L'ENVOYÉ

*M. Jean Beaumont,
Assemblée Nationale,
Paris, France.*

NO TAPE OR STICKER MAY BE ATTACHED

IF ANYTHING IS ENCLOSED, THIS LETTER
WILL BE SENT BY ORDINARY MAIL

FIRST FOLD

SECOND FOLD

68617 Crozier Drive, Waialua,
Oahu, Hawaii, U.S.A.
Nov. 23, 1956.

L'Hon. M. Jean DeBeaumont,
Assemblée Nationale,
Paris, France.

Monsieur:

I wish to remind you that France has not yet settled my claim of \$110,000 for the loss of my camphor- and teak-wood junk-yacht "Cheng Ho." As you know, this swindle was perpetrated by past and present French Government Officials appointed by Paris. For Paris to expect me, an American citizen, to complain to "les tribunaux de Papeete," as M. A. Gau advised me to do October 9 to gain justice is ridiculous. Paris, having appointed men of such low calibre to office in her Pacific Islands colony, is to blame for this swindle and not I.

France has sent "friendship trains" even to Honolulu in gratitude for the cordial attitude and help the American Government and her private citizens have given her during the last World War. And now, instead of holding on to the American friendship she could well use, she is losing quite a bit of it by protecting French swindlers - among them well-known déportés - against an American citizen!

As I have reported to some of your colleagues, several hundred of my Congressmen - I write Washington as much as I do Paris - by this time have photos of the Cheng Ho, know about the swindle and cannot be impressed favorably by what they must consider Paris' inability or unwillingness to protect an American citizen from rapacious colonial servants in Tahiti. I have complained especially with detailed documents and other evidence to the Senate Foreign Affairs Committee and to the State Department.

Relatively small injustices, like the picayune refusal to settle the just claim by an American citizen for the loss of his vessel by dishonest French officials, leave a bitter taste in the mouths of many American legislators. This callous gesture by Paris must color the thinking of American statesmen toward France. The Cheng Ho fiasco, so well-known in Washington, may be one straw that breaks the proverbial camel's back, and may have already cost France much sympathy and cooperation by America in her grave troubles, troubles for which we suspect France herself is largely to blame. If she has corrupt officials in Tahiti, why should we Americans not suspect that her officials are equally corrupt in her African colonies and in and about Suez? The Cheng Ho case, for Washington, is very illuminating.

If Paris will without further vacillating settle the Cheng Ho claim, I shall report to members of my Congress and the State Department briefly that the matter is ended. If Paris continues to keep the injustice alive, there is nothing else for me to do but write members of the new Congress that I am still awaiting settlement and that I, an American citizen, appeal for their aid as Paris continues to ignore my case or shoves me about from pillar to post in a shabby attempt to evade responsibility.

Sincerely yours,

Dr. Otto Slegener

FOLD SIDES OVER AND THEN FOLD BOTTOM UP
MOISTEN FLAP WELL AND APPLY PRESSURE TO SEAL
NO OTHER ENVELOPE SHOULD BE USED

*In Otto Degener,
68617 ~~7~~ Coy. 1st Div.
Wahiawa, Oahu,
Hawaii.*

AIR LETTER
AÉROGRAMME



VIA AIR MAIL
PAR AVION

Decédé
RETOUR
ENVOI
C.D.D.

*L'Hon. M. Jean Delbos,
Assemblée Nationale,
Paris, France.*

NO TAPE OR STICKER MAY BE ATTACHED

IF ANYTHING IS ENCLOSED, THIS LETTER
WILL BE SENT BY ORDINARY MAIL

FIRST FOLD

SECOND FOLD

68617 Crozier Drive, Waiialua,
Oahu, Hawaii, U.S.A.
Nov. 24, 1956.

L'Hon. M. Yvon Delbos,
Assemblée Nationale,
Paris, France.

Monsieur:

I wish to remind you yet again that France has not yet settled my claim of \$110,000 for the loss of my camphor- and teak-wood yacht "Cheng Ho." You know well enough that this swindle was perpetrated by past and present French Government Officials appointed by Paris. For Paris to expect me, an American citizen, to complain to "les tribunaux de Papeete," as M. A. Gau advised me to do October 9 to gain justice is ridiculous. Paris, having appointed men of such low calibre to office in her Pacific Islands colony, is to blame for this swindle and not I.

France has sent "friendship trains" even to Honolulu in gratitude for the cordial attitude and help the American Government and her private citizens have given her during the last World War. It made a most favorable impression. But now, instead of holding on to the American friendship she could well use, she is losing quite a bit of it by protecting French swindlers - among them well-known *dépôtés* - against an American citizen!

As I have reported to some of your colleagues, several hundred of my Congressmen - I write Washington about as much as I write Paris - by this time have photos of the Cheng Ho, know about the swindle and cannot be impressed favorably by what they must consider Paris' inability or unwillingness to protect an American citizen from rapacious colonial servants in Tahiti. I have complained especially with detailed documents and other evidence to the Senate Foreign Affairs Committee and to the State Department.

Relatively small injustices, like the picayune refusal to settle the just claim by an American citizen for the loss of his vessel by dishonest French officials, leave a bitter taste in the mouths of many American legislators. This callous gesture by Paris must color the thinking of American statesmen toward France. The Cheng Ho fiasco, so well-known in Washington, may be one straw that breaks the proverbial camel's back, and may have already cost France much sympathy and cooperation by America in her grave troubles, troubles for which we suspect France herself is largely to blame. If she has corrupt officials in Tahiti, why should we Americans not suspect that her officials are equally corrupt in her African colonies and in and about Suez? The Cheng Ho case, for Washington, is very illuminating.

If Paris will without further vacillating settle the Cheng Ho claim, I shall report to members of my Congress and the State Department briefly that the matter is ended. If Paris continues to keep the injustice alive, there is nothing else for me to do but write members of the new Congress that I am still awaiting settlement and that I, an American, appeal for their aid as Paris continues to ignore my case or shoves me about from pillar to post in a shabby attempt to evade responsibility.

Sincerely,

Dr. Otto Degener

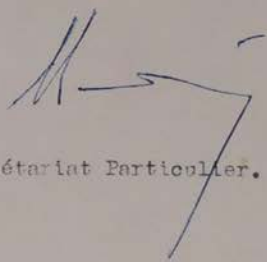
FOLD SIDES OVER AND THEN FOLD BOTTOM UP
MOISTEN FLAP WELL AND APPLY PRESSURE TO SEAL
NO OTHER ENVELOPE SHOULD BE USED

PARIS, LE 29 Novembre 1956

Monsieur,

Monsieur CAILLAVET, me charge de vous faire connaître qu'il a bien reçu votre lettre du 21 Novembre, et qu'il n'a pas manqué de la transmettre à Monsieur le Ministre des Affaires Étrangères.

Veuillez agréer, Monsieur, l'assurance de mes sentiments très distingués.



Secrétariat Particulier.

Monsieur le Docteur OTTO DEGENER
68617 Crozier Drive, Wai'alua
Oahu, Hawaii,
U.S.A.

68617 Crozier Drive, Waialua,
Oahu, Hawaii, U.S.A.
Dec. 1, 1956.

L'Hon. M. Pierre Andre,
Assemblée Nationale,
Paris, France.

Monsieur:

I hardly need inform you that past and present French Government Officials in and about Tahiti swindled me out of my teak- and camphor-wood vessel "Cheng Ho." With great vandalism and without authority the cabins of precious wood were ruthlessly ripped out of this unique Chinese-style junk, transforming it into a copra and freight carrier. The present sailors refuse to return the vessel to me according to the agreement filed with the Bureau of Conveyances in Honolulu, thus constituting a breach of contract. Full details of the case, which involved French Government Officials, have been in the hands of your Government and of my State Department for a number of years.

I request that you sponsor and help pass a bill in the Assemblée Nationale authorizing payment of my just and reasonable claim of \$110,000, for the loss of my vessel, in American currency at my home in the Hawaiian Islands. To do so will make it no longer mandatory for me to receive justice to write letters of complaint to members of my new Congress in Washington and to Députés of your Assemblée Nationale in Paris. By this means France would gracefully put an end to an internationally interesting and outrageous fiasco that has troubled Legislators and the State Department for several years. It should show Washington, a bit critical of France's colonial system, that Paris at length, even if tardy, honors the rights of American citizens and that she is both able and willing to control Government Officials from acting unjustly and illegally even in such far-distant colonies as Tahiti.

Thanking you in advance for your possible help in the denouement of this case, I remain,

Yours sincerely,

PRÉSIDENCE
DE LA
RÉPUBLIQUE
DIR/CAB/342I2/CL

Paris, le 5 décembre 1956.

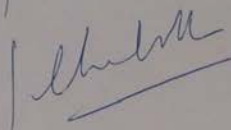
Monsieur,

J'ai l'honneur de vous faire connaître
que le Président de la République a bien reçu
votre récente lettre.

Votre requête a été transmise, pour
examen, au service intéressé qui vous avisera
directement de la suite qui peut lui être
réservée.

Veuillez agréer, Monsieur, l'expres-
sion de ma considération distinguée.

Le Directeur du Cabinet.



Dr Otto DEGENER,
686I7 Crozier Drive
Waiialua Oahu Hawaii
U.S.A.

ALFRED KRIEGER

MBTZ, le 21 Décembre 1956
37, rue Charles Pêtre

Monsieur le Dr. Otto DEGENER

68617 Crozier Drive, Waialua

Oahu, Hawaii

U.S.A.

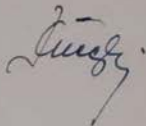
Monsieur,

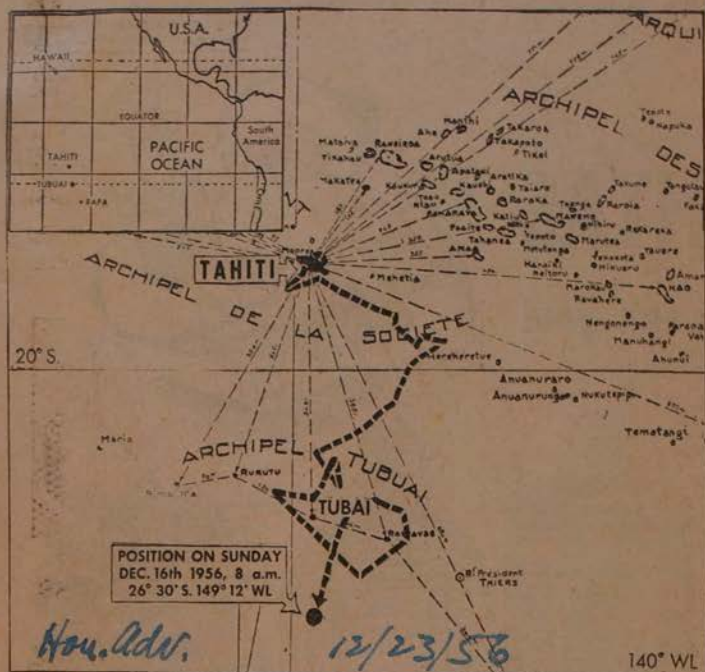
Vous m'avez adressé en date du 5 décembre une lettre qui m' était destiné en ma qualité de Député de l'Assemblée Nationale.

Je m'empresse donc de vous informer que/ ^{je} ne fais plus partie de cette Assemblée depuis le 2 Janvier 1956 ayant cessé de faire de la politique active pour me consacrer à mes affaires.

En conséquence je regrette de ne pas pouvoir vous être utile dans l'affaire que vous avez bien voulu m'exposer tout en espérant que vous arriverez à un arrangement favorable à vos intérêts.

Veuillez agréer, Monsieur, mes sincères salutations.





RAFT'S PROGRESS—Eric de Bisschop's craft has traveled 600 miles south of Tahiti on its way to Chile, but it has covered 900 miles doing it. This French map, prepared in Papeete,

shows why. Erratic course is due to wind and heavy seas which have buffeted the 14 by 40 foot raft.

Raft Weathers Squalls, High Seas

By RALPH VARADY

(See Map, Page A-6)

PAPEETE, Tahiti, Dec. 22 — Eighteen-foot high waves and 50-mile squalls kept Honolulu's Eric de Bisschop and three crewmen in their cabin for four days straight so they wouldn't be swept overboard, the Chile-bound raft reports.

But morale is high and the health of the four intrepid sea-

men is excellent, said the mariners, who report three times a day by radio.

THE RAFT HAS been gone a month now and has traveled 500 miles south of Tahiti, according to the Papeete Waterfront, a local French newspaper. Actually, the raft covered a 900-mile distance, but it has drifted, and the wind has put it off course at times.

The 14-by-40-foot craft, made

of 500 Tahiti-grown bamboo poles, is in excellent shape and has stood up well to wind and heavy seas. On the whole, Mr. de Bisschop has been able to set the raft in the direction he wants.

Within about a month or so the raft will run into steady winds which should push him along the path to Chile.

EVER DAY the raft reports its position, the air temperature, ocean temperature, barometric pressure, wind direction and force, height of the waves, speed of the craft and messages from the men aboard on how they're getting along. They've made contact with Chile already, and with a point on the Mainland of the U.S.

Every member of the crew is a skilled photographer. They are taking black and white stills, colored stills, and movies.

They go to bed early in the evening and get up bright and early in the morning. The men use their free time for reading and relaxing and do not find that time drags heavily.

ONE MAN IS ON constant watch. He ties himself down so he will not be thrown overboard. The crew often fishes and has caught sharks which are eaten. Succulent flying fish have landed on board and made even fine eating.

Mr. de Bisschop is the master of the craft and makes all the decisions in handling it. He is keeping a diary which will furnish him the material for a book on the voyage.

Besides Mr. de Bisschop there is a Michel Brum, the radio operator and expert on meteorological instruments; Alain Brum, Michel's brother, and Francis Cowan. Cowan and Alain Brum handles the rigging, the A-shaped sails and the electronic depth-sounding instruments.



Sky Room

VISITOR HONORED—Mr. and Mrs. Spencer F. Weaver, left, were hosts at the Sky Room to Walter Grand, president of the Tahitian Assembly, when he arrived here en route to Paris for governmental meetings. After a brief respite here Mr. Grand continued on his travels. He plans to return in a few weeks for another visit.

68617 Crozier Drive, Waialua,
Oahu, Hawaii, U.S.A.
Jan. 16, 1957.

L'Hon. M. Jean-Louis Vigier,
Assemblée Nationale,
Paris, France.

Monsieur:

I wish to remind you that France has not yet settled my claim for \$110,000 damages for the loss of my camphor- and teak-wood junk-yacht "Cheng Ho" by outright swindle and vandalism. As you know from my previous letter of 1954, this swindle was perpetrated by past and present Government Officials appointed by Paris. For Paris to expect me, an American citizen, to complain to "les tribunaux de Papeete" for justice as M. A. Gau advised me to do October 9 is ridiculous as he and you very well know. Paris, having appointed men of such mediocre calibre to office in her Pacific Islands colony, is responsible for the swindle and not I.

France has sent "friendship trains" even to Honolulu in gratitude for the cordial attitude and help the American Government and her private citizens have given her during the last World War. It was appreciated by us Americans. But now, instead of cherishing the American friendship she could well use and perhaps deserves, she is wrecklessly risking its loss by protecting French swindlers - among them well-known *déportés* - against an American citizen!

As I have reported to some of your colleagues, several hundred of my Congressmen by this time have photos of the unique Cheng Ho, know about this French swindle and cannot be impressed favorably by what they must consider Paris' inability or unwillingness to protect an American citizen from rapacious colonial servants in Tahiti. I have complained naturally especially with detailed documents and other proof to the Senate Foreign Relations Committee and to the State Department.

Relatively small injustices, like the picayune refusal by a World Power to settle the just and reasonable claim of an American scientist and writer for the loss of his vessel by dishonest French Officials (not private citizens), leave a bitter taste in the mouths of many American legislators. This callous gesture by Paris must color the thinking of American statesmen toward France. The Cheng Ho fiasco, well known in Washington, may be one straw that breaks the proverbial camel's back, and may have already cost France sympathy and cooperation by America in her grave troubles, troubles for which we more and more suspect France herself is to blame. If she has uncontrollable, corrupt officials in Tahiti, why should we Americans not suspect that her officials are equally corrupt in her African colonies and in and about Suez? The Cheng Ho case, for Washington, is very illuminating. As I notice, our newspapers are far more sympathetic toward England than toward France even though everyone associates Suez with French enterprise. France is rarely mentioned. Why? Is this lack of sympathy due to faux pas like the Cheng Ho swindle?

If Paris will without further vacillating settle the Cheng Ho claim, I shall report briefly to Washington that the matter is ended. As I am no Frenchman and not to blame for this swindle by French Government Officials I shall not go to a French tribunal. Instead if Paris continues to keep this injustice alive, there is nothing else for me to do logically but report to members of the new Congress that I am still awaiting settlement and that I, an American taxpayer, appeal to them for aid as Paris continues to ignore my case or (see M. Gau's letter) shoves me about from pillar to post in a shabby attempt to evade responsibility. It seems silly that France owes an American taxpayer money for damages and at the same time accepts money from this same taxpayer in the form of Marshall Plan funds.

Sincerely,



TERRITORY OF HAWAII
TREASURY DEPARTMENT
HONOLULU

January 21, 1957

Cheng Ho Trading and Exploring
Company, Limited
c/o Mr. Otto Degener
2234 University Avenue
Honolulu, Hawaii

Gentlemen:

We wish to notify you that we have taken steps to dissolve Cheng Ho Trading and Exploring Company, Limited, involuntarily, as it has failed to file a corporate exhibit with this office for a period of at least two years.

To avoid being discontinued, it will be necessary to file the corporate exhibits for every year since 1948. The dissolution has been postponed several times at the request of your attorney because of litigation involving the Company.

If you have any questions on this matter, please contact this office, otherwise, we will proceed to dissolve the Company on February 1, 1957.

Yours very truly,

R. R. ADAMS
First Deputy Treasurer
Territory of Hawaii

JKW:cy

PRÉSIDENCE
DE LA
RÉPUBLIQUE
—

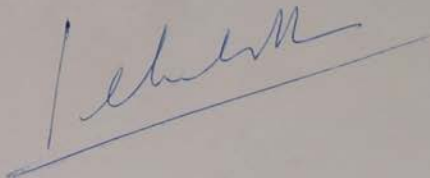
PARIS, le 11 Février 1957.

Monsieur,

J'ai l'honneur de vous remercier très
sincèrement du volume dont vous voulez bien enrichir
la bibliothèque de la Présidence de la République.

Veuillez agréer, Monsieur, l'expression de
mes sentiments distingués.

L'ADJOINT AU DIRECTEUR DU CABINET



Monsieur le Docteur Otto DEGENER
68617 Grozier Drive
Waialua Oahu Hawaii
U.S.A.

ASSEMBLÉE NATIONALE

RÉPUBLIQUE FRANÇAISE

LIBERTÉ - ÉGALITÉ - FRATERNITÉ

PARIS, LE 12 AVRIL 1957

Monsieur Otto DEGENER
68617 Crozier Drive, Waialua

OAHU, HAWAII
U.S.A.

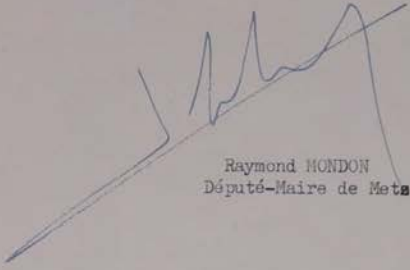
Monsieur,

Vous m'avez demandé d'intervenir en votre faveur, en ce qui concerne un litige qui vous oppose au Gouvernement français et portant sur la destruction de la jonque "Cheng-Ho".

Il s'agit, en l'espèce, d'une affaire s'analysant en un différend d'ordre commercial opposant deux particuliers et qui est, par conséquent, de la compétence exclusive des tribunaux de Papeete.

Je ne peux que vous conseiller de vous adresser à ces Tribunaux.

Veuillez agréer, Monsieur, l'assurance de ma considération distinguée.



Raymond MONDON
Député-Maire de Metz

RODRIGUE BERTOL
ATTORNEY AT LAW
165 BROADWAY
NEW YORK 6, N. Y.
BEEKMAN 3-5765-6

April 16th 1957.

Dr. Otto Degener.
Moculeis Beach.
Waialua Oahu.
Hawaii. USA.

Dear Doctor:

I am mailing you under separate cover, the papers you sent me and which, unfortunately, I have not been able to return, on account of illness.

When I received the above papers, I gave you my impression that the matter was too complicated to be handled on a contingency fee and would oblige me to make important advances. I also advised you not to incur expenses in order to reach a satisfactory settlement, by having the matter handled by an attorney or a notary from Tahiti. There is no doubt in my mind that you were the victim of sharp business men.

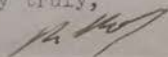
If you were in position to travel to Tahiti, you might try to reach a settlement, but kindly bear in mind that this part of French Oceania is not what it was at the time of Cooks, Melville or even Pierre Loti, and it suffered a great deal since the last war, at least morally.

I have examined the power, which you executed in my office in July 1952. What happened after the mailing of the power to Tahiti? who was your attorney?—

I have been lately in relation with Me. Lejeune, a notary in Papeete who has been in charge of an important estate (Lewis Hirshon). Me. Lejeune seems to understand the English language, and did a very good work. You might write to him, and upon your request I would mail him copy of your power of attorney of 1952. In that event, it would be advisable to mail him a retainer of about \$25. and ask him what would be his approximate fee to handle the matter and if there would be a chance of recovery.

Me. Lejeune was retained in the Hirshon matter by a well known New York attorney, but I do not know him personally.

Yours very truly,



April 20, 1957.

Mr. Rodrigue Bertol,
165 Broadway,
New York 6, New York.

Dear M. Bertol:

I was glad to receive your April 16 letter, but regret to hear that you have been ill. Perhaps you should move to Hawaii or Tahiti to avoid New York's arctic winters and her tropic summers. I know what the weather there is like, my home having been 316 West 89 Street from 1899 to 1923. I believe our home, now replaced by an apartment building, stood not far from your own.

I am relieved that the Cheng Ho documents are on their way back to me for my files. I had surmised they were in the South Seas, and at the time was upset about it. These documents are after all, however, not too vital to the case due ~~my~~ to my duplicates and the other wealth of evidence in my hands.

During the last few months I wrote to many of the more interested Deputies of the Assemblée Nationale about the Cheng Ho swindle. It must take a little time for Paris' investigation of the case in far off Tahiti to come to an end. I was gratified that M. Grand, one of the Tahitian legislators, was called to Paris, and I cannot believe he "white-washed" the report.

Momentarily everything is in status quo. A friend is presently in Paete for three weeks, discretely getting up-to-date Cheng Ho facts. On the friend's return with news, I shall write a brochure ready to mail to all U.S. Senators with my protest at the duplicity of French Government officials in Tahiti. This means printing cuts of contract and consular and other letters. By photostats I do not get the required 250 or so I really need to make an impression on Washington. It will be lots of work that I do not enjoy. By the way, I always advise the French Desk of the State Department of what I have done. They get copies of everything for their files.

A Honolulu attorney, a former student of Senator Knowland, is interested and is convinced (after seeing the remaining papers in my hands) that I was swindled and have a favorable case. But as he did not wish to take it on the contingency basis, I see no purpose of engaging him at least at this stage. The swindle is the fault of Officials of the French Government so why should not the Government correct its own errors. I think Paris will see the logic of my point.

As I understand it, the French Government, because of her officials conniving with the famed exconvict to swindle me, owes me the return of my Cheng Ho, owes me past profits since date of option contract, and owes me damages for breach of contract.

If M. Lejeune or you wish to represent the French Government and the Bisschoff interests (in a way their protegee), I am willing to surrender a claim in payment of \$60,000 in U.S. Currency and an annual payment of \$1,200 to me or assigns at Honolulu, Hawaii, on January 1, 1958 and on every January 1 hereafter during the life of the vessel. \$1,200 is a cheap charter price for such a teak vessel.

The Cheng Ho has been and is still "coining money" in interisland trade and such a settlement is ridiculously reasonable. If this offer is not accepted soon - actually before I work seriously on my brochure for Congress - it is null and void.

I did not know Herschon had died! I had met him a couple of times in Honolulu during the "Cheng Ho days."

Sincerely,

Hunt Institute for Botanical Documentation

Harc. Adv. 2/2/56



PARIS, Feb. 1—Socialist leader Guy Mollet, left, who won overwhelming National Assembly approval today as France's 22nd postwar premier, and Pierre Mendes-France,

United Press RADIOPHOTO
right, who will serve as Mollet's minister without portfolio, listen while President Rene Coty speaks during formal ceremony.

De Bisschop Reports Sea Now Calm, Masts Intact

Battered Pacific Raft Rides Safely Through Storm

The storm-battered bamboo raft Tahiti Nui has reached calm weather and its five-man crew of adventurers is in good condition, a Honolulu amateur radio operator reported last night.

The Ham operator, Lawrence Trombley of Waialae Circle, intercepted a radio report from Tahiti to Paris.

THE TAHITI operator said he had a report from Eric de Bisschop, head of the Tahiti Nui expedition, saying the tiny raft was in calm water after battling an eight-day storm between 800 and 1,000 miles off the coast of Chile.

Captain de Bisschop reported that the Tahiti Nui's masts were intact but that some of its 22-inch bamboo logs were loose and some had been ripped off by the storm.

The skipper said the Tahiti Nui was being pushed in a south-southwesterly direction by

a three-knot wind from the north.

The Tahiti Nui's exact position was uncertain from reports received here.

MR. TROMBLEY said the report he received placed it at 34 degrees 39 minutes south latitude and 84 degrees 16 minutes west longitude.

Another ham operator, William B. Prechtel of Ewa, said the position report he received last night had the same latitude but a longitude of 89 degrees 16 minutes.

MR. PRECHTEL'S report would place the Tahiti Nui about 600 miles from Juan Fernandez Island, "Robinson Crusoe's Island" in the South Pacific off the Chilean coast.

Mr. Trombley's report would put the raft half that distance from Juan Fernandez Island.

Meanwhile, a United Press dispatch from Santiago, Chile, in-

dicated that the Chilean frigate Baquedano was being belted by the storm on its race to the rescue of the Tahiti Nui.

THE FRIGATE WAS sent on the rescue mission Sunday after ham operators in Chile, France and Switzerland reported receiving distress messages from the de Bisschop expedition.

The distress messages are reported to have said the Tahiti Nui was breaking up after an eight-day beating by mountainous seas and 80-mile-an-hour winds.

Hams in Honolulu earlier discounted the distress reports, although they agreed the raft was fighting a bad storm.

RADIO REPORTS from the Baquedano said it was bucking a storm that held its speed to about 10 knots. Capt. Jose Suarez Villanueva estimated it would be late Thursday or early Friday before his ship reached the raft's

last-reported position, some 900 miles east of Valparaiso.

That position would place it about 300 miles west of the nearest land, Chile's Juan Fernandez Islands, which the raft had been reported trying to reach.

A message yesterday from Captain de Bisschop, 66-year-old navigator of the raft, asked for help in getting to the Juan Fernandez Islands, where he hoped to repair the crude vessel and continue his eastward journey, United Press said.

CAPTAIN DE BISSCHOP said all of the Tahiti Nui's five crewmen were in good condition contradicting earlier reports that three of them had been injured by sharks.

The log raft, carrying four Frenchmen and a Tahitian, left the Pacific island of Tahiti in November for Valparaiso on a voyage reversing the famed journey of the Kon Tiki.

68617 Crozier Drive,
Waielua, Oahu, Hawaii.
June 22, 1957.

Mr. David Ingman,
Young Building,
Honolulu.

Dear Dave:

Please remember that deBisschop owes me, Emilio Ordóñez and a few others about \$5,000 cash on a promissary note; and he alone at least \$50,000 for the Cheng Ho on a breach of contract, considering my option registered at the Bureau of Conveyances in Honolulu.

If deBisschop gets any cash from "Life" (see Hon. Star Bull. June 21) or any other person or concern in the U.S.A., can you attach it for the assets he owes?

I hope you can take this deB. case on a contingency basis, 1/3 to you and 2/3 to me.

You and Wynne are familiar with the case more than any one else.

Aloha,

Otto Degener

DAVID N. INGMAN
ATTORNEY AT LAW

565 ALEXANDER YOUNG BUILDING
HONOLULU 13, HAWAII
PHONE 5-9748

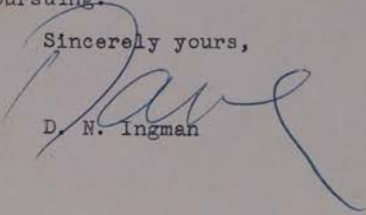
July 15, 1957

Dr. Otto Degener
68617 Crozier Drive
Waialua, Oahu

Dear Otto:

Re your letter of June 22, 1957, you understand that the claims involved are against the Cheng Ho Trading & Exploring Co., Ltd. and not against de Bisschop personally. Therefore in order to recover against de Bisschop we would have to establish that he had wrongfully made way with the assets of the corporation. In my opinion unless de Bisschop should return to Hawaii, the matter is not worth pursuing.

Sincerely yours,



D. N. Ingman

DNI:jn

Honolulu and vicinity: Partly cloudy today, tonight and tomorrow. Increasing clouds showers tonight and tomorrow. Winds, moderate to fresh trades. High, 87; low, 78. Rainfall, .63.

Honolulu Star-Bulletin



Honolulu Star-Bulletin, Vol. 47, No. 209

Phone 57-911

HONOLULU, TERRITORY OF HAWAII, U. S. A., MONDAY, SEPTEMBER 1, 1958

★★★★

HOME EDITION 10¢

Eric de Bisschop Dies in Raft Wreck



Crew members are shown aboard the raft Tahiti Nui II at Constitution, Peru, at the start of the long voyage to the South Pacific. The raft was wrecked on a reef in the Cook Islands last night.

4 Others Saved In Cook Islands; Overshot Tahiti

AUCKLAND, New Zealand, Sept. 1 (AP)—Eric de Bisschop, 69-year-old French scientific adventurer, was killed last night when his trans-Pacific raft was wrecked on a South Sea island reef.

The French Navy Ministry confirmed that the raft Tahiti Nui II was wrecked at Rakhangu, in the northern Cook Islands, after a 4½-month journey from South America.

De Bisschop overhauled his goal, Tahiti, by 1,200 miles. The four other men on the raft were saved. A mine-sweeper is taking the survivors and De Bisschop's body to Tahiti.

WIFE STUNNED

BY REPORT In Honolulu, De Bisschop's wife, Constance, of 158 De-

wert Avenue said today, "I can hardly believe it. I was not sure he would get there safely."

But he always said he would rather die at sea. He would hate to die and be buried under six feet of soil. I guess that's the way he would have wanted it."

Mrs. De Bisschop had been estranged from her husband but still kept in touch with him. She said she had not heard from him since he started his voyage and did not believe anyone else did either.

STARTED IN APRIL

De Bisschop started his last trip on April 13 when his balloon, wood, raft was towed out of Callian harbor in Peru.

The Tahiti Nui II had already made a 41-day coastal voyage from Constitution where the raft was made.

Aboard the raft when it set sail were De Bisschop, Jean Pellissier, 26, a French oceanographer; Juan Fischer, 26, Chilean mining engineer; Alain Blum, 27, the navigator; and Juan Bureluis, 24, a Chilean cook.

Amateur radio hams have had their sets on in Chile, Hawaii and the South Pacific all during this voyage but there wasn't a single report of a message from the raft.

The only word came from passengers of the freighter Pioneer Star last June when the wrecked in Valparaiso, Chile, who said they sighted the raft off sea on May 24.

HOLP OFFERED

The ship offered the raft the help it wanted but everything was fine the raft crew reported. They only wanted to know the ship's position.

Last year, De Bisschop almost completed the reverse trip from Tahiti to Chile but his bamboo raft was damaged in a storm 900 miles from Valparaiso and it sank while being towed to the Fernandez Islands.

De Bisschop didn't agree with Thor Heyerdahl, the Norwegian skipper of the Kon-Tiki raft which sailed successfully from Peru to the South Seas, who said South American adventures settled the South Sea Islands.

De Bisschop, by sailing to and from the South Seas, tried to prove that the ancestors of the Polynesians could have drifted to and from South America by sea.



Eric de Bisschop

10 Killed Every Hour On Highways

(Combined A.P. and U.P.I. Dispatches)

The nation's traffic deaths, mounting at a fast pace during the 10th hour yesterday, appeared running at a trend

Holiday Deaths

Traffic	238
Drownings	66
Miscellaneous	85
Total	419

above the estimate for the 10th day holiday.

Millions of motorists jammed highways in summer's last long week end. Traffic deaths averaged 18 per hour from 3 p.m. to 6 p.m. on Friday.

Earlier, the trend appeared averaging below the estimate of 400 deaths for the 72-hour holiday period which started at 6 p.m. Friday and ends at midnight tonight.

The death rate spiked yesterday prompting the National Safety Council to warn that motor-vehicle accidents create confusion the final toll could match or exceed last year's near-record count of 443 killed on the highways.

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De Bisschop

A4 THE HONOLULU ADVERTISER
Tuesday, Sept. 2, 1958

(Continued from Page 1)

in an informal fan club.

The Tahiti Nui encountered violent storms. Winds hit 50 miles an hour. Seas were mountainous.

Some of the 500 bamboo, 21-inch loss from which the raft was made were torn loose. Heavy with barnacles, the raft began to sink. The five men aboard radioed for help and the Chilean navy sent a frigate which took the raft in tow.

THAT WAS IN May, 1957, and the Tahiti Nui had made 4,200 miles in six months. It was 900 miles from Valparaiso, Chile. The frigate headed for the Fernandez Islands, 300 miles away.

De Bisschop planned to put in there for repairs, then resume his trip. But the towline parted May 26, and the Tahiti Nui sank.

DE BISSCHOP went to Constitution, Peru, and built Tahiti Nui II. On April 13, 1958, with De Bisschop, two of his original crew and two newcomers aboard, the Tahiti Nui II was towed out of Callao Harbor for the trip back to Tahiti.

The Cook Islands are a thousand miles north and west of the Society Islands, to which Tahiti belongs. But Mrs. de Bisschop yesterday refused to believe her sea veteran husband was lost when the raft hit the Rakahanga reef.

"I think he was there because he wanted to be," she

said. "He had said he wanted to cruise among the islands and make scientific studies."

IT WAS IN THE name of science that de Bisschop had some of his most colorful adventures.

He was a native of France who went to sea when 14 years old, ducking out on his parents' plans that he become a Jesuit priest. During World War I, he was a French war ace.

He landed in Hawaii with a flourish — practically cast upon the shores of Kalaupapa, Molokai, in October, 1935.

WITH JOSEPH TATIBOULT, now a Honolulu hotelman, he had been sailing around the Pacific for three years gathering data for the French Geographical Society.

They were in a junk, named Fou-Po II, 79 days out of the Marshall Islands. Their supplies ran low. For the last 15 days before reaching Molokai, the two men had eaten tallow, curry powder and rice.

The junk sank shortly after de Bisschop and Tatiboult were taken off.

IN HONOLULU, de Bisschop met Constance Constable, great-granddaughter of Rakahanga's minister of foreign affairs, John A. Cummins. They were married in Gibraltar, in 1938.

That also was a big year, sea-wise, for de Bisschop. On March 7, 1937, Tatiboult and de Bisschop set sail from Ala-



End of an adventurer's last voyage.

Moana Yacht Harbor in a double-hulled outrigger, saying they were going to France to prove the trip could be made. They arrived safely at Cannes May 21, 1939.

AFTER A FEW YEARS, de Bisschop came back here. Then, with botanist Otto Degener, Florentine sea-adventurer Florentine Das and several other stockholders, he was involved in ill-fated plans of the trading junk Cheng Ho.

The aging but still vigorous de Bisschop hadn't been back here since Mrs. de Bisschop last saw him in October, 1956, when she went to Papeete to bid him good voyage before his "last trip."

Before that, she said, she hadn't seen him since 1949. He had been unable to get here from the Austral Islands for the spring, 1955, marriage of the de Bisschop's daughter, Yolanda, to Horace Freestons Clay.

AFTER THIS FATAL voyage, de Bisschop was to have written a book on the adventure, and gone on a lecture tour of France.

Probably Tahiti will be his last resting place. Mrs. de Bisschop, who still hasn't had official word of his death, may name his body cremated there. He often, she said, had hoped



Mr. De Bisschop.

he would not be buried underground.

MRS. de BISSCHOP had shared some of her husband's adventures, including a shipwreck in the Canary Islands and a wartime canon trip through a minefield.

De Bisschop lived for adventure. An Advertiser editorial on May 30, 1957 said: "He has crossed oceans in canoes and junks, mingled with pirates and cannibals and in general led the life of a man who wanted to live on his own terms, not those imposed by civilization."



De Bisschop and crew of four as they prepare to abandon the Tahiti Nui I, their first raft, in middle of a fierce storm off the coast of Chile in June, 1957. Rescue ship stands by to pick them up.

UPI

Adventurer-Scientist Dies in Raft Wreck

Death Ends Last de Bisschop Voyage

Hon. Adv. 9/2/58

The body of adventurer-scientist Baron Eric de Bisschop, 66, of Honolulu, is being returned to Tahiti from the Cook Islands, where he died Saturday night in the wreck of his raft.

Word of his death reached here yesterday. His wife, Constance de Bisschop, is a kamaaina artist who lives at 158 Dowsett Ave.

DE BISSCHOP was killed when the Tahiti Nui II, a raft in which he sailed from Peru in April 13, struck a reef at Rakahanga in the northern Cook Islands, 2,600 miles south of Honolulu. The raft was headed for Tahiti on the return trip of a "reverse Kon-Tiki."

Four crew members survived. They and de Bisschop's body are being taken to Papeete in the French minesweeper "Lotus." The crewmen are Alain Brun, 27, a French navigator, and Juan Bugueno, 28, of Chile,

both members of the original crew; and Jean Pallisier, 26, a Frenchman, and Jean Fischer, 27, a Chilean mining engineer.

(United Press International reported last night from Auckland, New Zealand, that an inquest into de Bisschop's death will be conducted today by Judge Kay of the high court of the Cook Islands. Kay arrived in Rakahanga late yesterday on a routine visit.)

DE BISSCHOP was on the last leg of what he himself had called his "last trip," Mrs. de Bisschop said yesterday.

It was the return voyage on the drifting raft to prove that

Polynesians could have gone from the South Pacific to South America and return.

De Bisschop left Papeete on Nov. 8, 1956, aboard the 40 by 15-foot bamboo raft, which was equipped with 12 centerboards, scientific instruments and lualua sail. He theorized that Polynesians could have made round trips out of the South Pacific to Peru by following wind and water currents.

FIRST HAWAII radio contact with him was made Feb. 17, 1957. From then on, about 20 ham operators kept in touch, (Continued on Page A4, Col. 1)

Trials of the South Pacific

By A. A. Smyser

It could be the gentle climate. It could be the gentle people—though there is record enough of past ferocity.

Perhaps it has been the slow tempo of change—but that era has ended now.

It could be the foreign rulers—but that indeed is hard to believe.

Possibly it is the vast distance—from the rest of the world and from each other.

Whatever the reason, an ocean area comparable to the greatest of continents has so far avoided the turmoil and trouble that winds of change have stirred up in Africa, Asia and Latin America.

But the storied islands of the South Pacific may be spared longer.

World War II started the burst of ships, men and new ideas into once remote areas.

The years since have accelerated the pace. People who know the area well are agreed the last 20 years have brought more change than the previous 100—or several hundred.

They expect the next 20 to be still more dramatic.

How the drama will develop is the question that no one can answer, but the present leaders of the area—local and foreign—obviously face a challenge if the change is to be channeled into positive and productive channels.

Will Fiji, the tinder box of the area, come to a bitter showdown between its Fijian and Indian residents?

Will New Guinea—the rich, still unexplored second largest island in the world (after Greenland)—become a battleground between Asia and Australia?

Will the independent nations of Western Samoa and Tonga find nationhood insupportable?

Will political ambitions outrace economic potential? Will the world political battle between the great powers erupt also in the South and Central Pacific?

Quite possibly the answer to all these questions will turn out to be "Yes."

But we are still at that point in history where the



U.S. puts up 14 percent) to promote the health, economic and social development of the area through cooperative planning. But the Commission, formed in 1947, has had a strict taboo on political discussion.

Commission members are all from the metropolitan powers plus one from newly-independent Western Samoa (but none from long-independent Tonga).

The indigenous or local peoples do not sit on the commission but meet at what is called a South Pacific Conference. There they air their concerns with the commissioners listening in.

Ratu Mara's boldness at the July conference shocked some of his fellow conferees and apparently also Australia's senior commissioner, who was presiding, when Mara suggested the proceedings might as well wind up on the first day if the indigenous people were to simply be handed work programs by the commissioners and have no voice in them.

Mara demanded that the local governments be allowed to help finance the commission budget so that they also can demand a voice in setting its programs.

The islanders led by Mara also spoke up to tell the metropolitan powers that island people should be named to the South Pacific Commission itself, and that the Commission's ban on political discussions should be ended.

Ratu Mara: 'Teach responsibility by giving responsibility'

Mara stopped in Honolulu this week, en route home to Fiji from a meeting in London that drafted a new Fijian constitution.

"It is not possible to teach responsibility better than



**RALPH (MANY LA-
GOONS) VARDAY** drops a
chatty note in the local store-
mail box-barbershop-cityhall
of Anaa in the Tuamotu
Archipelago, where he spent
10 days on the 14-mile long
atoll.

It has a population of 500
(200 of them children), ex-
ports about 700 tons of co-
pra a year and thereby re-
mains poor.

He boarded the old Cheng
Ho, well known in Honolulu
waters and later brought to
Tahiti by the late Eric de
Bisschop, and dropped off at
Anaa.

He was the only popaa
(haole) on board. He contin-
ued to other atolls before
reaching his destination, Ri-
katea on the Island of Man-
areva.

The letter, dated Jan. 11,
arrived yesterday by air.

Waialua, Oahu, Hawaii.
Sept. 4, 1958.

Dear H.F.:

As you know from our old University Ave., days before you had any family connection with deBisschop, I always tried to be fair. In spite of the Cheng Ho embroglio I admired him for his courage and fine personality clouded, however, by a peculiar unorthodox morality and sense of property. I hardly need add that I always had a high regard for the three generations of Constable - Mrs. deB. - Mrs. Clay, from early time to the present and considered them unfortunate victims of deB's ill-advised actions just as I. I never considered that the deB., fight every really involved the ladies from a personal angle though it did from a financial one.

I do not feel that his passing is a great personal loss to you any more than the passing of Isa's stepfather would be a great personal loss to me. It is that of losing a good friend, a fact to be regretted to be sure. Had he been much more to you, I would not at this time be so callous as to approach you with business matters.

So I am now writing to you as the rather fair, level headed link between the Constable and Degener families, two families which jointly have lost cash on the Cheng Ho or its company. Can we all get together and rescue our respective assets before some Tahitian grabs hold of them because we fail to act, and thus lose our assets by default?

Rush me an answer so that I know what to plan. If I don't hear from you I must act alone, perhaps to my (or even our mutual) disadvantage.

You and Mrs. Clay must ~~XX~~ have been having a fascinating time down South. We have been on Oahu all along but plan going to the International Botanical Congress next summer in Montreal via the Canadian Rockies.

Aloha,

Waialua, Oahu, Hawaii, U.S.A.
Oct. 2, 1959.

His Excellency,
The Governor of Tahiti,
Papeete, Tahiti.

Dear Sir:

It is a familiar story to members of your Government in Paris and to members of mine in Washington that the late Captain Eric deBisschop, with aid of various citizens of France, swindled me out of the possession of my teak and camphor wood junk-yacht Cheng Ho:

1. By illegally registering the vessel as his own property in the Office of the Governor of Tahiti when she actually belonged to many stockholders (including the writer), most of them citizens of the United States.
2. By illegally placing the vessel under the French flag in Tahiti when she belonged to a company incorporated in the United States of America.
3. By sabotaging my entry into Tahiti to hinder my taking care of my interests there in July 1952. I was granted a belated visum to enter Tahiti only after I had complained of the injustice to members of the Assemblée Nationale and of the Congress in Washington.
4. By breach of contract: Although I filed formal notice through my attorney that I would exercise my option as specified in the AGREEMENT registered in the Bureau of Conveyances, Territory of Hawaii, in Liber 2156 pages 247 - 249, and although I had deposited double the sum necessary for payment (namely \$30,000 with a commercial bank in New York City, giving proof of this fact to the French Ambassador in Washington, to deBisschop and others), the vessel was not surrendered to me as per contract. Instead, it was demanded that I leave the vessel under French registration and incorporate anew as a French company in which I was to own 49% of the stock while a Tahitian Frenchman (who had spent some time in jail for insurance fraud) was to own 51%. Such a demand would have been practically confiscation of my property and not in keeping with my option contract.

Because government officials were involved in the Cheng Ho affaire, I consider the French Government responsible for my losses. I am willing to release the French Government of legal and moral blame for aiding the late Captain Eric deBisschop in the Cheng Ho swindle if,

1. The Cheng Ho is returned to me, when I have found the proper purchaser for the vessel, according to the contract enclosed with, however, waiver of my payment of \$15,000. The reason for this waiver is that I had turned the vessel over to the Company at an estimated

POLYNÉSIE FRANÇAISE

RÉPUBLIQUE FRANÇAISE

LIBERTÉ-ÉGALITÉ-FRATERNITÉ

PAR AVION

Secrétariat Général

N° 172 /SG

PAPEETE, LE

15 NOV. 1958

19

LE GOUVERNEUR DE LA POLYNÉSIE FRANÇAISE,
CHEVALIER DE LA LÉGION D'HONNEUR,
Officier

à Monsieur le Docteur OTTO DEGENER

WAILUA DAHU

HAWAII

U.S.A.

Référence: Votre lettre du 2 Octobre 1958

Monsieur,

En réponse à votre lettre référencée, j'ai l'honneur de vous faire connaître que le conflit qui vous opposait à feu Monsieur de BISSCHOP au sujet de la propriété et de l'exploitation du navire " CHENG HO" étant d'ordre commercial, est de la compétence des tribunaux de Papeete, devant lesquels il vous appartient de poursuivre cette affaire.

Je vous retourne ci-joint le dossier que vous avez bien voulu me faire parvenir.

Je vous prie d'agréer, Monsieur, l'expression de ma parfaite considération.

4 pièces jointes.



POLYNÉSIE FRANÇAISE

LE GOUVERNEUR

Lettre n° 172/SG-Lpj

Monsieur le Docteur OTTO DEGENER

WAIALUA DAHU

HAWAII

U.S.A.



PAR AVION

AVGIFTEN TILL
LÄRDOMSHISTORISKA SAMFUNDET
FÖR 1965-1966 ÄR BETALD

23 May, 1968
807 Kains Avenue
Albany, California
94706

Otto Degener
Mokuleia Beach
Waialua
Oahu, Hawaii

Dear Dr. Degener:

John Popenoe, Director, The Fairchild Tropical Garden, advised that you might be able to advise me as to the whereabouts of the Cheng Ho.

Several of us are planning to outfit a junk in Hong Kong for more-or-less permanent use in Southeast Asia, particularly Indonesia. While our interests are fundamentally escapist, we do have certain quasi-scientific interests in mind and would certainly be interested in making such a craft available to more professional explorers should the occasion arise. While Dr. Fairchild's travels and books set the inspiration, none of the planners has less than 15 years in the Orient and have the practicalities pretty much in mind.

Mr. Popenoe mentions that you have written of your post-war trips on the Cheng Ho. Please advise if any such publications are available.

I hope you will make reply to this inquiry inasmuch as we would like to arrange an inspection of the Cheng Ho, if possible. Thank you.

Sincerely,



RAY DREW

Wainana, Oahu, Hawaii 96791.
May 28, 1968.

Dear Mr. Drew:

I have your May 23 letter, and this in a nutshell is the situation regarding the Cheng Ho:

The vessel, as you know, belonged to Mrs. Archbold. She died a month or so ago. She sold her to the Navy for \$1.00 as a weather station for Pearl Harbor for the duration of the War. She became owner after WW II, perhaps for the same dollar though I don't know. She then sold the vessel to me outright as sole owner. I started the Cheng Ho Exploring & Trading Company, with numerous stockholders, one of who was the fascinating adventurer (the late) Eric deBisschop. We never knew this Frenchman, who had sailed from France around Africa to Hawaii in a double canoe, was a convict and Communist who had married a part-Hawaiian Honolulu resident and was merely allowed to reside in the Islands by our Immigration Dept., until a French vessel should happen to call at the Islands. Upon that he was to be deported as a persona-non-grata to the U.S. Govt.

We shipped refrigerators, trade goods, etc to Tahiti with him as Capt. Instead of returning with cash from sales and/or French goods, he spent the co., money on wine, women & song. Finally he limped into port with the Cheng Ho to get necessary engine parts not available in Tahiti. I immediately attached the vessel and cut loose from this convict by forcing him to buy out my shares. He himself of course was penniless but his U.S. citizen mother-in-law got him "out of hook" by buying them from me for him.

THE IMPORTANT ANGLE THAT CONCERNS ME AND PERHAPS YOU IS WHAT I PROPERLY WITH AGREEMENT NEVER SOLD THE VESSEL TO THE COMPANY I STARTED IT OR EVER TO DEBISCHOP BUT ONLY LOANED IT OVER FOR FIVE YEARS, RESERVING THE OPTION TO BUY THE CHENG HO BACK FOR \$15,000. This agreement was signed July 7, 1947, and the contract is registered in the State of Hawaii, Office of Bureau of Conveyances and recorded in Liber 2156, pages 247-249. I guess you can write them for a photocopy if interested for a dollar or so.

At the proper date I had my \$15,000 ready to take over the Cheng Ho as per contract but deBisschop refused to do so:

1. He had registered the Cheng Ho under the French flag out of jurisdiction of U.S.
2. With connivance of Gov. of Tahiti he had registered the Cheng Ho as his own property.

There was lots of litigation, my lawyer getting a famous lawyer to represent him in Tahiti. This schvartzer just about staked us in the back by cooperating with deBisschop! I complained finally to the Assemblée Nationale in Paris which put pressure on the Tahiti crowd to honor the contract. When the pressure was relaxed, the Tahitians agreed to let me have the CH on condition 1.) I pay the \$15,000 as agreed, 2.) I leave her under the French flag, and 3.) I give the Tahitian resident Max Nordman 51% ownership. Why should I? I naturally refused.

If investigation proved that the partner to be wished on me was another convict who had spent about 2 years in jail for sinking a vessel to get insurance. He carelessly sank her in too shallow water and divers brought up the heavy barrels of insured merchandise. When opened, they were found filled with rocks.

I simply can't afford more litigation. If I did so - contingency basis - most likely the lawyer would own the ship rather than I. Thus, then, is the situation:

1. I am actually owner of the ship but have been swindled out of her return up to now by glorified piracy and breach of contract. The vessel is used in and about Haiti for passenger, general freight and copra work. The unlawful users owe me the boat, damages for breach of contract etc., and profits from their business over the years. My honest claim is a just one and the vessel was valued at 75,000 when I turned her over to the Co., and is of course a potential gold mine, but even to get own's gold one needs cash to dig it - I lack it.

What is your suggestion. With the turmoil in France, the officials can not be so coolly as in the past toward Americans.

Aloha,

the
CHOATE
alumni bulletin

AUGUST 1968

*See article on Anne Archibald,
pp 18-19*

THE CHOATE BOY TODAY

SEE PAGE 8



MRS. ANNE ARCHBOLD

MRS. ANNE ARCHBOLD, mother of the late Armar Archbold, '28 and John Archbold, '29, died on March 26, 1968, at the age of ninety-four. Donor of Choate's Archbold Hospital, she took a deep interest in Choate throughout her life.

Mrs. Archbold was born in Titusville, Pennsylvania in 1873, the daughter of John D. Archbold, who later became President of Standard Oil of New Jersey. In 1905 she was married to Arner D. Saunderson of Castle Saunderson, Ireland. She resumed her maiden name following her divorce in 1922. In 1923 she bought the Florentine villa, Hillandale, in Washington, D.C.

An explorer throughout her long life, Mrs. Archbold was the first western woman to enter Tibet. In 1939, she built the *Chenge He*, a replica of a fifteenth-

century Chinese junk. She led expeditions to the Spice Islands to gather plants and to Melanesia for botanical specimens and shells in the junk. Mrs. Archbold was also an enthusiastic fisherman, holding world records as late as 1954.

In his book, *Forty Years at School*, the late George St. John wrote of Mrs. Archbold's gift of the infirmary:

"As any mother might, she came one day to our infirmary to see her son. She had a practical eye and a loving; no better judge of people. 'Mid hard conditions, Clara was there as usual. Someone told us that as Anne Archbold left the infirmary she was heard to say, with a nod indicating Clara who was upstairs, 'I would match anything I have against that woman's love.'

"Whatever her words, that was the spirit in which in the spring of 1927 she gave to Choate, in memory of her father, The John D. Archbold Infirmary; and with her gift gave characteristically of herself. She asked Miss Potts, our head nurse, and Dr. McGaughey, and Clara and the headmaster to draw up plans which should fulfill every illness's need; and she followed with interest every detail to see that nothing was omitted. We investigated other school infirmaries, searched out doctors and nurses for advice and ideas, used our experience and our needs and our hopes in forming definite plans, and were then ready to give the architectural construction of the building into the hands of Ralph Adams Cram.

"But with every need included as we thought, Mrs. Archbold still added to the plans. Hers entirely, not the architect's, was the spacious east terrace where boys might convalesce in open sunshine. Hers also was the thought that there should be one room, its roof and windows of special glass, into which any bed in the Infirmary, boy and all, could be rolled for sunlight unobstructed, with all its ultraviolet and other rays intact."

Mrs. Archbold is survived by Mrs. Archbold Foote of Paris and Newport, Rhode Island, and Mrs. Moira Archbold of Washington, D.C. and by John Archbold, '29. She had seven grandchildren and six great-grandchildren.

Mrs. Archbold in front of the statue of Rameses the Great in Egypt.





De Bisschop Writing Book 1957

SANTIAGO, Chile, June 22 (AP)—Eric de Bisschop, the French navigator who failed in an attempt to travel from Tahiti to Chile on the bamboo raft Tahiti Nui, is writing a book about his scientific and adventurous experiences.

He has recovered from a bronchial infection he caught during his nearly six months on the raft.

The raft almost disintegrated in a storm off the Chilean coast.

De Bisschop and the four others on board abandoned the raft last month about 900 miles off Valparaiso. A Chilean frigate came to their rescue.

The Frenchman, now out of a hospital, has not given up his belief in rafts.

He said he was planning to begin next month the construction of another bamboo raft and attempt a trip back to Tahiti. He will follow the route of the successful Kon-Tiki raft.

Waialua, Oahu, Hawaii 96791.
Nov. 5, 1968.

RECEIVED

NOV 27 1968

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Dear George:

I have your Nov. 1 letter. Regarding the Chong Ho, the "Tahiti convicts" were not involved. Was that not another vessel, one once owned by Prof. (Miss) Luomala of U. of H., and Bishop Museum?

I may have some newspaper clipping about deBisschop's fatal accident among the CH papers but am not sure.

Regarding my "Naturalist's S.P. Expedition: Fiji," I wrote it off and on during four yrs, two being spent at Poughquag, near Pawling, N.Y. During that time I of course likewise worked on my "Flora Haw.", commuting to the NY Bot. Garden once or twice per week to check on plants & source books.

I doubt I need any duplicates of the Fiji photos unless O.D. and/or ID with GHML should write an article and need the photos to hand over to a printer for the making of cuts.

I am the publisher myself of the book, the now-out-of-business Paradise of the Pacific Ltd., merely being printer. I no longer can remember what the edition was (even if my memory were 100% keen, I could not inform you) because when I looked over the lot at the printers I found hundreds of copies with groups of pages (yes, you have the correct technical word for it at the tip of your tongue) not bound in proper sequence. As a result, I paid only for the books I accepted. The owner of the concern, I fear, threw many of such books on the market without my consent. At any rate, I had ordered several thousand. Some day I suppose my old tax records - if termites have not eaten them by this time - may give the official size of the edition. I still have several hundred available for sale at \$5.00 less 1/3 trade discount. Has your Library a Book Store? Can't you get the official size of edition from the Copyright Office, Library of Congress, if you are seriously interested?

Mrs. A. knew nothing about the book and I never asked her or any one else to contribute financially. I am a parsimonious (though I hope hardly stingy) individual who usually paddles his own canoe.

Remember my protegee Ordenez was my assistant, paid by me on the CH trip. He lived with the crew & from him I learned of the imminent debacle of the expedition because of the execrable Capt. Scofieldt (forgot spelling), who even had the nerve later to try to sue Mrs. A.

I doubt I need any duplicates of any of the material in the present box - should I need any drawing over again, I guess you would lend it to me.

Gracefully, Ordenez & I left the CH exped., for good in Savu Savu Bay. So that Mrs. A. should not lose face, I expressed the desire to botanize in Fiji "as member of the Exped., in absentia." Except for a grant of \$1,000 or so from Dr. B.D. Merrill, I financed Ordenez & myself on Fiji.

The Fiji plants, worked up by A.C. Smith and specialists, I thought came to me through Mrs. A.'s kind invitation, so I asked Smith to name a reasonable number of novelties in her honor. Many appeared in the first number of Sargentia. Later, of course, my Fiji book appeared of which I mailed a generous supply to Mrs. A. to send to friends. Naturally I would not sell them to her. That is all for a long time.

After WW II, Mrs. A., got the CH back from the U.S. Navy for, I believe the original dollar for which she sold it to the Navy at the beginning of the War. I guess there were tax advantages for her. She no longer wanted the vessel and, I imagine in a feeling of *aloha* for me for having had plants named for her & having published the Fiji book, really gave me the CH. I probably helped her save face as I doubt that by that time any CH colleagues had published results that she could pass out to Washington friends. To make everything legally proper, I paid her less than \$1,000 for the vessel.

It is true, I once thought that while the CH would trade in the South Seas I would study the country on the spot & write additional books. But with the theft of the vessel (or should I say the theft of the right for the option to get the vessel back) that dream has evaporated.

I have no other photos.

Do please xerox CH last. The letters are important to us as, when we work up a species as we are doing now, the letters may pertain to some of them. Without the letters available, we may miss some juicy bit of information.

Mrs. D. & I are presently dealing with lawyers in an attempt to establish a "Degeners' Fl. Haw., Trust" at the NY Bot. Garden. Present state of this is in a flux. Nevertheless, we feel that correspondence, notes, drawings, etc., etc., rightfully belong to this nascent Trust. We are greedy for funds for it when the time is ripe - we hope the Hunt Bot. Library will not forget this project.

Please send NOTHING to us until you get definite word as to where & when, as we are planning a trip to N. Zealand & Fiji. We plan to be in N.Z., by Xmas. But it would be nice to get the correspondence xeroxed before the first of the year and before you start bulldozing through the CH papers.

Otto Degener

Aloha,

Otto

Collaborator in Haw. Botany

N.X.B. 4.

P.S. Do try to get yourself a copy of mimeographed letter dated 10/23/68, signed by Berger & Presselt, concerning the D.B.P. Haw. Terrestrial Biology subprogram without mention of my name!